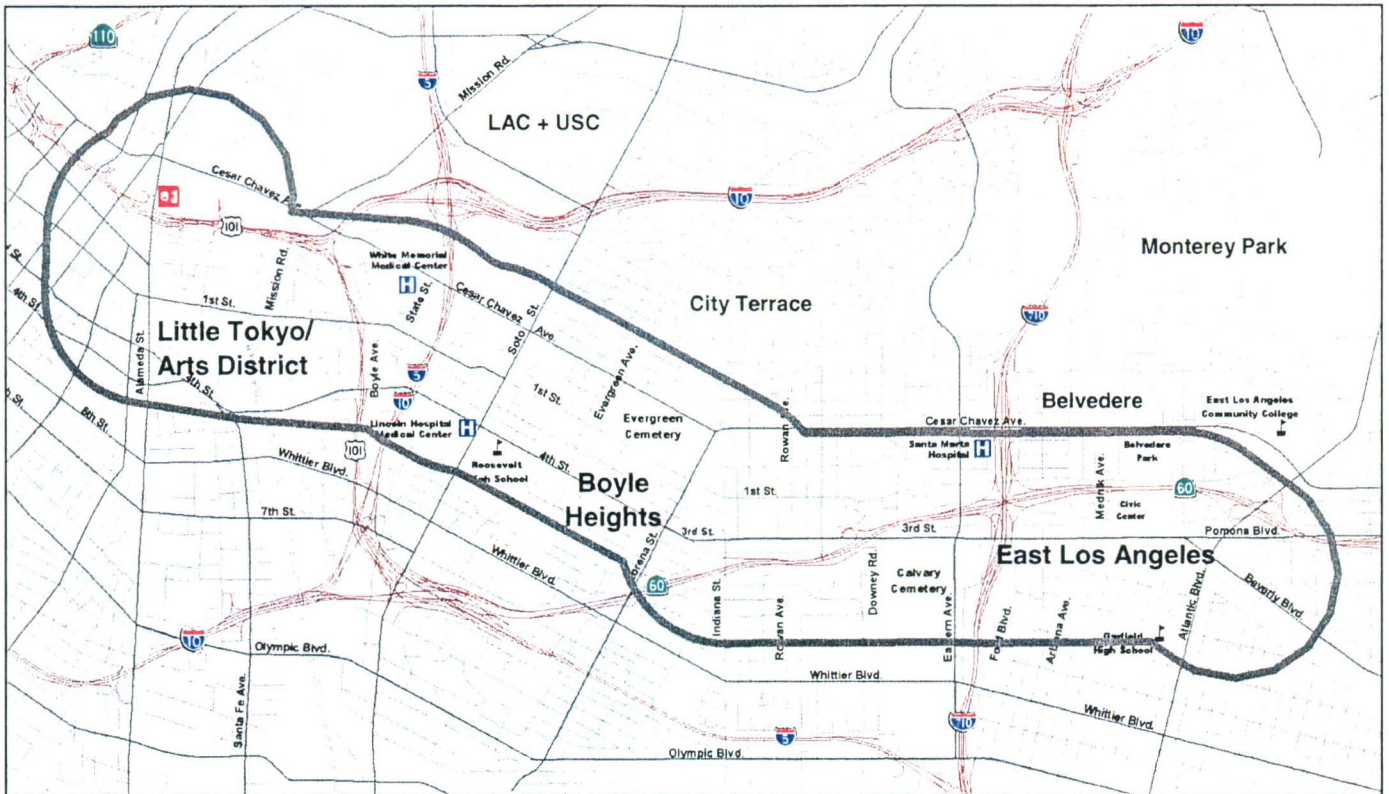


# Los Angeles Eastside Corridor



## Final Supplemental Environmental Impact Statement/ Final Subsequent Environmental Impact Report

### Volume II

January 4, 2002

U.S. Department of Transportation  
Federal Transit Administration

Los Angeles County Metropolitan Transportation Authority





## 7.0 RESPONSES TO COMMENTS ON THE DRAFT SEIS/SEIR

### 7.1 INTRODUCTION

This chapter responds to public comments provided during the public review period for the Los Angeles Eastside Corridor Draft SEIS/SEIR. The Draft SEIS/SEIR was issued on March 2, 2001, and the public review period remained open until May 2, 2001. Notice of the availability of the Draft SEIS/SEIR was published in the *Los Angeles Times*, *Los Angeles Opinion*, *Eastside Sun*, *Rafu Shimpo*, and *Downtown News*. In addition, 12,000 flyers were distributed and 3,500 notices were mailed to announce the availability of the document.

Copies of the Draft SEIS/SEIR were made available at the following libraries: Anthony Quinn, Benjamin Franklin, Cal State Los Angeles, City Terrace Public, East Los Angeles College, East Los Angeles County, Little Tokyo Service Center, Los Angeles Central, and MTA. Copies were also made available at the following Los Angeles Unified School District schools: Belmont High, Belvedere Elementary, Breed Street Elementary, Brooklyn Elementary, Castelar Elementary, First Street Elementary, Fourth Street Elementary, Garfield High, Griffith Middle, Hamasaki Elementary, Humphreys Elementary, Marianna Avenue, Nightingale Middle, Ramona High, Roosevelt High, Rowan Elementary, Second Street, Stevenson Middle, Utah Street Children's Center, and Utah Street Elementary. Other educational facilities where copies were available include: Dolores Mission School, East Los Angeles Community College, East Los Angeles Occupational Center, East Los Angeles Skills Center, Los Angeles County Office of Education East Los Angeles, Montebello High School, Puente Learning Center, Rio Hondo Community College, and Shurr High School. In addition, copies of the Draft SEIS/SEIR were made available at the religious institutions listed in Appendix B of the Draft SEIS/SEIR.

The executive summary of the Draft SEIS/SEIR was translated into Spanish and was available at the public hearings and for those individuals who requested a copy. Three public hearings were held throughout the study area at the following locations: 1) Japanese American National Museum, March 29, 2001 at 6:00 PM; 2) Roosevelt High School April 4, 2001 at 6:00 PM; and 3) Garfield High School April 5, 2001 at 6:00 PM.

Table 7-1 lists and assigns a number to each comment letter and speaker at the public hearings. This chapter provides a copy of each of the comment letters, and the written responses follow the comment letters. A copy of the transcript for each of the public hearings follows the letters and responses. The chapter concludes with the responses to the comments made at the hearings.

**TABLE 7-1: LIST OF COMMENTORS ON THE DRAFT SEIS/SEIR**

COMMENT NUMBER	COMMENTOR	DATE REC'D	PAGE NO.
<b>ELECTED OFFICIALS</b>			
1	Gilbert Cedillo, Assemblymember, 46 <sup>th</sup> District	04/17/01	W-1
2	Nick Pacheco, Los Angeles City Councilmember, 14 <sup>th</sup> District	04/04/01	W-3
3	Nick Pacheco, Los Angeles City Councilmember, 14 <sup>th</sup> District	04/17/01	W-4
<b>FEDERAL AGENCIES</b>			
4	Lisa Hanf, United States Environmental Protection Agency	04/09/01	W-7
5	Rick Yorczyk, United States Department of Commerce, National Oceanic and Atmospheric Administration	04/09/01	W-9
5-1	Amaglio Sandro, Federal Emergency Management Agency	05/15/01	W-9
<b>STATE AND REGIONAL AGENCIES</b>			
6	Laura Simonek, Metropolitan Water District of Southern California	04/20/01	W-10
7	Jeffrey Smith, Southern California Association of Governments	04/18/01	W-10
8	David Solow, Metrolink	04/11/01	W-11
9	H. A. Acevedo, California Highway Patrol	04/09/01	W-11
10	Stephen Buswell, California Department of Transportation, Office of Regional Planning, District 7	04/17/01	W-12
11	Terry Roberts, Governor's Office of Planning and Research, State Clearinghouse	04/17/01	W-13
12	Dr. Knox Mellon, California Resource Agency, Dept. of Parks and Recreation, Office of Historic Preservation	05/01/01	W-13
13	Kenneth Trott, California Resource Agency, Dept. of Conservation, Office of Governmental and Environmental Relations	04/27/01	W-13
14	Terry Roberts, Governor's Office of Planning and Research, State Clearinghouse	04/23/01	W-14
15	Terry Roberts, Governor's Office of Planning and Research, State Clearinghouse	05/02/01	W-14
<b>COUNTY AGENCIES</b>			
16	David Leininger, County of Los Angeles Fire Department, Forestry Division	04/23/01	W-14
17	James Noyes, County of Los Angeles Dept. of Public Works	04/17/01	W-14
18	Leroy D. Baca, County of Los Angeles Sheriff's Dept.	04/16/01	W-17
19	Richard Alonzo, Maravilla Community Advisory Committee	04/19/01	W-17
20	George Magallanes, Adalante Eastside Redevelopment Project	04/19/01	W-18
<b>CITY AGENCIES</b>			
21	Frances Banerjee, City of Los Angeles Dept. of Transportation	04/17/01	W-18
22	William Bamatre, City of Los Angeles Fire Dept.	04/18/01	W-30
23	Jerry Scharlin, Community Redevelopment Agency of Los Angeles	04/17/01	W-31
24	Steve Gonzales, City of Monterey Park	04/16/01	W-32
25	Ray Dipple, Los Angeles Unified School District, Environmental Health and Safety	04/17/01	W-32
26	No Comment with this number.		W-36
<b>COMMUNITY ORGANIZATIONS</b>			
27	Eric Orosz, Bus Riders Union	04/17/01	W-36
28	Stephan Finnegan, Automobile Club of Southern California	04/16/01	W-37
29	Thomas Stanley, Campaign for Better Transit	03/19/01	W-38
30	Silvia Viramontes, Union y Fuerza de la Comunidad	04/04/01	W-38
31	Silvia Viramontes, Union y Fuerza de la Comunidad	04/17/01	W-38

TABLE 7-1: LIST OF COMMENTORS ON THE DRAFT SEIS/SEIR

COMMENT NUMBER	COMMENTOR	DATE REC'D	PAGE NO.
32	E. Richard Larson, NAACP Legal Defense and Educations Fund, Inc.	04/17/01	W-44
33	Barbara Schultz, Legal Aid Foundation of Los Angeles	04/17/01	W-45
34	Irene Hirano, Little Tokyo Community Council	04/16/01	W-45
35	Margarita Sanchez, Boyle Heights Mejoramiento	04/02/01	W-45
36	Margarita Sanchez, Boyle Heights Mejoramiento	04/15/01	W-46
37	Margarita Sanchez, Boyle Heights Mejoramiento	04/18/01	W-49
38	Ernestina Montellano, CAARP	04/04/01	W-49
39	Ernestina Montellano, CAARP	04/18/01	W-49
40	Mary Lou Trevis, Mothers of East Los Angeles	04/23/01	W-50
41	Dr. Ramon Garcia, Latino Urban Forum	05/01/01	W-51
42	Darrell Clarke, Friends 4 Expo Transit	05/02/01	W-51
<b>BUSINESSES</b>			
43	Dean Perton, Catellus Development Corporation	05/01/01	W-51
44	Shoji S. Shimizu, AIA, Mangrove Estate	04/17/01	W-51
45	Robert Volk, Volk Properties	04/16/01	W-53
46	Nancy Araki, Japanese American National Museum	04/16/01	W-54
47	Ricky Monugium, Business Owner, 3 <sup>rd</sup> Street	04/05/01	W-54
48	Gary Einstein, Einstein & Speigel, Attorneys at Law	04/13/01	W-54
49	Darren Stroud, Esq., Taira Services Corporation	04/17/01	W-54
50	Rolando Hidalgo, Law Offices of Manuel Hidalgo	04/17/01	W-59
51	Reverend George Matsibayashi, Los Angeles Homba Hongwanji Buddhist Temple	04/18/01	W-60
52	Greg Heet, Heet Sound Products	04/18/01	W-62
53	Albert Deininger, White Memorial Medical Center	05/01/01	W-62
<b>INDIVIDUALS</b>			
54	Byron Edwards	04/23/01	W-63
55	Diane Zaepfel, Garfield High School	04/12/01	W-63
56	Silvia Viramontes	04/04/01	W-63
57	Gerardo Salas	04/04/01	W-63
58	Anita Castellanos	04/04/01	W-63
59	Philip Nurenburg	04/04/01	W-64
60	Silvia Viramontes	03/29/01	W-64
61	James Fujita	03/19/01	W-65
62	Charles Hockett	03/28/01	W-65
63	Jackie MacCauley	03/29/01	W-65
64	George Del Rio	03/19/01	W-65
65	Clara Solis	03/27/01	W-66
66	John Smart	03/19/01	W-66
67	John Arroyo	04/16/01	W-66
68	Jesus Samono	04/16/01	W-67
69	Robert Wang	04/12/01	W-67
70	Raymond Covarrubias, Davis Blue Print Company, Inc.	04/17/01	W-67
71	Renee Chavez	04/17/01	W-67
72	Jose Gomez	04/17/01	W-69
73	Sylvia Sanchez	04/13/01	W-70
74	Tim Adams	04/05/01	W-70
75	Sandra Sandoval	05/01/01	W-70
76	Robert Bellinger	05/01/01	W-70
77	John G. Sullivan, 208 N. Alameda Partners, L.P.	04/24/01	W-70

TABLE 7-1: LIST OF COMMENTORS ON THE DRAFT SEIS/SEIR

COMMENT NUMBER	COMMENTOR	DATE REC'D	PAGE NO.
78	Nadine Diaz	05/02/01	W-70
79	Mirna Troncoso	05/01/01	W-71
80	Gladys Bryant	05/01/01	W-71
81	J. Lesko	04/25/01	W-71
82	Tony Chavez	04/25/01	W-71
83	Estella Gonzalez	04/27/01	W-72
84	Tunde T. Thomas	04/24/01	W-72
85	Alexis Navarro	04/30/01	W-72
86	Alberto Rodriguez	05/03/01	W-73
87	Juaquin Castellanos	04/23/01	W-73
88	Ron Mukai	04/30/01	W-73
89	Juan Morales	04/05/01	W-74
90	Robert Lopez	04/05/01	W-74
91	Servando Ornelas	04/05/01	W-74
92	Unreadable	04/06/01	W-74
93	Unreadable	04/06/01	W-74
94	Jarome Weymouth	03/28/01	W-74
95	SRM	03/28/01	W-75
96	Adelina Portillo	04/05/01	W-75
<b>PUBLIC HEARING SPEAKERS</b>			
P-1	Michael Vega	03/29/01	PH-1
P-2	Frances Hashimoto	03/29/01	PH-1
P-3	Charles Adelman	03/29/01	PH-1
P-4	Thun Wing Motto	03/29/01	PH-1
P-5	Edgar Sanchez, Bus Riders Union	03/29/01	PH-2
P-6	Sean Armstrong	03/29/01	PH-2
P-7	Mich Sakata, Los Angeles Homba Hongwanji Buddhist Temple	03/29/01	PH-3
P-8	Albert H. Taira, 1 <sup>st</sup> Street South Plaza	03/29/01	PH-3
P-9	Ayako Hagihara, Little Tokyo Service Center CDC	03/29/01	PH-3
P-10	Joel Bloom, Los Angeles River Arts and Business Association	03/29/01	PH-4
P-11	Shoji S. Shimizu, AIA, Mangrove Estate	03/29/01	PH-4
P-12	Barbara Schultz, Legal Aid Foundation of Los Angeles	03/29/01	PH-5
P-13	Anita Castellanos	03/29/01	PH-5
P-14	John Walsh, Bus Riders Union	03/29/01	PH-5
P-15	Kauru Matsumoto (Doug)	03/29/01	PH-6
P-16	Ernestina Montellano, CAARP	03/29/01	PH-6
P-17	Gerardo Salas, Union y Fuerza de la Comunidad	03/29/01	PH-7
P-18	Margarita Sanchez, Boyle Heights Mejoramiento	03/29/01	PH-7
P-19	Artemio Dominguez	03/29/01	PH-7
P-20	Santiago & Consuelo Cardona	03/29/01	PH-8
P-21	Olga Salas	03/29/01	PH-8
P-22	Silvia Viramontes	03/29/01	PH-8
P-23	Michael Weinraub	03/29/01	PH-8
P-24	Jo Itow	03/29/01	PH-9
P-25	Keri Itow	03/29/01	PH-9
P-26	Juaquin Castellanos, Boyle Heights Neighbors Organization	03/29/01	PH-9
P-27	Rachel Santos	03/29/01	PH-9
P-28	Anne Abraham	03/29/01	PH-9
P-29	Roger Christensen	03/29/01	PH-9

TABLE 7-1: LIST OF COMMENTORS ON THE DRAFT SEIS/SEIR

COMMENT NUMBER	COMMENTOR	DATE REC'D	PAGE NO.
P-30	Sherry Breskin, Ramona High School	04/04/01	PH-10
P-31	Concepcion Vasquez	04/04/01	PH-10
P-32	Raul B. Vasquez	04/04/01	PH-10
P-33	Silvia Diharce, Ramona High School	04/04/01	PH-10
P-34	Leticia Sanchez, Humphreys Avenue Middle School	04/04/01	PH-10
P-35	Frances Galvan	04/04/01	PH-10
P-36	Dan Farkas, Councilmember Pacheco's Office	04/04/01	PH-11
P-37	Linda Sabori, Ramona High School	04/04/01	PH-11
P-38	Lupe Lopez, McDonalds	04/04/01	PH-12
P-39	Victor Delgado	04/04/01	PH-12
P-40	Antonio Maldonado, Parish of Resurrection	04/04/01	PH-12
P-41	Lupe Lopez, Mothers of East Los Angeles	04/04/01	PH-12
P-42	Rosa Gabaldon	04/04/01	PH-12
P-43	Ron Granados, Las Americas Foundation	04/04/01	PH-12
P-44	Ross Valencia	04/04/01	PH-12
P-45	Anita Hernandez	04/04/01	PH-13
P-46	Robert Lopez	04/04/01	PH-13
P-47	Al Santillanes, Adelante Eastside CRA	04/04/01	PH-13
P-48	Arturo Herrera	04/04/01	PH-13
P-49	Louis Martinez, Comite de Padres	04/04/01	PH-13
P-50	Carlos Montante	04/04/01	PH-14
P-51	Edgar Sanchez, Bus Riders Union	04/04/01	PH-14
P-52	Gerardo Salas, Union y Fuerza de la Comunidad	04/04/01	PH-14
P-53	Ernestina Montellano, CAARP	04/04/01	PH-14
P-54	Jose S. Leon	04/04/01	PH-14
P-55	Armida Marquez	04/04/01	PH-14
P-56	Mary Louise Reeves	04/04/01	PH-15
P-57	Richard Alonzo	04/04/01	PH-15
P-58	Margarita Sanchez, Boyle Heights Mejoramiento	04/04/01	PH-15
P-59	Patricio Sanchez	04/04/01	PH-15
P-60	Armando Herman	04/04/01	PH-15
P-61	Santiago Sandona	04/04/01	PH-15
P-62	Anita Castellanos	04/04/01	PH-16
P-63	Olgas Salas	04/04/01	PH-16
P-64	Ricardo Mireles	04/04/01	PH-16
P-65	Arturo Osoro	04/04/01	PH-16
P-66	Erica Friedman, Roosevelt High School	04/04/01	PH-16
P-67	Connie Gomez, Abulitos de Boyle Heights	04/04/01	PH-16
P-68	Rita Govea	04/04/01	PH-16
P-69	Silvia Viramontes	04/04/01	PH-16
P-70	Alfonso Falcon	04/04/01	PH-17
P-71	Lester Garcia	04/04/01	PH-17
P-72	John Sanchez, Homeboy Industries	04/04/01	PH-17
P-73	Paul Perez	04/04/01	PH-17
P-74	Gabriele Garib	04/04/01	PH-17
P-75	Alan Gee, Latino Urban Forum	04/04/01	PH-18
P-76	Renee Chavez	04/04/01	PH-18
P-77	Luis Hernandez	04/04/01	PH-18
P-78	Jose Luis Jimenez	04/05/01	PH-18
P-79	Jorge-Mario Cabrera	04/05/01	PH-18

**TABLE 7-1: LIST OF COMMENTORS ON THE DRAFT SEIS/SEIR**

COMMENT NUMBER	COMMENTOR	DATE REC'D	PAGE NO.
P-80	Felipe Agredano-Lozano	04/05/01	PH-18
P-81	Anita Castellanos	04/05/01	PH-18
P-82	Ron Granados	04/05/01	PH-19
P-83	Lucy Delgado, Mothers of East Los Angeles	04/05/01	PH-19
P-84	Antonio Gardea	04/05/01	PH-19
P-85	Gilberto Cortez	04/05/01	PH-19
P-86	Tomas Perez	04/05/01	PH-19
P-87	John Arroyo	04/05/01	PH-19
P-88	Rita Rodriguez	04/05/01	PH-20
P-89	Servando Ornelos	04/05/01	PH-20
P-90	Victor Duran	04/05/01	PH-20
P-91	Gerardo Salas, Union y Fuerza de la Comunidad	04/05/01	PH-20
P-92	Ron Mukai	04/05/01	PH-20
P-93	Olga Salas	04/05/01	PH-21
P-94	Edgar Sanchez, Bus Riders Union	04/05/01	PH-21
P-95	Bertha Faustinos	04/05/01	PH-21
P-96	Juan Patricio Sanchez	04/05/01	PH-22
P-97	Guadalupe Lopez	04/05/01	PH-22
P-98	Jose Ruiz, Our Lady of Lourdes	04/05/01	PH-22
P-99	Mario Prietto, Homeboy Industries	04/05/01	PH-23
P-100	John Langoria, East Los Angeles Chamber of Commerce	04/05/01	PH-23
P-101	Ernestina Montellano, CAARP	04/05/01	PH-23
P-102	Esther Ibarra	04/05/01	PH-23
P-103	Luis Soto	04/05/01	PH-23
P-104	Santiago Cardona	04/05/01	PH-23
P-105	Lillian de Loza	04/05/01	PH-23
P-106	Daniel Walker, Sierra Club	04/05/01	PH-23
P-107	William Morrison	04/05/01	PH-24
P-108	Karen Hirai-Olen	04/05/01	PH-24
P-109	Ramon Ramirez, East Los Angeles College	04/05/01	PH-24
P-110	Joaquin Castellanos	04/05/01	PH-24
P-111	Dana Gabbard	04/05/01	PH-25
P-112	Ramon Montanez	04/05/01	PH-25
P-113	Raul Vazquez	04/05/01	PH-25
P-114	Annette Ramirez, Latino Urban Forum	04/05/01	PH-25
P-115	Lester Garcia, Bus Riders Union	04/05/01	PH-25
P-116	Robert Montanez	04/05/01	PH-25
P-117	Adela Mendoza	04/05/01	PH-26
P-118	Margarita Sanchez, Boyle Heights Mejoramiento	04/05/01	PH-26
P-119	Carlos Montes, Centro CSO Community Service Organization	04/05/01	PH-26
P-120	Consuelo Cardona	04/05/01	PH-27
P-121	Robert Lopez	04/05/01	PH-27
P-122	Armando Ybarra	04/05/01	PH-27
P-123	Feliciano Gomez	04/05/01	PH-27
P-124	Anita Castellanos	04/05/01	PH-27
P-125	Ray Montanez	04/05/01	PH-27
P-126	Michael Diaz	04/05/01	PH-28
P-127	Juan Carlos Morales	04/05/01	PH-28
P-128	Richard Salas Mojarro	04/05/01	PH-28
P-129	F. Castro	04/05/01	PH-28



**TABLE 7-1: LIST OF COMMENTORS ON THE DRAFT SEIS/SEIR**

<b>COMMENT NUMBER</b>	<b>COMMENTOR</b>	<b>DATE REC'D</b>	<b>PAGE NO.</b>
P-130	Renee Chavez	04/05/01	PH-28
P-131	Jose Huizar, LAUSD Candidate	04/05/01	PH-28



**7.2 WRITTEN COMMENTS  
ON THE DRAFT SEIS/SEIR**



STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0046  
(916) 319-2046  
FAX (916) 319-2146

DISTRICT OFFICE  
OVIATT BUILDING  
617 SOUTH OLIVE STREET  
SUITE 710  
LOS ANGELES, CA 90014  
(213) 833-2900  
(213) 833-2907 FAX

E-mail: Gil.Cedillo@assembly.ca.gov

Assembly  
California Legislature



GILBERT A. CEDILLO  
ASSEMBLYMEMBER, FORTY-SIXTH DISTRICT

CHAIR:  
BUDGET SUBCOMMITTEE #1  
ON HEALTH AND HUMAN SERVICES  
SELECT COMMITTEE ON HEALTH ACCESS

COMMITTEES:  
BUDGET  
APPROPRIATIONS  
BUSINESS & PROFESSIONS  
PUBLIC SAFETY  
REVENUE & TAXATION

April 17, 2001

Mr. Julian Burke  
Chief Executive Officer  
Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952  
ATTN: Steve Brye, Project Manager

Dear Mr. Burke:

I write in regards to the Los Angeles Eastside Corridor Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report (SEIS/SEIR). This letter constitutes my support for the proposed Eastside light rail system.

A light rail system for the Eastside is a long awaited alternative for the residents of Boyle Heights, many of whom have endured years of overburdened roads, air pollution and inadequate bus service. Although an underground transit system would have been preferred, the proposed light rail system provides the best option, given the project's financial constraints and limited resources.

In order to ensure the safety and well being of all the stakeholders involved, the following issues and concerns have been raised by interested community members:

- 1.A | • Employ cross guards at all intersections near schools during school hours throughout the duration of construction and operation of the light rail system;
- 1.B | • Educate the school children about the benefits and the related dangers of the light rail system;
- 1.C | • Provide financial assistance to businesses that lose money during construction;
- 1.D | • Set aside repair funds for structural damages incurred during construction;
- 1.E | • Earmark improvement funds e.g. landscaping, where necessary in order to maintain or improve the aesthetics of the affected communities; and
- 1.F | • Give local residents priority when hiring for positions related to the light rail project.

*Serving the communities of downtown Los Angeles, Civic Center, Boyle Heights, Koreatown, Little Tokyo, Pico Union, Filipino Town, South Park, Temple-Beaudry, Westlake, Wilshire Center, portions of Chinatown and East Los Angeles*

The proposed project offers Eastside residents a cleaner, safer and more efficient mode of public transportation. I trust that the Metropolitan Transportation Authority will do everything possible to provide Eastside residents a transit system that the city and the county would be truly proud of and deserve.

Should you have any questions, you may reach Laura Avila of my district office staff at 213/833-2900.

Sincerely,

A handwritten signature in cursive script that reads "Gil Cedillo".

GILBERT A. CEDILLO  
Assemblymember, 46<sup>th</sup> District

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0046  
(916) 319-2046  
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(213) 833-2907 FAX

E-mail: Gil.Cedillo@assembly.ca.gov

Assembly  
California Legislature



GILBERT A. CEDILLO  
ASSEMBLY MEMBER, FORTY-SIXTH DISTRICT  
ASSISTANT MAJORITY LEADER

CHAIR:  
BUDGET SUBCOMMITTEE #1  
ON HEALTH AND HUMAN SERVICES

COMMITTEES:  
BUDGET  
APPROPRIATIONS  
PUBLIC SAFETY  
ELECTIONS, REAPPORTIONMENT  
AND CONSTITUTIONAL AMENDMENTS

## Fax Transmittal Sheet

DATE: 04-17-01

TO: Steve Byle

FAX NO: 213-922-3005 TEL NO: \_\_\_\_\_

FROM: Laura Carter

District Office  
617 South Olive Street, Suite 710  
Los Angeles, California 90014  
Tel: (213) 833-2900  
Fax: (213) 833-2907

SUBJECT: \_\_\_\_\_

PAGES (including cover sheet): 3

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_



Nick Pacheco  
Councilmember  
Fourteenth District

City Council  
of the  
City of Los Angeles

200 North Main Street  
City Hall East, Room 504  
Los Angeles, CA 90012-4878  
Tel: (213) 485-3335  
Fax: (213) 847-0680

March 29, 2001

Steven Brye  
Project Manager  
East Side Extension Light Rail Project  
Metropolitan Transportation Authority  
One Gateway Plaza, 22<sup>nd</sup> Floor  
Los Angeles, California 90012

**Re: East Side Light Rail Project Safety**

Dear Mr. Brye:

I strongly support the completion of the proposed East Side Light Rail project from Union Station, through the Boyle Heights community in my District, to its terminus at Atlantic and Whittier Boulevards. A true mass transit project has been needed to serve the heavily transit dependent communities along this corridor for many decades, and I am pleased to see that this project is finally moving forward. However, I believe that additional measures need to be taken by the Metropolitan Transportation Authority (MTA) to ensure that pedestrians and drivers within these communities are afforded every protection while the project is under construction, and to incorporate permanent safety improvements into its final design.

I recognize that a number of my major concerns regarding pedestrian safety, traffic congestion and air pollution in my District have been already addressed by MTA's incorporation of my recommendation to construct a tunnel under most of the Boyle Heights portion of the light rail's alignment. However, there are surface parts of the alignment where additional safety improvements should be given greater consideration. This can best be achieved by MTA initiation of a comprehensive study of the need for significant safety improvements where the light rail alignment is at-grade.

In addition, I call upon the MTA to undertake the following initiatives to provide optimal safety conditions for my constituents:

2.B

- The stationing of crossing guards at all impacted schools during school hours; esp., during the hours immediately prior to and after the school day, for the duration of the project;



Steven Brye  
Page 2  
March 29, 2001

- 2.C | • The conduct of separate state-of-the art transit safety programs at all pre-schools, elementary schools, high schools and senior citizen centers in the vicinity of the alignment;
- 2.D | • A determination of how all the latest technological improvements to improve the light rail system can be incorporated into the East Side project; including, but not limited to safety gates, illuminated signs and safety improvements on light rail cars; and
- 2.E | • A separate study to explore ways of ensuring the safe running of the light rail cars on such narrow streets as Indiana Street between First Street and Third Street should the financing of extending the tunnel to this location prove infeasible.

2.F | Finally, I ask the MTA Board and its entire staff to give the highest priority to these and other proposed safety mitigations in order to ensure that the East Side Light Rail project is the safest and the best possible project for all East Side residents.

Sincerely,



Nick Pacheco  
Councilmember, 14<sup>th</sup> District



Nick Pacheco  
Councilmember  
Fourteenth District

City Council  
of the  
City of Los Angeles

200 North Main Street  
City Hall East, Room 504  
Los Angeles, CA 90012-4878  
Tel: (213) 485-3335  
Fax: (213) 847-0680

April 16, 2001

Steven Brye, Project Manager  
East Side Light Rail Project  
Metropolitan Transportation Authority  
One Gateway Plaza, Mail Stop: 99-22-2  
Los Angeles, California 90012-2952

Dear Mr. Brye,

Thank you for the opportunity to publicly comment on Council District 14's concerns and suggestions regarding the Eastside Light Rail project.

Our concerns cover safety, construction and quality of life issues and their relation to the MTA's mitigation efforts to resolve these potential hazards.

**I. Pedestrian Safety:**

I would like to share my thoughts regarding the five stations affecting Council District 14, its nearby schools and its senior centers.

3.A

***Stations:***

The 1<sup>st</sup> and Alameda Street Station, and the 1<sup>st</sup> and Utah Street Station will be constructed at street level. Since construction of the light rail transit platform in the middle of the street will compromise pedestrian safety, mitigation efforts need to facilitate safe "curb-to-curb" pedestrian travel. The use of signalized crossings, pedestrian walkways, well-defined pedestrian paths, signage and barriers will reduce the possible conflicts between trains and pedestrians at the two-tunnel portals.

3.B

***Schools and Senior Centers:***

A number of schools and senior centers surround these five stations. Crossing guards should be stationed at all impacted schools during the school hours, especially during the hours immediately prior to and after the school day, for the duration of the project. There should be separate state-of-the-art transit safety programs at all pre-schools, elementary schools, high schools and senior citizen centers in the vicinity of the alignment. Moreover, there should be a determination of how to incorporate the latest technological

Steven Brye  
April 16, 2001

- 3.I During construction, the MTA will need room for construction staging activities and storage. By locating the MTA's construction staging area on Cesar Chavez Avenue, rather than on 1<sup>st</sup> Street, there will be a diminished need for the MTA to acquire additional property on 1<sup>st</sup> Street.
- 3.J The MTA should sequence construction impacts to the extent reasonably possible to avoid removal of multiple blocks of curb parking on 1<sup>st</sup> Street at any given time.
- 3.K Financial assistance to those businesses which experience adverse business impacts during construction (due to loss of sales) may curb some of the negative effects.
- 3.L Lastly, Council District 14 requests the MTA's written position on eminent domain concerns for all potentially impacted businesses and residences.

V. **Hope VI Public Housing Revitalization and White Memorial Hospital:**

Construction of all light rail project activities should be coordinated with ongoing construction of future projects:

- 3.M
- A total of 93 homes will be offered for sale through the Aliso Village Hope VI Project. Hope VI funding will be used to construct 27 homes for sale under a Section 5(h) Homeownership Plan.
  - White Memorial Hospital will replace some of its facilities and upgrade others for seismic safety during construction of the light rail project.

VI. **Quality of Life:**

3.N ***Visual and Aesthetics:***  
Trackwork and catenary system would add to the visual clutter already experienced in the vicinity of the 1<sup>st</sup> St. Bridge. Installation of span-wire catenary system will avoid the need for additional mid-street supports.

3.O Construction surrounding Mariachi Plaza would adversely impact the enclosing element of Mariachi Plaza. Installing a facade to replace the existing mass will aid to close the enclosing element. The historic integrity must be kept intact.

3.P ***Option 1*** - LRT Vehicles traveling west on 3<sup>rd</sup> Street and then turning north on Indiana would shine their headlamps into adjacent residential areas. Landscaping, or planting other screening material in the path of the LRT vehicle headlamps, may mitigate glare impacts on Indiana Street.

Steven Brye  
April 16, 2001

improvements to the light rail system into the East Side project. These include, but are not limited to, safety gates, illuminated signs and safety improvements on light rail cars.

**II. Indiana Street Configuration:**

3.C | A feasibility study conducted to explore safety methods will ensure light rail cars run safely on narrow streets, especially on Indiana Street between 1<sup>st</sup> and 3<sup>rd</sup> Streets. This study should take into consideration the lack of financing or technological feasibility to extend the tunnel to this location.

3.D | ***Housing Takes:***  
MTA should minimize housing takes on Indiana between 1<sup>st</sup> and 3<sup>rd</sup> Streets if any of the three proposals are implemented.

**III. Street Widening at 1<sup>st</sup> Street and Utah Street:**

3.E | The sidewalks at 1<sup>st</sup> Street and Utah Street will be narrowed by four feet to accommodate a light rail station. Widening of 1<sup>st</sup> Street at this location will allow easier vehicle maneuverability, especially if MTA Line 620 is rerouted there. First Street could be restored to its full width if planned in conjunction with any new development.

Pedestrian safety is also an important factor. There are a number of mitigation measures that, if properly utilized, will increase pedestrian safety:

- 3.F | • The use of signalized crossings, pedestrian crosswalks and well-defined pedestrian paths will reflect the City's active involvement with safety measures.
- 3.G | • The installation of signage and barriers to discourage unsafe crossings will create a strong awareness for pedestrians to use only designated areas for their travel.
- 3.H | • The implementation of "Rail Safety" programs in local schools, in conjunction with hired crossing guards, may curtail some student activity leading to accidents.
- 3.H | • Bicycle linkages from neighborhoods to light rail stations may facilitate safer and easier access to intermodal transportation.

**IV. MTA's Eminent Domain Policy:**

Undoubtedly, businesses on 1<sup>st</sup> and Soto Streets will experience disruption during MTA construction.

Steven Brye  
April 16, 2001

3.Q

*Option 2* - The first row of structures along the west side of Indiana would be removed, exposing yards from the remaining residences to view from passing motorists, transit riders and properties on the east side of Indiana. MTA's development of some of the acquired parcels as open space or recreation may mitigate any negative impacts.

*Noise and Vibration:*

Option 3 may create ground noise and vibration impacts. The following may mitigate negative impacts:

3.R

- Rubber-booted rail for embedded track;
- High resilience direct fixation fasteners for embedded track and fixation fasteners for embedded track in underground subway tunnels;
- Ballast mats for ballast and tie track;
- Floating slab track work for either embedded or direct fixation track; and
- Spring-loaded switch frogs or high resilience direct fixation fasteners for areas where impacts may be caused by cross-overs and switches.

**VII. Bus Reroute of MTA Bus Line 620:**

3.S

The rerouting of MTA Bus Line 620 from First and Clarence Streets to 3<sup>rd</sup> Street and Utah Street should be feasible to aid light rail/bus interfaces as long as it doesn't affect the line's patronage or cost.

**VIII. Pecan Park Mitigation:**

3.T

During construction, the City anticipates a loss of services at Pecan Park. Children play at this park year round and participate in swimming activities during the Summer months. In order to continue park access for children, the MTA should provide a round trip shuttle service to neighboring parks.

Your careful consideration of these suggested mitigation methods will ensure the project's success without significant impacts on the Boyle Heights community.

Sincerely,



Nick Pacheco  
Councilmember, 14<sup>th</sup> District  
City of Los Angeles



**Councilmember Nick Pacheco**  
200 North Main Street  
City Hall East, Room 504  
Los Angeles, CA 90012-4878

**Steven Brye, Project Manager**  
**East Side Light Rail Project**  
**Metropolitan Transportation Authority**  
**One Gateway Plaza, Mail Stop: 99-22-2**  
**Los Angeles, California 90012-2952**



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street  
San Francisco, CA 94105-3901

APR 4 2001

Erv Poka  
Metropolitan Office  
Federal Transit Administration/  
Federal Highway Administration, Region 9  
201 North Figueroa Street, Suite 1460  
Los Angeles, CA 90012

Dear Mr Poka:

The Environmental Protection Agency (EPA) has reviewed the Supplemental Draft Environmental Impact Statement (SDEIS) for the **Los Angeles Eastside Corridor Transit Improvements**, California (CEQ Number: 010059, ERP Number: FTA-K40130-CA). Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

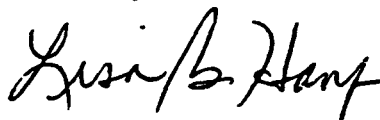
The proposed action is the development of a six-mile, nine station Light Rail Transit (LRT) system, which will be an extension of the Pasadena Blue Line. This SDEIS analyzes the environmental impacts of the LRT build alternative and three alignment options on Indiana Street. The SDEIS also analyses three locations for maintenance and storage facilities. A Preferred Alternative has not been identified.

EPA is highly supportive of the project goals to improve access and mobility, while reducing carbon monoxide and reactive organic gases emissions. We look forward to the successful implementation of this project. In our review of the document, we found that the SDEIS sufficiently addresses the environmental impacts of the proposed alternatives. EPA has rated this document **LO, Lack of Objections**. This rating applies to all project options. Please see the attached *Rating Factors* for a description of our rating system.

While we have not identified environmental impacts requiring substantive changes to the document, we have identified opportunities for improving mitigation measures proposed during the construction phase of the project. These include mitigation measures for air quality, hazardous waste, water resources, and pollution prevention. We have attached a detailed list of comments. EPA strongly recommends that the Federal Transit Administration and the Los Angeles County Metropolitan Transportation Authority address these comments in the Final Environmental Impact Statement.

We appreciate the opportunity to review this SDEIS. When the Final Supplemental EIS is completed, please send two copies to me at the address above (Mail Code: CMD-2). If you have any questions or comments, please feel free to contact me or Nova Blazej, the primary staff person working on this project. Nova Blazej can be reached at 415-744-2089 or [blazej.nova@epa.gov](mailto:blazej.nova@epa.gov).

Sincerely,



Lisa B. Hanf, Manager  
Federal Activities Office

**Attachments: Summary of EPA Rating Definitions**  
**Detailed Comments**  
**Fleet Maintenance Pollution Prevention: Availability of Publications**  
**2000 Buy-Recycled Series: Construction Products and Landscaping Products**  
**Construction Waste Management**

**cc: Ray Sukys, Federal Transit Administration**  
**Steve Brye, Los Angeles County Metropolitan Transportation Authority**



## HAZARDOUS WASTES

### *Construction*

4.C While the SDEIS discloses the locations where hazardous substances may be encountered from tunneling and foundation excavation for the LRT (p.4.19-33), the same level of detail is not provided for the maintenance and storage facilities options (p.4-20.1). To provide the public with a complete set of information, the types of contamination and the level to which areas may be contaminated should be disclosed at the SDEIS stage.

- ▶ *Recommendation:* In the FSEIS, provide greater information on the type and degree of hazardous waste contamination likely to be encountered at the maintenance and storage facilities sites under consideration.

If hazardous substances are encountered in the construction of this project, the Resource Conservation and Recovery Act (RCRA) and associated State hazardous waste disposal requirements will apply. These issues are appropriately addressed in the SDEIS and do not need to be postponed until the development of the project specifications.

- 4.D
- ▶ *Recommendation:* In the FSEIS, identify the provisions of RCRA and associated State hazardous waste disposal requirements that apply to this project, and provide more specific information on how contaminated materials will be handled and treated. The FSEIS should describe in detail the procedures that will be followed in order to meet the requirements. The FSEIS should discuss: 1) that FTA, MTA, or their contractor may become a hazardous waste generator upon extraction of contaminated materials, 2) that a generator Identification number must be obtained in order to transport hazardous materials, and identify the location of, and haul-route to, the anticipated disposal facility, 3) the methods that will be used to treat the material on-site, and 4) the procedures that will be used to comply with the land ban requirements for handling and disposing of hazardous waste.

## WATER RESOURCES

### *Parking Lots*

4.E The proposed project includes the development of two park-and -ride surface parking lots. The SDEIS acknowledges that impervious surfaces contribute to increased stormwater runoff. EPA strongly encourages reducing polluted stormwater runoff by minimizing impervious surfaces and by treating stormwater on-site.

- ▶ *Recommendation:* In the FSEIS, commit to minimizing impervious surfaces in the park-and-ride parking lots by implementing specific landscape designs and techniques that will reduce stormwater runoff and provide on-site treatment.

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U.S. EPA DETAILED COMMENTS  
SUPPLEMENTAL DEIS: LOS ANGELES EASTSIDE CORRIDOR

---

AIR

*Construction*

The SDEIS states that project construction activities will result in the emission of particulate matter less than ten microns (PM10) in exceedance of the South Coast Air Quality Management District's significance threshold (p.4.19-19). Because the South Coast Air Basin is in serious non-attainment for PM10, all steps should be taken to reduce these emissions. In addition, the SDEIS states that the air quality impacts are localized and short term. However, the construction period will last four to five years and will impact residences and a local high school. For these reasons, steps should be taken to reduce *all* air emissions from project construction.

- 4.A
- ▶ *Recommendation:* The construction period is approximately four to five years. Within this time frame, specify how long the air quality impacts are expected to last.
  - ▶ *Recommendation:* Make a non-negotiable commitment to the air quality mitigation measures. In the mitigation measures listed, replace the word "should" with "will." For example, under Diesel Equipment Maintenance, change "Construction contracts *should* explicitly stipulate that all diesel power equipment *should* be properly tuned and maintained" to "Construction contracts *will* explicitly stipulate that all diesel power equipment *will* be properly tuned and maintained." Make this change from "should" to "will" for the Equipment Emissions mitigation measure, i.e. "Low sulfur fuel *will* be used for construction equipment."

4.B

The Diesel Equipment Usage mitigation measure will "minimize the use of on-site diesel construction equipment, particularly unnecessary idling" (p. 4.19-18). Because of the negative health affects of diesel emissions, EPA highly recommends reducing human exposure to diesel emissions.

- ▶ *Recommendation:* In the Final Supplemental Environmental Impact Statement (FSEIS), provide details on how the use of on-site diesel construction equipment will be minimized, especially in areas with sensitive receptors, such as schools, hospitals, and residences.

#### POLLUTION PREVENTION

The Resource Conservation & Recovery Act (RCRA) Section 6002 requires federal, state, local agencies, and their contractors, that use appropriated federal funds to purchase EPA-designated recycled materials, including EPA-designated transportation, construction, and landscaping products. In addition, EPA supports deconstruction and materials reuse in projects where existing structures are removed.

4.F

- ▶ *Recommendation:* In the FSEIS, commit to materials reuse, where appropriate and feasible, and include a commitment to the Buy-Recycled requirements in the FSEIS. For further details, please see EPA's web site at <http://www.epa.gov/cpg>, as well as attached materials on Buy-Recycled and Construction Waste Management.

#### FLEET MAINTENANCE

In the discussion of each of the maintenance and storage facilities options, the SDEIS states that hazardous materials/chemicals used for maintenance activities would be stored and disposed of in a manner consistent with regulatory requirements and standard industry housekeeping practices (e.g., p.4.20-9). EPA strongly supports the implementation of pollution prevention practices in fleet maintenance and has developed a pollution prevention toolkit.

4.G

- ▶ *Recommendation:* In the FSEIS, specifically outline the regulatory requirements for handling hazardous waste in the maintenance and storage facilities, as well as the pollution prevention and industry housekeeping practices that will be employed. For more information on pollution prevention techniques, see the attachment on Fleet Maintenance Pollution Prevention.

#### TEXT CORRECTIONS

Figures 4.10-1 to 4.10-3 are very difficult to read. Please provide clean copies of these figures in the FSEIS.

4.H

# SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

## ENVIRONMENTAL IMPACT OF THE ACTION

### *"LO" (Lack of Objections)*

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

### *"EC" (Environmental Concerns)*

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

### *"EO" (Environmental Objections)*

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

### *"EU" (Environmentally Unsatisfactory)*

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

## ADEQUACY OF THE IMPACT STATEMENT

### *Category 1" (Adequate)*

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

### *"Category 2" (Insufficient Information)*

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

### *"Category 3" (Inadequate)*

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

UNITED STATES  
ENVIRONMENTAL PROTECTION AGENCY  
75 HAWTHORNE STREET  
SAN FRANCISCO, CALIFORNIA 94105-3901  
CMD-2  
OFFICIAL BUSINESS  
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AN EQUAL OPPORTUNITY EMPLOYER

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

01 APR -9 AM 11:59

Los Angeles Metropolitan Trans Authority  
ATTN: Steve Brye (Project Manager)  
One Gateway Plaza  
Los Angeles, CA 90012



30012-2952 01





UNITED STATES DEPARTMENT OF COMMERCE  
Office of the Under Secretary for  
Oceans and Atmosphere  
Washington, D.C. 20230

March 30, 2001

Mr. Steve Brye  
Los Angeles County Metropolitan Transportation  
One Gateway Plaza  
Los Angeles, California 90012

Dear Mr. Brye:

Enclosed are comments on the Draft Environmental Impact Statement for Los Angeles Eastside Corridor Los Angeles, California. We hope our comments will assist you. Thank you for giving us an opportunity to review this document.

Sincerely,

A handwritten signature in cursive script, appearing to read "Margaret McCall", written over the typed name of Scott B. Gudes.

*gr*  
Scott B. Gudes  
Acting Under Secretary for Oceans  
and Atmosphere Administrator and  
Deputy Under Secretary

Enclosure



Printed on Recycled Paper



MEMORANDUM FOR: Margaret R. McCalla  
Acting Director of Policy and Strategic Planning

FROM: Charles W. Challstrom  
Director, National Geodetic Survey

SUBJECT: DEIS-0301-02 Los Angeles Eastside Corridor Los Angeles,  
California

The subject statement has been reviewed within the areas of the National Geodetic Survey's (NGS) responsibility and expertise and in terms of the impact of the proposed actions on NGS activities and projects.

5.A All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the NGS home page at the following Internet World Wide Web address: <http://www.ngs.noaa.gov> After entering the NGS home page, please access the topic "Products and Services" and then access the menu item "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the NGS data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NGS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project includes the cost of any relocation(s) required.

For further information about these monuments, please contact Rick Yorczyk; SSMC3 8636, NOAA, N/NGS; 1315 East West Highway; Silver Spring, Maryland 20910; telephone: 301-713-3230 x142; fax: 301-713-4175, Email: [Rick.Yorczyk@noaa.gov](mailto:Rick.Yorczyk@noaa.gov)

**U.S. DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
Silver Spring, Maryland 20910

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WASHINGTON, D.C. 20230

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MR. STEVE BRYE  
LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION  
ONE GATEWAY PLAZA  
LOS ANGELES, CALIFORNIA 90012



RECEIVED  
MAY 18 2001



# Federal Emergency Management Agency

Region IX  
Building 105  
Presidio of San Francisco  
San Francisco, California 94129

MAY 15 2001

Mr. Steve Brye, Project Manager  
Los Angeles County Metropolitan Transportation  
Authority (LACMTA)  
One gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Brye:

I am writing in response to the request for review that your office has submitted to the Federal Emergency Management Agency (FEMA). The request pertains to Los Angeles Eastside Corridor Draft Supplemental Environmental Impact Statement/and Draft Subsequent Environmental Impact Report. Due to the volume of requests that we receive, we have not performed a detailed review of the project. However, we offer the following comments.

The community affected by this project participates in the National Flood Insurance Program (NFIP). Under this program, the Federal government makes affordable flood insurance available within participating communities. In exchange, the communities adopt certain floodplain management regulations to reduce the risk of flood damage. In support of the NFIP, FEMA has undertaken a nationwide effort to identify and map flood hazards. These flood hazards are shown on Flood Insurance Rate Maps (FIRMs), which FEMA produces for each community participating in the program. The FIRMs show identified Special Flood Hazard Areas (SFHAs). The SFHA is an area that is subject to inundation during a flood having a 1-percent chance of occurrence in a given year (also known as the base flood or 100-year flood).

5-1.A

Flood insurance is required for structures within SFHAs in order to protect Federal financial investments and to reduce the cost of disaster assistance. Further, the floodplain management regulations adopted by participating communities affect the construction and improvement of structures located in SFHAs. Accordingly, FEMA's concerns with the project are associated with its location in relation to identified SFHAs.

### *Floodplain Management Criteria for Construction in SFHAs*

5-1.B

Our first area of concern relates to structures that may be part of the project. For new or substantially improved structures (including manufactured housing) located within SFHAs, the NFIP regulations require a community to:

- Issue permits for construction.

5-1.B

- Ensure that the lowest floor (including basement) is elevated to or above the base flood elevation shown on the community's FIRM.
- Ensure that any enclosed areas below the base flood elevation are used solely for access, temporary storage, or parking; are constructed of flood-resistant materials; and are properly vented to allow equalization of hydrostatic pressure in the event of a flood.
- Maintain records of permits and lowest floor elevations.

For purposes of floodplain management, a "structure" is defined as any walled and roofed building that is located principally above ground. A structure is defined as being "substantially improved" if the cost of the improvements is greater than 50 percent of the market value of the structure.

These requirements are the minimum floodplain management criteria that must be adopted by a community for participation in the NFIP. Each community that participates in the NFIP has a floodplain management ordinance that reflects these requirements. If the community's ordinance contains more restrictive criteria, the requirements of that ordinance take precedence over the minimum requirements of the NFIP.

#### *Effects of the Project on Flood Hazards*

Our second area of concern relates to the potential effects of the project on flood hazards. If the project will physically affect flood hazards shown on the FIRM, it is subject to the following:

5-1.C

- The project should not worsen flood hazards to adjacent properties, particularly if those properties contain insurable structures.
- FEMA has designated floodways along certain flooding sources. The floodway, which is the area that must remain free of development to ensure the safe passage of floodwaters, is shown on the FIRM. The NFIP regulations prohibit construction in the floodway unless it can be demonstrated that the construction will not cause any increase in base flood elevations.

The FIRM should accurately reflect changes to flood hazard information, such as shifts in floodplain boundaries or changes in base flood elevations, once construction is completed. If construction results in any change to the flood hazard data shown on the FIRM, the community must request a revision to the FIRM within 6 months of completion of the work. FEMA has developed an application/certification package that the community must use to request a revision. This package is available electronically on FEMA's website at [www.fema.gov/mit/tsd/FRM\\_form.htm](http://www.fema.gov/mit/tsd/FRM_form.htm).

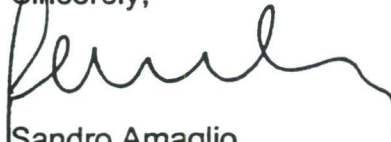
You can contact the community to obtain a copy of the current FIRM. Additional copies may be obtained for a fee from our Map Services Center; information about ordering maps is available on our website at [www.fema.gov/msc](http://www.fema.gov/msc).

5-1.D

We encourage you to work closely with the floodplain administrator for the affected community to ensure that the proposed project complies with the community's floodplain management ordinance and to ensure that the goals of the NFIP are met.

Thank you for providing us with the opportunity to comment on this project. If you have any questions, or if we can be of further assistance, please do not hesitate to contact our NFIP branch at 415.923.7175.

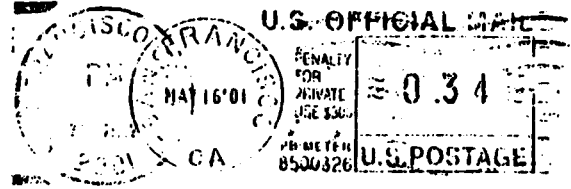
Sincerely,



Sandro Amaglio  
Regional Environmental Officer

**Federal Emergency Management Agency  
Region IX  
Building 105  
Presidio of San Francisco, CA 94129**

**Official Business**



Mr. Steve Brye, Project Manager  
Los Angeles County Metropolitan Transport  
Authority (LACMTA)  
One gateway Plaza  
Los Angeles, CA 90012

01 MAY 16 PM 1:27  
LACMTA

42

90012-2952 01





**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Office of the General Manager

April 16, 2001

Mr. Steve Brye  
Project Manager  
Los Angeles County Metropolitan Transport Authority  
One Gateway Plaza  
Los Angeles, California 90012

Dear Mr. Brye:

Draft Supplemental Environmental Impact Statement/  
Environmental Impact Report for the Los Angeles Eastside Corridor

The Metropolitan Water District of Southern California (Metropolitan) has received a Draft Supplemental Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Los Angeles Eastside Corridor. The Los Angeles County Metropolitan Transportation Authority (LACMTA) proposes to evaluate the Light Rail Transit Build Alternative along with its three transition options between 1<sup>st</sup> Street and 3<sup>rd</sup> Street and the No-Build Alternative and select the most appropriate transition option for the Eastside Corridor. This letter contains our response as a potentially affected public agency.

6.A

Our review of the Draft Supplemental EIS/EIR indicates that the proposed corridor crosses Metropolitan's Palos Verdes Feeder, which runs along Mott Street in Boyle Heights. The enclosed map shows this facility in relation to the proposed project. It will be necessary for the LACMTA to consider this facility in its project planning.

6.B

In order to avoid potential conflicts with Metropolitan's rights-of-way, we request that any preliminary engineering design drawings or improvement plans for any activity in the area of Metropolitan's pipelines and rights-of-way be submitted for our review and written approval. You may obtain detailed prints of drawings of Metropolitan's pipelines and rights-of-way by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist you in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Mr. Steve Brye  
Page 2  
April 16, 2001

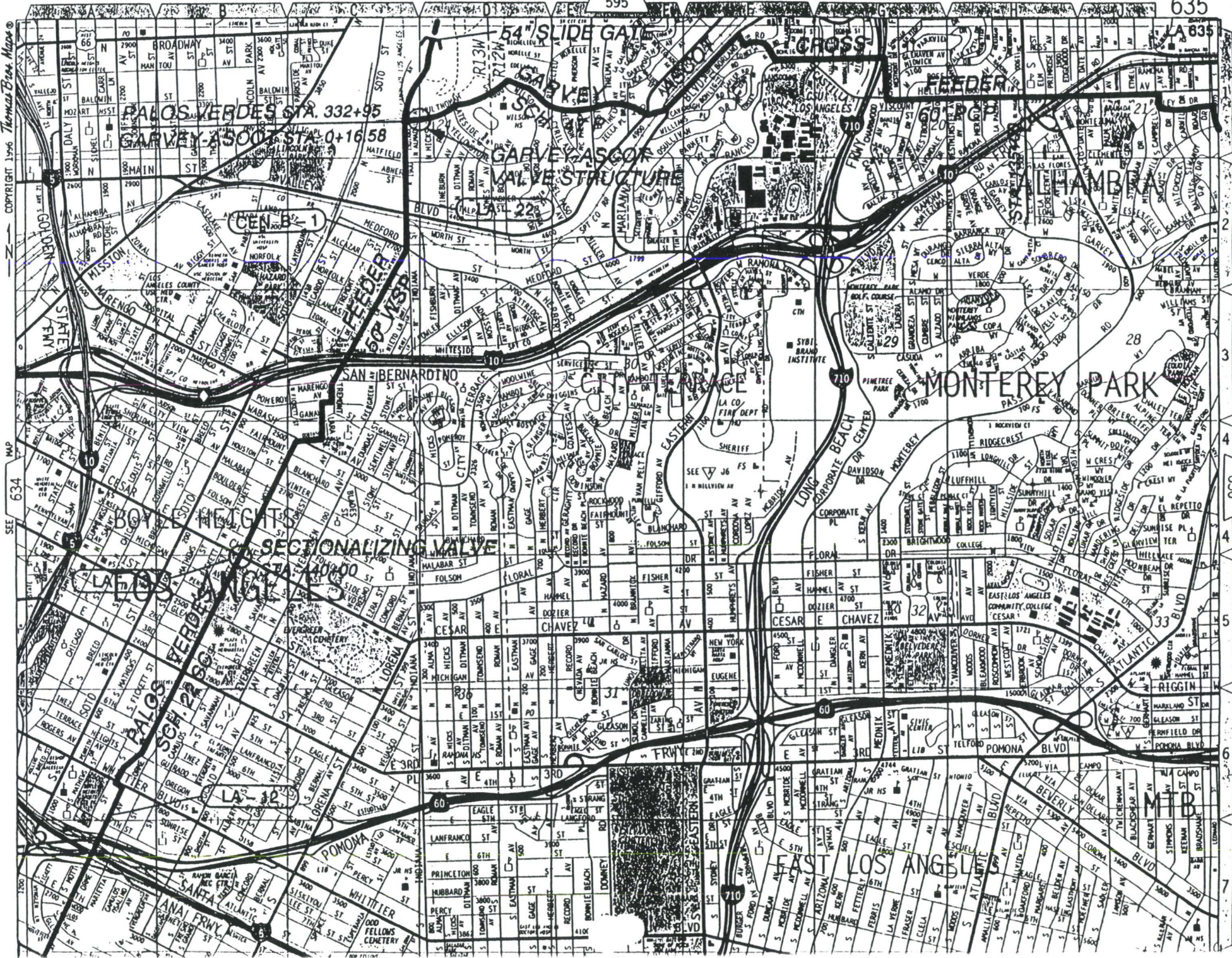
We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation on this project. If we can be of further assistance, please contact me at (213) 217-6242.

Very truly yours,

*for*   
Laura J. Simonek  
Principal Environmental Specialist

DTF

Enclosures



PALOS VERDES STA. 332+95  
GARVEY A5007 STA. 0+16.58

GARVEY TASSON  
VALVE STRUCTURE

CEN. B-1

SECTIONALIZING VALVE

MONTEREY PARK

CESAR CHAVEZ

LOS ANGELES

POMONA BLVD

BEVERLY BLVD

ATLANTIC BLVD

REPERTOY BLVD

LA 332

Guidelines for Developments in the  
Area of Facilities, Fee Properties, and/or Easements  
of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.



e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alignment as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assist others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

1. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

9110-10-01 11 0000 11 0000 11 0000

NO PERMANENT STRUCTURES PERMITTED

M.W.D. PERMANENT RIGHT OF WAY

NO ROOF OVERHANG PERMITTED

FOOTING MUST NOT ENCROACH INTO RIGHT OF WAY

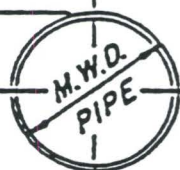
BUILDING ADJACENT TO RIGHT OF WAY

FINISHED SURFACE

VARIES

VAR.

REQUIRED DEPTH OF FOOTING



45° TYPICAL

M.W.D. PIPELINE

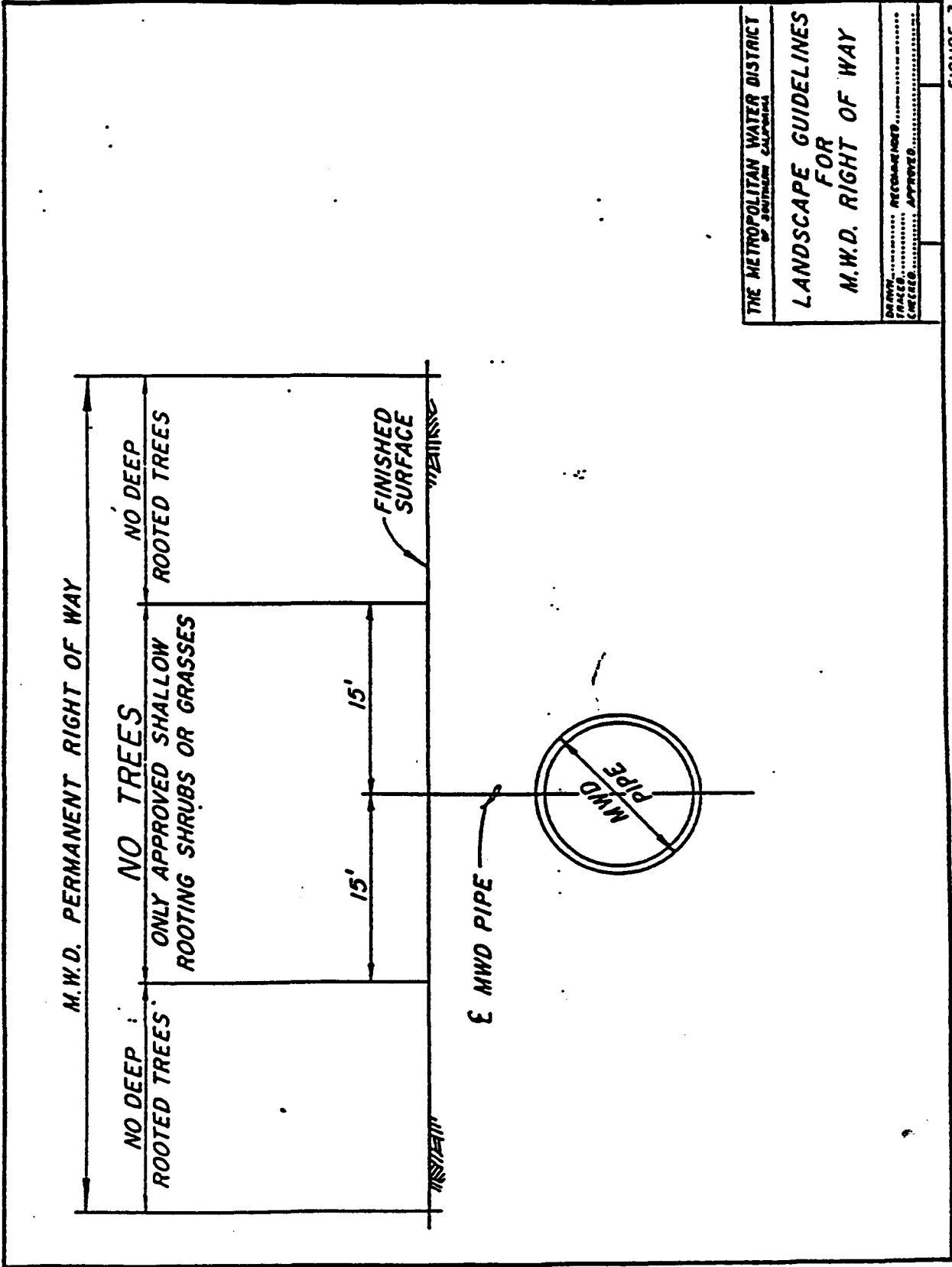
NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION AND WIDTH OF PERMANENT RIGHT OF WAY VARIES.

THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

REQUIREMENTS FOR  
BUILDINGS AND FOOTINGS  
ADJACENT TO M.W.D.  
RIGHT OF WAY

DESIGNED	RECOMMENDED
TRACES	APPROVED
CHECKED	

FIGURE 2



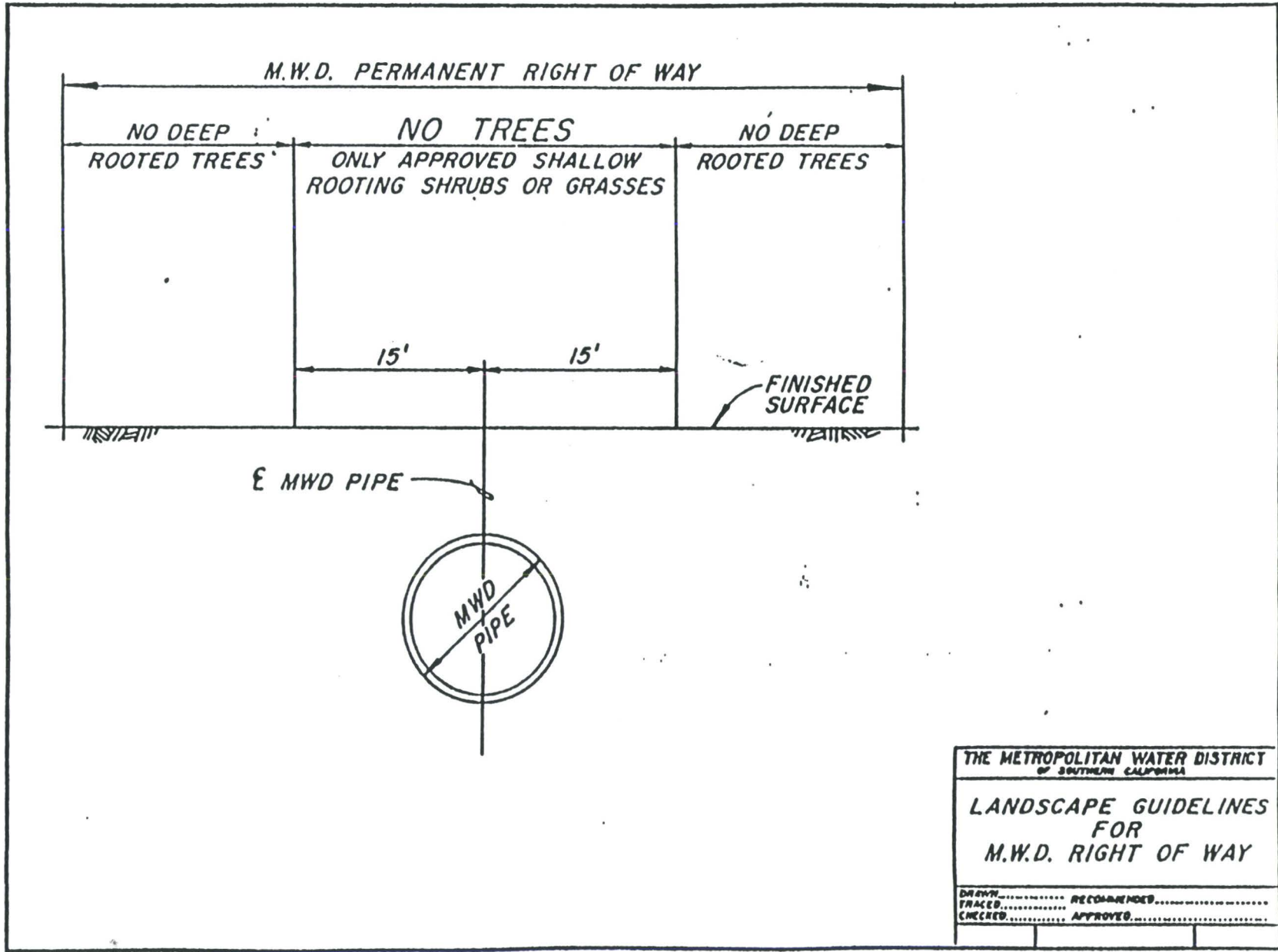
THE METROPOLITAN WATER DISTRICT  
OF SOUTHWEST CALIFORNIA

LANDSCAPE GUIDELINES  
FOR  
M.W.D. RIGHT OF WAY

DRAWN..... RECOMMENDED.....  
TRACED..... APPROVED.....  
CHECKED.....

FIGURE 3

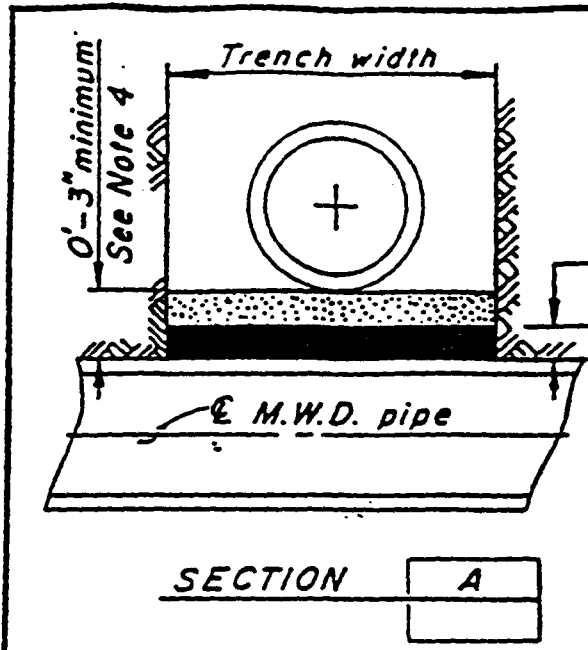




THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
LANDSCAPE GUIDELINES FOR M.W.D. RIGHT OF WAY	
DRAWN.....	RECOMMENDED.....
TRACED.....	APPROVED.....
CHECKED.....	

FIGURE 3

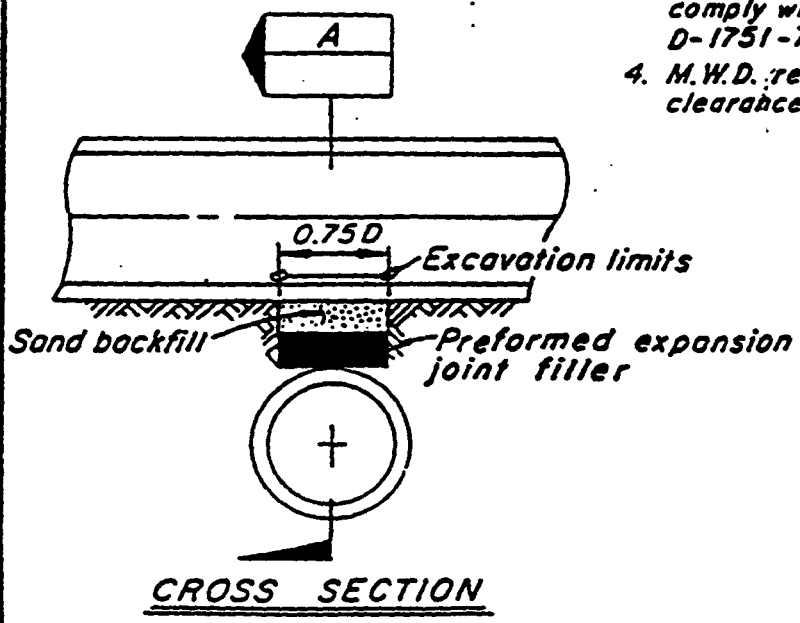
9 20 0 1000 11-07 P.S. 97-0712



3" Preformed expansion joint filler

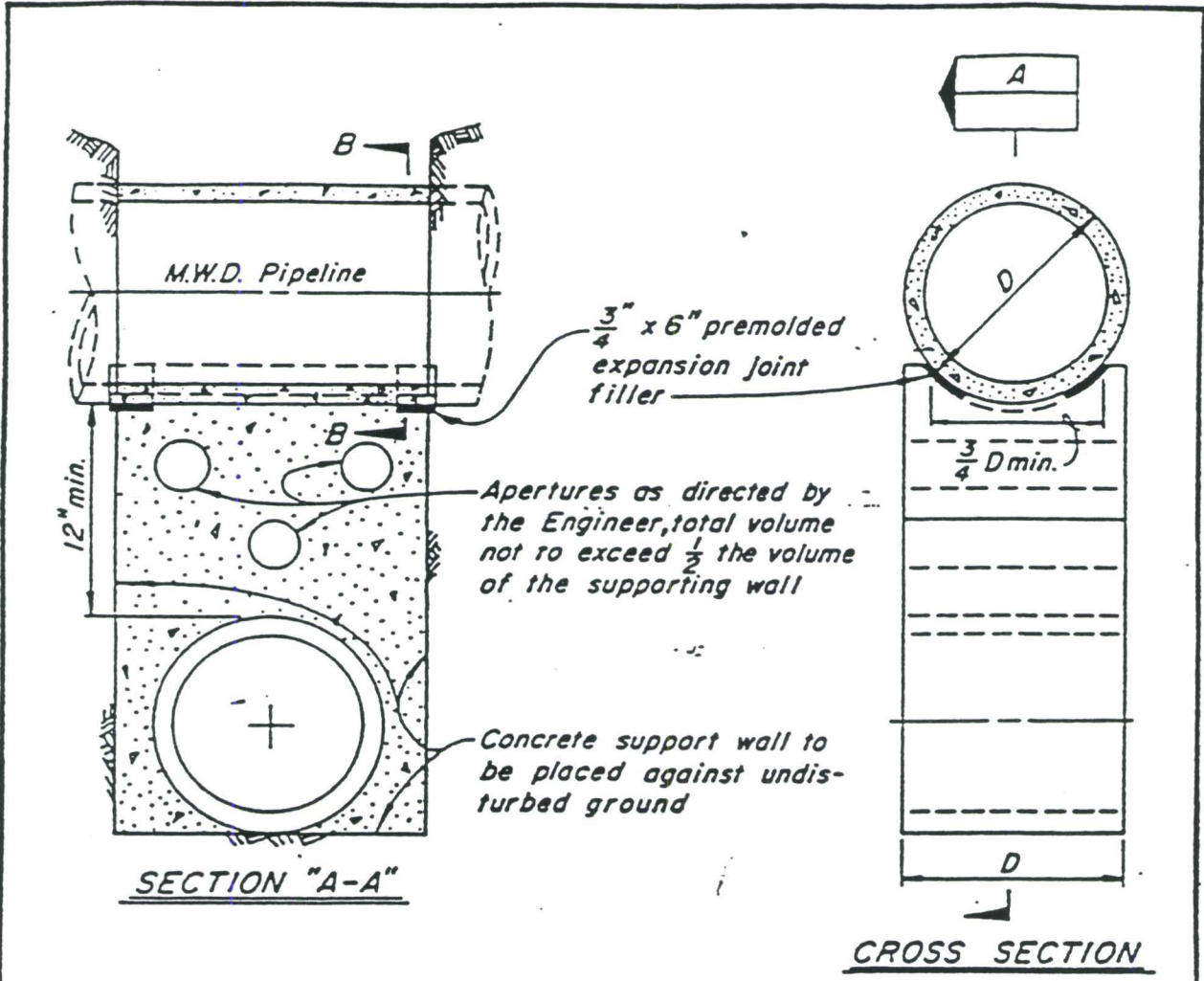
**NOTES**

1. This method to be used where the utility line is 24" or greater in diameter and the clearance between the utility line and M.W.D. pipe is 12" or less.
2. Special protection may be required if the utility line diameter is greater than M.W.D. pipe or if the cover over the utility line to the street surface is minimal and there is 12" or less clearance between M.W.D. pipe and the utility line.
3. Preformed expansion joint filler to comply with ASTM designation D-1751-73.
4. M.W.D. requests 12" minimum clearance whenever possible.

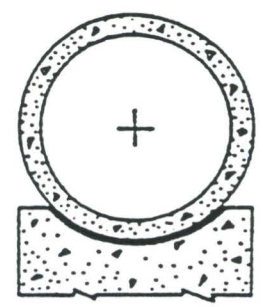


CROSS SECTION

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
TYPICAL EXPANSION JOINT FILLER PROTECTION FOR OVCROSSING OF M.W.D. PIPELINE	
DESIGNED _____	RECOMMENDED _____
TRACED _____	APPROVED _____
CHECKED _____	
C-11632	



1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.

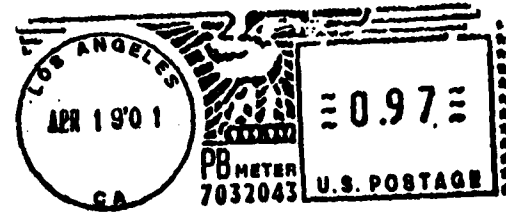


THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

**TYPICAL SUPPORT FOR  
M.W.D. PIPELINE**

DRAWN _____	RECOMMENDED _____
CHECKED _____	APPROVED _____
C-9547	

FIRST  
CLASS



**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA  
Box 54153, Los Angeles, California 90054-0153

*Return Postage Guaranteed*

Mr. Steve Brye  
Los Angeles County MTA  
One Gateway Plaza  
Los Angeles, California 90012

Form 136 3/84



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**Ventura County:** Judy Mikels, Ventura County • Donola, San Buenaventura • Glen Becerra, Santa Barbara • Jon Young, Port Huemene

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Bill Davis, Santa Valley

April 16, 2001

Mr. Steve Brye  
Project Manager  
Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

**RE: Comments on the Draft Supplemental Environmental Impact Statement / Draft Subsequent Environmental Impact Report for the Los Angeles Eastside Corridor - SCAG No. I 20010111**

Dear Mr. Brye:

Thank you for submitting the Draft Supplemental Environmental Impact Statement / Draft Subsequent Environmental Impact Report for the Los Angeles Eastside Corridor to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP  
Senior Planner  
Intergovernmental Review

**COMMENTS ON THE  
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT /  
DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT  
FOR THE  
LOS ANGELES EASTSIDE CORRIDOR  
SCAG NO. I 20010111**

**PROJECT DESCRIPTION**

The proposed Project considers the development of a light rail transit system from Downtown Los Angeles, east through the City of Los Angeles and communities of unincorporated Los Angeles County. The proposed Project consists of a six-mile light rail transit system. Alternatives under consideration include the No build Alternative and a LRT Build Alternative, including three alignment options. The Eastside Corridor is a transit corridor segment included in the Southern California Association of Governments 1998 Regional Transportation Plan.

**INTRODUCTION TO SCAG REVIEW PROCESS**

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 1998), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Mobility Element (RME) constitutes the region's Transportation Plan. The RME policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links

between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

### GENERAL SCAG STAFF COMMENTS

1. The Draft SEIS / Draft SEIR in Sections S.0 (Executive Summary), 1.0 (Statement of Purpose and Need), 4.4 (Communities/Neighborhoods), and 4.7 (Air Quality), includes a discussion of compliance with SCAG's Regional Comprehensive Plan and Guide (RCPG) policies and growth forecasts and the Regional Transportation Plan. The Draft EIS / Draft SEIR adequately addresses the relationship of the proposed project to **applicable regional plans** as required by Section 15125 [d] of *Guidelines for Implementation of the California Environmental Quality Act*.
2. The Draft EIS/ Draft SEIR on page 1-6 discusses recommendations of the 1998 RTP in regards to the proposed Project. The RTP, on pages I-17 through I-20, includes a discussion on Transit Corridors and the following actions for areas not currently served by bus, commuter rail or urban rail:
  - Construct exclusive transit corridors to minimize travel time and achieve the ridership...
  - Perform Major Investment Studies on transit corridors.
3. The Draft EIS/ Draft SEIR on page 4.1-1 includes a discussion and list of SCAG's RCPG policies and goals that focus on the need to coordinate land use and transportation demand within the region. The discussion does not provide a determination on whether the proposed Project is consistent with or supportive of the listed policies and goals. It would be helpful if the Final SEIS / Final SEIR would provide a discussion and address the manner in which the Project is supportive of or detracts from the achievement of these policies.
4. The Final SEIS / Final SEIR should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and discuss any inconsistencies between the proposed project and applicable regional plans.

7.A

7.B

## CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the Los Angeles Eastside Corridor Project.

- 3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

SCAG staff comments. The Draft SEIS / Draft SEIR includes many references to SCAG's Population, Household and Employment forecasts. Page S-50 and Section 4.4 (Communities/Neighborhoods) includes a discussion on regional population and demographic projections and utilizes SCAG's growth forecast projections. The Project is consistent with this core RCPG policy.

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

SCAG staff comments: The Draft SEIS / Draft SEIR on page 4.19-2 presents a short discussion on construction phasing and timing. The proposed Project will be constructed over a period of 54 months, in a series of activities and tasks. The proposed construction sequence is outlined in Table 4.19-1, Typical Sequence of Construction Activities. The Project is consistent with this core RCPG policy.

The Regional Transportation Plan (RTP) also has policies pertinent to this proposed project. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

- 4.01 *Transportation investments shall be based on SCAG's adopted Regional performance Indicators.*

SCAG staff comments. The Draft SEIS / Draft SEIR references support of SCAG's Regional Performance Indicators and associated objectives pertaining to:

**Mobility** - Transportation Systems should meet the public need for improved



access, and for safe, comfortable, convenient and economical movements of people and goods.

- Average Work Trip Travel Time in Minutes – 22 minutes
- PM Peak Highway Speed – 33 mph
- Percent of PM Peak Travel in Delay (All Trips) – 33%

**Accessibility** - Transportation Systems should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.

- Work Opportunities within 25 Minutes – 88%

**Environment** - Transportation Systems should sustain development and preservation of the existing system and the environment. (All Trips)

- Meeting Federal and State Standards – Meet Air Plan Emission Budgets

**Reliability** - Reasonable and dependable levels of service by mode. (All Trips)

- Transit – 63%
- Highway – 76%

**Safety** - Transportation Systems should provide minimal, risk, accident, death and injury. (All Trips)

- Fatalities Per Million Passenger Miles – 0.008
- Injury Accidents – 0.929

**Livable Communities** - Transportation Systems should facilitate Livable Communities in which all residents have access to all opportunities with minimal travel time. (All Trips)

- Vehicle Trip Reduction – 1.5%
- Vehicle Miles Traveled Reduction – 10.0%

**Equity** - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)

- Low-Income (Household Income \$12,000) Share of Net Benefits – Equitable Distribution of Benefits

**Cost-Effectiveness** - Maximize return on transportation investment. (All Trips)

- Net Present Value – Maximum Return on Transportation Investment
- Value of a Dollar Invested – Maximum Return on Transportation Investment

The Draft SEIS / Draft SEIR considers the Transportation Investments based on SCAG's adopted Regional Performance Indicators. In addition, Project Goals and Objectives listed on page S-4 support the Regional Performance Indicators. The

Project is consistent with this core RTP policy.

- 4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*

SCAG staff comments. The Draft SEIS / Draft SEIR identifies environmental impacts and details the measures mitigate these impacts. Pages S-28 through S-42 provides a summary of environmental impacts and recommended mitigation measures. The Project is consistent with this core RTP policy.

- 4.03 *Major Investment Studies and other studies of regional transportation facilities shall include consideration of freight movement.*

SCAG staff comments. The Draft SEIS / Draft SEIR on page 2.3 acknowledges the initiation of a Re-Evaluation / Major Investment Study (RE/MIS) in 1999 for the Eastside Transit Corridor. The RE/MIS identified and evaluated a number of transit corridor alternatives that could provide for the future mobility needs of the Eastside communities. The MTA Board considered the RE/MIS in February 2000. The Board adopted a Light Rail Transit Build Alternative. The Project is supportive of this core RTP policy.

- 4.04 *Transportation Control Measures shall be a priority.*

- 7.C SCAG staff comments. The Draft SEIS / Draft SEIR does not include a discussion the priority of Transportation Control Measures. It would be helpful if the Final SEIS / Final SEIR would provide a discussion and address the manner in which the Project is supportive or detracts from the achievement of this policy. Based on the information provided in the Draft SEIS / Draft SEIR, we are unable to determine if the Project is consistent with this core RTP policy.

- 4.16 *Maintaining and operating the existing transportation system will be a priority over expanding capacity.*

SCAG staff comments. The Draft SEIS/ Draft SEIR, in Section 1.0 (Purpose and Need) discusses the need for improvements, which will maintain and operate the existing transportation system. The Project is supportive or this core RTP policy.

**GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING**

The Growth Management goals to develop urban forms that enable individuals to spend

less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.05 *Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.*

SCAG staff comments. The Draft SEIS / Draft SEIR in Sections 3.0 (Transportation) and 4.18 (Utilities) acknowledges that the Project will maximize the use of existing infrastructure and improve infrastructure deficiencies to meet the needs of the proposed Project. Mitigation measures recommended in Section 3.0 would help to make better use of existing transportation facilities. No mitigation measures are required for Utilities. The Project is supportive of this ancillary RCPG policy.

3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*

SCAG staff comments. The Draft SEIS / Draft SEIR considers and addresses the economic aspects of the proposed project in Section 4.2 (Economics and Fiscal Impacts). No mitigation measures are required. The Project is supportive of this ancillary RCPG policy.

3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*

SCAG staff comments. See SCAG staff comments on policy 3.05. The Draft SEIS / Draft SEIR in Sections 3.0 (Transportation) and 4.18 (Utilities) identify infrastructure and service delivery facilities to serve the Project. Improvements reflect necessary extension of existing facilities or the construction of new facilities, where none currently exist. Infrastructure should be designed to minimize cost to the maximum extent. In addition, Section 5.0 (Financial Analysis and Comparison of Alternatives) includes a discussion on operating and funding sources. The Project is supportive of this ancillary RCPG policy.

7.D

- 3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

SCAG staff comments. The Draft SEIR / Draft SEIR only addresses subjects that may have environmental impacts. It is written in a concise manner, where all possible impacts are mitigated this will help minimize red tape, and help maintain economic vitality and competitiveness. In addition, the Draft SEIS / Draft SEIR, on page S-4, includes project goals and objectives that will also help to minimize red tape, and help maintain the economic vitality and competitiveness. The Project is supportive of this ancillary RCPG policy.

**GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE**

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

SCAG staff comments. The Draft SEIS / Draft SEIR acknowledges in Sections 3.0 (Transportation) and 4.1 (Land Use and Development) potential traffic, circulation and land use impacts of any future development and outlines mitigation measures to address these impacts. The Project is supportive of this ancillary RCPG policy.

- 3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

SCAG staff comments. The Draft SEIS / Draft SEIR in Section 4.1 (Land Use) address the subject of Compatibility with Local Plans and Policies, Redevelopment Areas and Specialized Zones that maximize the use of existing urbanized areas accessible through infill and redevelopment. The Project is supportive of this ancillary RCPG policy.

- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*

SCAG staff comments. The Draft SEIS / Draft SEIR in Section 4.1 (Land Use) addresses Compatibility with Local Plans and Policies, Redevelopment Areas and Specialized Zones. The Draft SEIS / Draft SEIR addresses the potential for transit supportive land uses along major corridors and existing or proposed transit services on page 4.1-13. The Project is supportive of this ancillary RCPG policy.

- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*

SCAG staff comments. See SCAG staff comments on policy 3.13 and 3.14. The Project is supportive of this ancillary RCPG policy.

- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

SCAG staff comments. See SCAG staff comments on policy 3.13, 3.14 and 3.15. The Project is supportive of this ancillary RCPG policy

- 3.18 *Encourage planned development in locations least likely to cause environmental impact.*

- SCAG staff comments. The Project is proposed in a manner, which will minimize environmental impacts. Mitigation measures included in the Draft EIS/EIR are recommended to address identified environmental impacts. The City of Los Angeles, the County of Los Angeles, the Metropolitan Transit Authority, and other jurisdictions potentially affected by the proposed Project should carefully consider the adequacy of these measures. The Project is supportive of this ancillary RCPG policy.
- 7.E

- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

SCAG staff comments. The Draft SEIS / Draft SEIR in Section 4.12 (Natural Resources and Ecosystems) discusses the Projects' impact on vegetation, wildlife and jurisdictional waters. The Draft SEIS / Draft SEIR concluded that no mitigation measures are required. The Project is supportive of this ancillary RCPG policy.

- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

SCAG staff comments. The Draft SEIS / Draft SEIR in Section 4.15 (Historic/Archaeological/Paleontological Resources) identifies a number of impacts on cultural resources. Mitigation measures included in this section are recommended address impacts to archaeological, architectural/historic and paleontological resources. The Project is supportive of this ancillary RCPG policy.

- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

SCAG staff comments. The Draft SEIS / Draft SEIR in Section 4.9 (Geologic and Seismic Conditions) identifies potential impacts related to corrosivity, groundwater, ground shaking, ground deformation, liquefaction, settlement and subsurface gas. Mitigation measures included in this section are recommended to address identified impacts through the implementation of building codes, standards and specific requirements and/or project design. The Project is supportive of this ancillary RCPG policy.

- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

SCAG staff comments. The Draft SEIS / Draft SEIR in Section 4.8 (Noise and Vibration) identifies potential impacts related to noise, wheel squeal, ancillary facilities and ground-borne noise and vibration. Mitigation measures included in this section are recommended to address identified impacts. The Project is supportive of this ancillary RCPG policy.

### **GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY**

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

SCAG staff comments. The Draft SEIS / Draft SEIR in Sections 4.5 (Equity and Environmental Justice Considerations), 4.16 (Community Facilities/Parklands), 4.17 (Section 4(f) Evaluation) and 4.18 (Utilities) acknowledges the Projects efforts to address the provision of fire and police protection, schools, recreational facilities and public information. Mitigation measures outlined in each section are recommended to address impacts to the proposed Project. The Project is supportive of this ancillary RCPG policy.

### AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter core actions related to the proposed project includes:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*

7.F SCAG staff comments. The Draft SEIS / Draft SEIR does not provide a discussion on the implementation of specific programs/actions needed to command and control regulations. It would be helpful if the Final SEIS / Final SEIR would provide a discussion and address the manner in which the Project is supportive or detracts from the achievement of this policy. Based on the information provided in the Draft SEIS / Draft SEIR, we are unable to determine if the Project is consistent with this core RCPG policy.

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

SCAG staff comments. The Draft SEIS / Draft SEIR in Sections 3.0 (Transportation), 4.1 (Land Use), 4.2 (Economic and Fiscal Conditions), 4.7 (Air Quality) and 5.0 (Financial Analysis) acknowledges regional air quality, transportation, land use and economic relationships to ensure consistency and minimize conflicts. The Draft SEIS / Draft SEIR also addresses the matter of

regional transportation, air quality modeling and conformity in Section 4.7. Mitigation measures outlined in each section are recommended to address identified impacts. The Project is consistent with this core RCPG policy.

## WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

*11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

7.G

SCAG staff comments. The Draft SEIS / Draft SEIR does not address the subject of water reclamation. It would be helpful if the Final SEIS / Final SEIR would provide a discussion and address the manner in which the Project is supportive or detracts from the achievement of this policy. Based on the information provided in the Draft SEIS / Draft SEIR, we are unable to determine if the Project is consistent with this core RCPG policy.

## CONCLUSIONS

1. As noted in the staff comments, the proposed Los Angeles Eastside Corridor Draft Supplemental Environmental Impact Statement / Draft Subsequent Environmental Impact Report is consistent with or supports some of the core and ancillary policies in the Regional Comprehensive Plan and Guide.

7.H

Based on the information in the Draft SEIS / Draft SEIR, we are unable to determine whether the Project is consistent with core policies 4.04, 5.07 and 11.07.

7.I

2. As noted in the General Staff Comments, the Final SEIS / Final SEIR should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and discuss any inconsistencies between the proposed project and applicable regional plans.

7.J

3. All mitigation measures associated with the project should be monitored in accordance with CEQA requirements.



## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### *Roles and Authorities*

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, the Association is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). Among its other mandated roles and responsibilities, the Association is:

Designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134(g)-(h), 49 U.S.C. '1607(f)-(g) et seq., 23 C.F.R. '450, and 49 C.F.R. '613. The Association is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

Responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). The Association is also designated under 42 U.S.C. '7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

Responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Responsible, pursuant to California Government Code Section 65089.2, for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. The Association must also evaluate the consistency and compatibility of such programs within the region.

The authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

Responsible for reviewing, pursuant to Sections 15125(b) and 15206 of the CEQA Guidelines, *Environmental Impact Reports* of projects of regional significance for consistency with regional plans.

The authorized *Areawide Waste Treatment Management Planning Agency*, pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act)

Responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

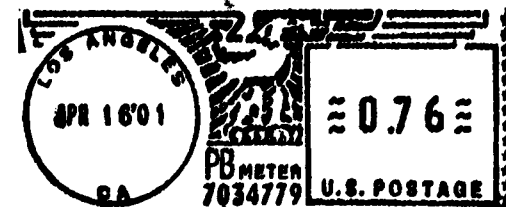
Responsible (along with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised January 18, 1995



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

818 West Seventh Street, 12th Floor Los Angeles, California 90017-3435



**Mr. Steve Brye  
Project Manager  
Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012**



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

April 9, 2001

Mr. Steve Brye  
Project Manager  
Eastside Corridor Draft SEIR/SEIS  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, 22<sup>nd</sup> floor  
Los Angeles, CA 90012

RE: Los Angeles Eastside Corridor  
Draft SIES / Subsequent EIR

Member Agencies:  
Los Angeles County  
Metropolitan Transportation  
Authority.  
Orange County  
Transportation Authority.  
Riverside County  
Transportation Commission.  
San Bernardino  
Associated Governments.  
Ventura County  
Transportation Commission.  
Ex Officio Members:  
Southern California  
Association of Governments.  
San Diego Association  
of Governments.  
State of California.


Dear Mr. Brye:

Attached are comments on the Eastside Corridor Draft Supplemental Impact Statement/  
Draft Subsequent Environmental Impact Report prepared by Michael E. McGinley, P.E.,  
Southern California Regional Rail Authority Director of Engineering. Thank you for  
taking the time for our field review of the alternatives in the vicinity of Union Station.  
Mr. McGinley's comments were prepared following review of the documents and the  
appendices and following the field review.

We would encourage you to review the Draft SEIS and obtain comments from California  
Department of Transportation (Division of Rail) which programs funding of the Amtrak  
intercity services and recommends funding for capital improvements on their behalf,  
Amtrak West, California Public Utilities Commission, and Catellus Development  
Corporation (owner of Union Station), who are all stakeholders in Union Station, nearby  
lands, or the operation of rail passenger service in this area.

Thank you for the opportunity to comment on your Draft documents.

Sincerely,



David Solow  
Chief Executive Officer

c.c. Hal Bernson, SCRRA Chairman  
SCRRA Board Members / Alternates  
Gil Mallery, AMTRAK West  
Warren Weber, Caltrans Div. Of Rail

Attachment

COMMENTS ON LOS ANGELES EASTSIDE CORRIDOR  
DRAFT SEIR Dated March 2001

by Michael E. McGinley, P.E.  
Director of Engineering,  
Southern California Regional Rail Authority

April 2, 2001

This review was made to determine the compatibility of the project with SCRRA's plans for facilities in the greater Union Station area. There is no review of the project by SCRRA beyond this immediate area.

Page S-25 Passenger Stations

8.A Although the base terminal for the line, and a major point of interconnection with many public transportation modes is Union Station, little detail is presented on the configuration of this station or the impacts of this passenger transfer to the operation of the other modes of transit here. This is a complex issue due to two large future changes at Union Station; the completion of the Pasadena Blue Line and the southward extension and raising of railroad tracks 3-6 for the proposed run-through tracks.

8.B The SEIS should include an evaluation of the capacity of the existing pedestrian tunnel under the tracks, of flows of Eastside passengers to the various other transit modes, and of the construction impacts to these modes during Eastside LRT construction.

Page S-26 Maintenance and Storage Facility

8.C Optional Site No. 2 "West Bank Yard" is the property at Keller St. that SCRRA has identified as the site of a mid-day commuter train storage and light service facility. This is the site of a former Santa Fe railway public team track; it used to have several railroad spur tracks to load and unload freight cars. This property was included in the Proposition 108/116 1992 purchase of rail rights of way and property from the Santa Fe Railway and had been carried as "surplus rail right of way" by the LACMTA. The SCRRA has applied for funds from the State of California in the 2002 Interregional Transportation Improvement Program to construct this facility within the next three years.

The SCRRA has identified this as the only practical site to construct an economical mid-day train storage facility for Metrolink trains and has requested LACMTA to hold the property for this purpose. This site is specifically described as the land east of Keller St. and west of the three active railroad tracks, north of the SR 101 freeway and tapering to a point just north of the Cesar Chavez overpass. This site does not affect the existing access road that leads to Mission Tower. It is planned for four storage tracks, each about 600 feet in length, plus security fence, employee welfare building, wayside head-end power, and civil site improvements including cart roadways and lighting.

This facility will be used to hold trains that are serviced at outlying points and that come to Los Angeles in the morning and do not need to go to the Central Maintenance Facility (at the former Southern Pacific Taylor yard site). This is critical to the expansion of the Metrolink system, because the Central Maintenance Facility is at capacity and additional trains will have to be serviced elsewhere and go to storage at Los Angeles for the mid-day layover. Further, this facility provides additional mainline track capacity for Metrolink, Amtrak and freight trains to the north of Union Station as it eliminates many of the current deadhead moves.

Field inspection of this site has confirmed that there are three bays under the SR 101 freeway bridge presently used for SCRRA, Amtrak, and BNSF trains. The route to the maintenance site would have to use another bay, possibly impacting private land use south of the bridge.

Eastside LRT use of the Red Line central maintenance facility south of the 101 freeway would eliminate any conflict between Amtrak and SCRRA's operating tracks and/or planned storage tracks.

#### Table S-7 Summary of Impacts

The SEIS should document that the construction of a Maintenance and Storage Facility on Site 2 would adversely and permanently impact the SCRRA by requiring further travel for out-of-service trains to reach an alternate (and undefined) storage facility. This impact results in increased train traffic congestion, increased train operating costs (fuel, crew, and wear), increased member agency subsidies without marginal revenue potential, increased emissions from the diesel electric locomotives, and the cost to acquire another site.

#### Figures 2-9, 2-10, and 2-11 West Bank Option Plan

This maintenance facility alternative indicates placement of an LRT track beside the active SCRRA and Amtrak passenger tracks on the West Bank of the Los Angeles River. In addition to the tracks, this is the location of the only access road used to support maintenance of the Mission Tower track complex.

The non-revenue connector required to access the West Bank Option Plan is located where SCRRA's "5-Lead" main track is presently located. These SCRRA revenue tracks are intensely used each day. These tracks must be retained for SCRRA to meet its federal common carrier obligations under the purchase and sale agreements and to maintain and expand commuter, corridor, and intercity rail passenger service.

It should be noted that the number of trains using Union Station in year 2001 is at an all-time high. SCRRA's Strategic Plan projects that this number of trains will nearly double within 20 years.

**Figure 2-12 East Bank Yard Area – Option 3**

**8.D**

This site is reached by an LRT yard lead that is constructed on much of the same property that is of concern for the West Bank Option. The location noted as aerial structure on the West Bank is in fact a ramped section that is in conflict with the track shown clearly on the figure. While this option does not take the Keller St. property, it seals it off from the railroad lines that would bring SCRRA trains to and from that site. Field observation indicates that the access track could, with redesign of its passage beneath the SR 101 freeway bridge, be located to not interfere with the SCRRA proposed storage yard or access road to Mission Tower.

The access track to Option 3 also appears to impinge upon the alignment of SCRRA's San Bernardino Line, route of 28-30 passenger trains each weekday, 12 Saturday and 8 Sunday trains as well as Amtrak's Sunset Limited and proposed Las Vegas trains.

Page 4.20-12

**4.20.3 Option 2 – West Bank Yard Land Use and Development**

This discussion should document the SCRRA's planned use of the Keller St. property as a train storage yard.

**Page 4.20-16 Option 3 – East Bank Yard**

**8.F**

This discussion, like that for Option 2, should document the impacts of the rail access line on the existing railroad lines on the West Bank of the Los Angeles River.

**Section 6**

**8.G**

There is no mention of contacting the SCRRA or Amtrak, as operators of the affected railroad lines, nor of California Department of Transportation (Division of Rail), California Public Utilities Commission, or Catellus Development Corporation (owner of Union Station), who are all stakeholders in Union Station, nearby lands, or the operation of rail passenger service in this area.

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

East Los Angeles Area  
 1601 Corporate Center Drive  
 Monterey Park, CA 91754  
 (323) 980-4600  
 (800) 735-2929 (TT/TDD)  
 (800) 735-2922 (Voice)



April 6, 2001

File No.: 535.11745.12586

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

RE: State Clearinghouse Number 1999081061

The California Highway Patrol, East Los Angeles Area, has received and reviewed the Environmental Impact Report for the Light Rail Transit (LRT), Eastside Corridor Project. The East Los Angeles Area supports completion of the proposed project through its service area.

The California Highway Patrol has primary traffic law enforcement and investigative authority on all freeways and unincorporated county roads within the state. The Eastside Corridor enters the jurisdiction of the California Highway Patrol beginning at Indiana Street, along 3<sup>rd</sup> Street, and onto its termination on Beverly Boulevard. However, the California Highway Patrol is not acknowledged as having primary traffic responsibility in the study, nor mentioned anywhere in the report. As such, we recommend the MTA consult with the CHP regarding traffic matters during this project.

9.A

Our specific concerns are as follows:

9.B

- Due to traffic safety concerns, the CHP prefers that the MTA choose option #2, or option #3 when traversing Indiana Street between 1<sup>st</sup> & 3<sup>rd</sup> streets. We find that option #1 creates an extremely narrow roadway that is not conducive to vehicular, pedestrian, or emergency traffic.

9.C

- On pages S-35, 4.14.42, & 4.21.3.13, it is noted that there is a significant potential for collisions between LRT and auto/pedestrian collisions, and a general overall increase in traffic collisions on adjoining streets. The MTA indicates they will work with traffic control departments to mitigate this matter. Again, the CHP should be consulted on ALL traffic safety and enforcement issues, due to our statutorily mandated status as the Agency with primary traffic law enforcement responsibility.

S.D.

- On page S-37, concern is raised regarding students crossing LRT alignment to get to and from nearby schools. MTA finds that providing a crossing guard at nearby schools if requested by school administrators would mitigate the situation. The EIR fails to address permanent sources of funding for school zone safety programs. The CHP is willing to assist in this endeavor, however, grant funding through the MTA may be necessary for implementation of supplemental enforcement/safety efforts.

S.E.

- On page S-38 MTA addresses temporary traffic lane closures. Specifically, these closures may affect normal traffic flow during construction. Although MTA addresses working with city and county transit operators, depending upon the nature and length of the closure, the CHP should be consulted prior to the closures, and when appropriate, utilized for this purpose within the unincorporated county areas.

In closing, it appears that the long term benefits of this project outweigh the inconveniences facing the East Los Angeles community during the construction phase. The East Los Angeles Area will assist to ensure the safe and efficient use of the roadway during the construction phase. Moreover, we look forward to forming a partnership with all of the involved entities to ensure the safety of the motoring public, construction workers, and area residents.

If you have any questions or require additional information, please contact me or Lieutenant D. Martinez at (323) 980-4600.

Sincerely,

  
H. A. ACEVEDO, Captain  
Commander  
East Los Angeles Area

cc: Southern Division  
Office of Special Projects





SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

700 S. Flower Street 26th Floor Los Angeles CA 90017



L.A.C.M.T.A.  
01 APR 11 AM 9 27

Mr. Steve Brye  
Project Manager, Eastside Corridor  
LACMTA  
One Gateway Plaza, 22<sup>nd</sup> Floor  
Los Angeles, CA 90012

30012/2982





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

01 APR 10 PM 2:56

*[Handwritten signature]*

|||||



**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF REGIONAL PLANNING  
DISTRICT 7, IGR/CEQA 1-10C



120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
TEL: (213) 897-6696 ATSS: 8- 647-6696  
FAX: (213) 897-6317

April 17, 2001

Draft EIR/EIS  
County of Los Angeles  
Eastside Light Rail Corridor Project  
Union Station to Beverly/Atlantic  
Vic. LA-101/5/60/710  
SCH # 19991081061

Mr. Steve Brye  
County of Los Angeles  
Metropolitan Transportation Authority  
1 Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Brye:

Thank you for including Caltrans in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments regarding the bridge structure over the US-101 Freeway at Alameda Street, tunneling under the US-101 and I-5 Freeways at 1st Street, the at-grade segment under State Route 60 Freeway, and portions over I-710 freeway and under the 710/60 connector all within the Eastside LRT Corridor.

10.A Cooperative Agreements and/or Encroachment Permits with Caltrans will be needed for work to be performed within State Right-of-way. Preparation of related Caltrans Cooperative Agreements, Master Cooperative Agreements and other related agreements will be handled through Caltrans District 7's Office of Public Transportation, Rail and Stormwater Coordination.

Transportation projects within Caltrans Right-of-way which will cost over \$1 million will need a Caltrans Project Study Report or Project Initiation Document.

10.C Bridge Structures proposed within Caltrans Right-of-way will need to conform with Caltrans design standards. Caltrans Division of Structures is responsible for all structures located within the State right of way. All projects on the State Highway system must be designed and developed in accordance with the procedures detailed issued by Caltrans. This includes the bridge overcrossing over highway 101 as well as the tunnel portions under the I-5 and 101 freeways.

10.D Coordination with Caltrans Freeway Operations will be needed in respect to any freeway mainline closures during construction of the bridge structure over the US-101 freeway.

Caltrans information and procedure guides provides the information, guidelines, checklists and suggested practices for accomplishing the Caltrans oversight responsibility.

- 10.E In addition to MTA seismic design criteria in section 4.9.3, the Caltrans seismic design criteria(SDC) shall be required. The SDC shall be implemented on ongoing projects wherever it is practical. Due to potential impact of ground deformation, seismic induced settlement, liquefaction in the vicinity of the project, the tunnel alternative(alternative 6) should be reconsidered for the safety, cost and maintenance of the structure. In Caltrans' Division of Structures opinion, Alternative 5( light rail at -grade) is a preferred alternative. On page 4.9-8, the issue of tunneling under freeways and settlement impacting Caltrans facilities will need to be addressed.
- 10.F The various IRT structures proposed to be located within Caltrans Right-of-way easements will need to be reviewed and approved by Caltrans Right-of-way Air Space.
- 10.G The report indicates that the LRT project will have an impact on the I-5 Southbound freeway ramps and the US-101 Freeway southbound ramps. Traffic mitigation measures will be needed to improve traffic signalization at these locations. Additional traffic mitigation may be needed at the freeway ramps on State Route 60 and I-710 Freeways.
- 10.H Coordination with other transportation projects will be necessary in order to minimize potential project conflicts. Other transportation projects are currently in their planning or design phase. (See attached)
- 10.I Coordination with Caltrans will be needed when developing Traffic Management Plans for road closures, detours, parking restrictions, etc. which will impact freeway on/off ramps. We recommend that construction related truck trips on State highways be limited to off-peak commute periods. Transport of oversize or overweight vehicles on State highways will need a Caltrans Transportation Permit.
- 10.J Detailed mitigation measures will be required to deal with hazardous waste sites. Issues dealing with hazardous waste sites will need to be Coordinated with Caltrans Environmental Engineering. The contractor shall prepare and implement a Water Pollution Control Program or a Stormwater Pollution Prevention Plan to control water pollution from construction within or contiguous to State Right-of-way. Applicable plans will need to be submitted to Caltrans at least 45 days prior to construction.
- 10.K Caltrans recommends that bird nesting counts be conducted prior to removal of trees in the corridor. The vicinity around Union Station/US-101/Alameda Street include known sensitive archeological sites. Caltrans Office of Environmental Planning will need to be contacted if
- 10.L investigations indicate possible archeological sites within Caltrans Right-of-way. Also, please submit a copy of the Historic Property Survey Report to Caltrans. A Relocation Assistance Program will be needed in respect to impacts to residents and businesses who will be relocated
- 10.M along the proposed rail corridor.

Additional Caltrans comments may be forthcoming from other functional reviewing units. If you have any questions regarding our response, refer to Caltrans IGR/CEQA Record # cs/010319, and please do not hesitate to contact me at (213) 897-4429.

Sincerely,

for *Carl Shing*  
STEPHEN BUSWELL  
IGR/CEQA Program Manager

cc: Mr. Scott Morgan, State Clearinghouse

## Adjacent Projects

	<p>EA 119910            07-LA-101 KP 0.58/1.38 (PM 0.36/0.86)            Route 101 Southbound From Center Street to Los Angeles Street            PA/ED Phase            Alternative 2: New Ramps at Vignes St. &amp; Outside Widening (Recommended Alternative in PSR)            Alternative 3: New Ramps at Garey St., Outside Widening, and Straighten Alignment of Freeway in Southbound Direction (Might Be Recommended Alternative in PR)</p>
	<p>EA 633034            07-LA-KP 0.89            Construct Run-Through Tracks Across U.S. 101 From Los Angeles Union Station to Mainline Tracks along the Los Angeles River            6 Alternatives, Tracks over Freeway, Possible Extension of the Metro Blue Line South of Station)            PSR Phase</p>
<p>—</p>	<p>EA 13210K            07-LA-110 KP 33.0/38.1, 07-LA-101 KP 0.0/2.6, 07-LA-10 KP 28.6/29.5            PSR Approved on May 2000            TSM (Alternative 2 - Recommended Alternative)            Direct Connection Between El Monte Transitway &amp; Harbor Transitway Through Transit Friendly Improvements on Surface Streets in Downtown</p>
	<p>EA ??            07-LA-101 KP ?            Ramirez Ramp OC Bridge No. 53-2827            Check with Allen Pease (Rail 1-2C or 213-897-1712)</p>
	<p>EA 19880K (Might be the same as Ramirez Ramp OC project above, Check with Allen Pease)            07-LA-101 KP 0.0/0.5</p>
	<p>Ligh Rail Transit (LRT) Build Alternative (IGR/CEQA Review)            No Project Initiation Document (PID) Available</p>
	<p>Alameda Street / North Spring Arterial Redesign            LADOT, Feb 1999</p>
	<p>EA 22560K            07-LA-101 PM 0.82            Bridge Over Santa Ana Freeway (Route 101)            Connecting Alameda Street HOV with El Monte Bus Way &amp; Union Station            Draft PSR Stage</p>
	<p>EA 22000K            07-LA-101 PM ?            Construct Amtrak &amp; Commuter Rail Vaiduct            Check with Allen Pease (Rail 1-2C or 213-897-1712)</p>

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
120 SOUTH SPRING STREET  
LOS ANGELES, CA 90012-3608

ADDRESS CORRECTION REQUESTED  
DO NOT FORWARD



Jay Davis  
GOVERNOR

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse



Steve Nissen  
DIRECTOR

APR 17 2001

SCANNED  
IN RMC

April 12, 2001

Steve Brye  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2932

Subject: Eastside Transit Corridor Study-Light Rail Transit Project  
SCH#: 1999081061

Dear Steve Brye:

The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 12, 2001, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

11.A

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse

Enclosures  
cc: Resources Agency



**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 1999081061  
**Project Title** Eastside Transit Corridor Study-Light Rail Transit Project  
**Lead Agency** Los Angeles County Metropolitan Transportation Authority

---

**Type** JD Joint Document  
**Description** A 6 mile, 9 station light rail transit project from downtown LA (Union Station) to Beverly/Atlantic Boulevards along Alameda Street, 1st Street, Indiana Avenue, 3rd Street, and Beverly Boulevard. Four miles are at Grade Street running LRT and approximately 2 miles are in a tunnel under the Boyle Heights Community. The project includes an expansion of the bus service to feed and to supplement the LRT service.

---

**Lead Agency Contact**

**Name** Steve Brye  
**Agency** Los Angeles County Metropolitan Transportation Authority  
**Phone** 213-922-3078 **Fax**  
**email**  
**Address** One Gateway Plaza  
**City** Los Angeles **State** CA **Zip** 90012-2932

---

**Project Location**

**County** Los Angeles  
**City** Los Angeles, City of  
**Region**  
**Cross Streets** Alameda/1st;1st/Soto;3rd/Mednik;Beverly/Atlantic  
**Parcel No.**  
**Township** 1S **Range** 12-13W **Section** 31,32 **Base** USGS

---

**Proximity to:**

**Highways** 60,101,5,10,710  
**Airports**  
**Railways** Metrolink; Freight RR  
**Waterways** LA River  
**Schools**  
**Land Use** Urban area, residential and commercial activities, project consistent with present land uses, zoning, and general plan designations.

---

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

---

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 7; Caltrans, Division of Transportation Planning; Department of Housing and Community Development; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

---

**Date Received** 02/27/2001 **Start of Review** 02/27/2001 **End of Review** 04/12/2001



**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

East Los Angeles Area  
1601 Corporate Center Drive  
Monterey Park, CA 91754  
(323) 980-4600  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



April 6, 2001

File No.: 535.11745.12586

State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

Clear  
4/12/01  
e



RE: State Clearinghouse Number 1999081061

The California Highway Patrol, East Los Angeles Area, has received and reviewed the Environmental Impact Report for the Light Rail Transit (LRT), Eastside Corridor Project. The East Los Angeles Area supports completion of the proposed project through its service area.

The California Highway Patrol has primary traffic law enforcement and investigative authority on all freeways and unincorporated county roads within the state. The Eastside Corridor enters the jurisdiction of the California Highway Patrol beginning at Indiana Street, along 3<sup>rd</sup> Street, and onto its termination on Beverly Boulevard. However, the California Highway Patrol is not acknowledged as having primary traffic responsibility in the study, nor mentioned anywhere in the report. As such, we recommend the MTA consult with the CHP regarding traffic matters during this project.

Our specific concerns are as follows:

- Due to traffic safety concerns, the CHP prefers that the MTA choose option #2, or option #3 when traversing Indiana Street between 1<sup>st</sup> & 3<sup>rd</sup> streets. We find that option #1 creates an extremely narrow roadway that is not conducive to vehicular, pedestrian, or emergency traffic.
- On pages S-35, 4.14.42, & 4.21.3.13, it is noted that there is a significant potential for collisions between LRT and auto/pedestrian collisions, and a general overall increase in traffic collisions on adjoining streets. The MTA indicates they will work with traffic control departments to mitigate this matter. Again, the CHP should be consulted on ALL traffic safety and enforcement issues, due to our statutorily mandated status as the Agency with primary traffic law enforcement responsibility.


State Clearinghouse  
Page 2  
April 6, 2001

- On page S-37, concern is raised regarding students crossing LRT alignment to get to and from nearby schools. MTA finds that providing a crossing guard at nearby schools if requested by school administrators would mitigate the situation. The EIR fails to address permanent sources of funding for school zone safety programs. The CHP is willing to assist in this endeavor, however, grant funding through the MTA may be necessary for implementation of supplemental enforcement/safety efforts.
- On page S-38 MTA addresses temporary traffic lane closures. Specifically, these closures may affect normal traffic flow during construction. Although MTA addresses working with city and county transit operators, depending upon the nature and length of the closure, the CHP should be consulted prior to the closures, and when appropriate, utilized for this purpose within the unincorporated county areas.

In closing, it appears that the long term benefits of this project outweigh the inconveniences facing the East Los Angeles community during the construction phase. The East Los Angeles Area will assist to ensure the safe and efficient use of the roadway during the construction phase. Moreover, we look forward to forming a partnership with all of the involved entities to ensure the safety of the motoring public, construction workers, and area residents.

If you have any questions or require additional information, please contact me or Lieutenant D. Martinez at (323) 980-4600.

Sincerely,

  
H. A. AGEVEDO, Captain  
Commander  
East Los Angeles Area

cc: Southern Division  
Office of Special Projects

*State of California*

GRAY DAVIS, GOVERNOR  
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH  
STATE CLEARINGHOUSE  
1400 TENTH STREET  
SACRAMENTO, CA 95814

P.O. BOX 3044  
SACRAMENTO, CA 95812-3044



L.A.C.M.T.A.  
01 APR 17 AM 9 40

50012X2952



**OFFICE OF HISTORIC PRESERVATION**  
**DEPARTMENT OF PARKS AND RECREATION**  
P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@mail2.quiknet.com



SCANNED  
IN RMC  
MAY 1 - 2001

April 23, 2001

REPLY TO: FTA010315A

Steve Bry, Project Manager  
Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza  
LOS ANGELES CA 90012

Re: Draft Supplemental Environmental Impact Statement and Draft Environmental Impact Report, Los Angeles East Side Corridor Project, Los Angeles, Los Angeles County.

Dear Mr. Bry:

Thank you for submitting to our office your February 20, 2001 letter and copy of your Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report (DSEIS/DSEIR) regarding the proposed construction of the Los Angeles Eastside Corridor project in the City of Los Angeles in Los Angeles County. The DSEIS/DSEIR identifies both beneficial and adverse environmental impacts associated with the Light Rail Transit (LRT) Build Alternative that was adopted by the Board of the Metropolitan Transit Authority (MTA) on February 24, 2000. The chosen alternative combines the elements of two alternatives (5 and 6) that were considered among eight alternatives for the proposed project. Details of the LRT Build Alternative are contained in the DSEIS/DSEIR document.

12A On the basis of our review of the DSEIS/DSEIR, it is our hope that the approaches described in the document regarding the identification, evaluation, and treatment of probable historic properties existing within the proposed project Area of Potential Effects (APE) may be helpful to FTA when addressing 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act.

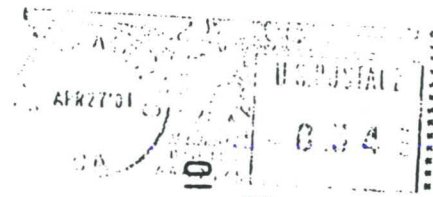
Thank you again for seeking our comments on your document. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely,

Dr. Knox Melton  
State Historic Preservation Officer



State of California • The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
P.O. Box 942896  
Sacramento, CA 94296-0001



90012-2952 01



APR 27 2001

State of California

The Resources Agency

## MEMORANDUM

To: Project Coordinator  
Resources Agency

Date: April 23, 2001

Mr. Steve Brye  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90013

From: Department of Conservation  
Office of Governmental and Environmental Relations

Subject: Draft Supplemental Environmental Impact Statement/Draft Subsequent  
Environmental Impact Report (DSEIS/R) for the Los Angeles Eastside Corridor  
Project – SCH #1999081061

The Department of Conservation's Division of Oil, Gas and Geothermal Resources (Division) has reviewed the DSEIS/R for the referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas and geothermal wells in California. We offer the following comments for your consideration.

13.A

The proposed project crosses through the administrative boundaries of the Union Station and Boyle Heights oil fields. There is one plugged and abandoned oil well within close proximity to the project boundaries. The well is identified in Division records and on Division Map 119 as ARCO Western Energy "Evergreen" 1 (API Number 037-01124). Records indicate that the well is located approximately 104 feet south and 68 feet east of the intersection of the centerlines of First and Rivera Streets (see attached). The Division recommends that this, and any other wells discovered within or in close proximity to project boundaries be accurately plotted on future project maps.

13.B

We recommend against building over or in the proximity of plugged and abandoned wells. If avoidance is not possible, affected wells may need to be plugged or re-plugged to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If reabandonment becomes necessary, the cost of operations will be the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable, an adequate gas venting system should be placed over the well.

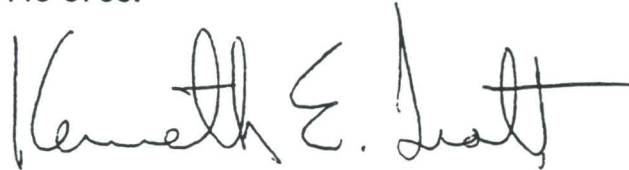
13.B

In the event that a plugged and abandoned or unrecorded well is 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 for, and approval to perform remedial operations.

13.C

To facilitate our review of building projects, the Division has published the informational packet, *Construction Project Site Review and Well Abandonment Procedures*, which outlines the information a project developer must submit to the Division for review. Please contact the Division's Cypress district office for copies of this publication.

Thank you for the opportunity to comment on the DSEIS/R. If you have questions on our comments, or require technical assistance or information, please contact David Sanchez at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, California 90630-4731; or, phone (714) 816-6847. If you have other questions you may contact me at (916) 445-8733.



Kenneth E. Trott  
Environmental Coordinator

Attachment

cc: David Sanchez  
Division of Oil, Gas and Geothermal Resources, Cypress

Linda Campion  
Division of Oil, Gas and Geothermal Resources, Sacramento

E FIRST STREET

89° 24' 37"

40'

PROPERTY LINE

100.0'

5 6 7 8

104.0'

E RIVERA STREET

PROPERTY LINE

202.60'

WELL No. 1A-1

68.0'

60'

9  
10  
11  
12

25'

LOTS 5, 6, 7, 8, 9, 10, 11 & 12 OF  
AMMENDED MAP OF THE FRANCESCA  
TRACT IN THE CITY & COUNTY OF  
LOS ANGELES, CALIFORNIA, AS  
RECORDED IN BOOK 4 PAGE 142,  
MISC. RECORDS OF LOS ANGELES  
COUNTY, CALIFORNIA.

ARCO Western Energy "Evergreen" 1 (037-01124)

DRAWN Prewitt

DATE 7-21-57

APPROVED *D.W.D.*

SCALE 1" = 40'

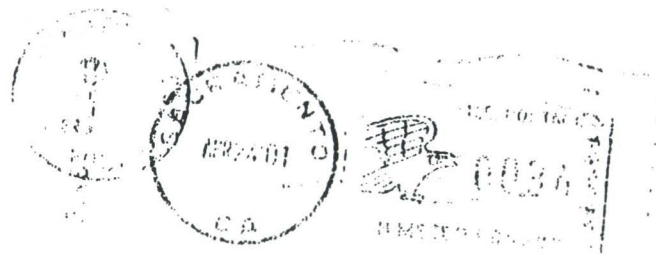
LOCATION OF  
INDUSTRIAL COMMUNITY WELL 1A-1

AN-198

RICHFIELD OIL CORPORATION



STATE OF CALIFORNIA  
THE RESOURCES AGENCY  
DEPARTMENT OF CONSERVATION  
801 K STREET  
SACRAMENTO, CA 95814-3500



Mr. Steve Brye  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90013

9001242950



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse



Steve Nissen  
DIRECTOR

April 23, 2001

SCANNED  
IN RMC

APR 27 2001

Steve Brye  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2932

Subject: Eastside Transit Corridor Study-Light Rail Transit Project  
SCH#: 1999081061

Dear Steve Brye:

The enclosed comment (s) on your Joint Document was (were) received by the State Clearinghouse after the end of the state review period, which closed on April 12, 2001. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

14.A

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (1999081061) when contacting this office.

Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse

Enclosures

cc: Resources Agency

State of California

The Resources Agency

MEMORANDUM

clear  
4/23/01  
late  
E

To: Project Coordinator  
Resources Agency

Date: April 23, 2001

Mr. Steve Brye  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90013

From: Department of Conservation  
Office of Governmental and Environmental Relations

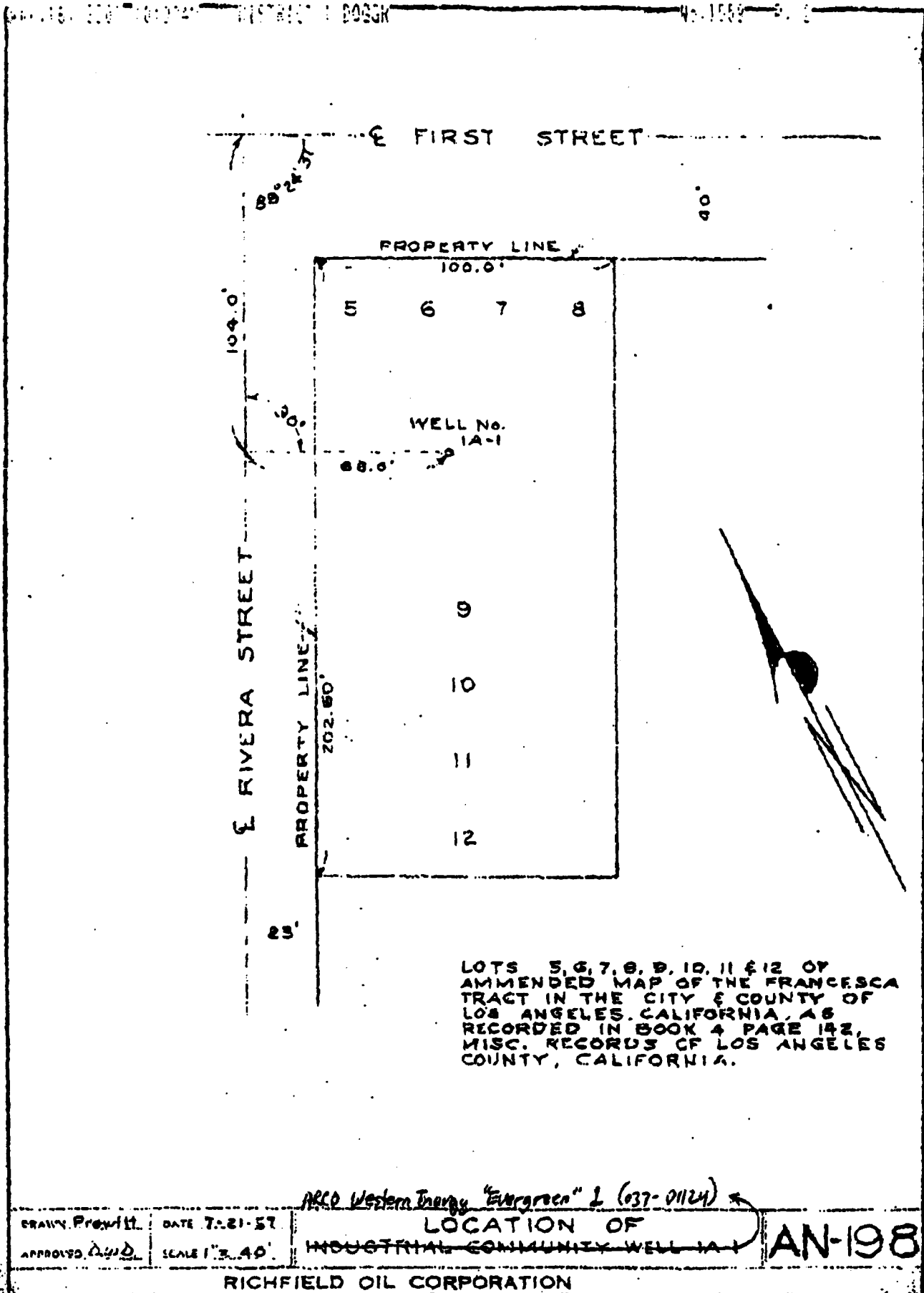
Subject: Draft Supplemental Environmental Impact Statement/Draft Subsequent  
Environmental Impact Report (DSEIS/R) for the Los Angeles Eastside Corridor  
Project - SCH #1999081061

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**RECEIVED**  
APR 23 2001  
**STATE CLEARINGHOUSE**



LOTS 5, 6, 7, 8, 9, 10, 11 & 12 OF  
 AMMENDED MAP OF THE FRANCESCA  
 TRACT IN THE CITY & COUNTY OF  
 LOS ANGELES, CALIFORNIA, AS  
 RECORDED IN BOOK 4 PAGE 142,  
 MISC. RECORDS OF LOS ANGELES  
 COUNTY, CALIFORNIA.

ARCO Western Energy "Evergreen" 1 (037-01124) ←

DRAWN BY: P. W. H. H.	DATE: 7-21-57	LOCATION OF INDUSTRIAL COMMUNITY WELL 1A-1	AN-198
APPROVED: <i>[Signature]</i>	SCALE: 1" = 30'		

RICHFIELD OIL CORPORATION

*State of California*

GRAY DAVIS, GOVERNOR  
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH  
STATE CLEARINGHOUSE  
1400 TENTH STREET  
SACRAMENTO, CA 95814

P.O. BOX 3044  
SACRAMENTO, CA 95812-3044



30012X2932 01





Gray Davis  
GOVERNOR

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse

SCANNED  
IN RMC



Steve Nissen  
DIRECTOR

May 2, 2001

Steve Brye  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2932

Subject: Eastside Transit Corridor Study-Light Rail Transit Project  
SCH#: 1999081061

Dear Steve Brye:

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Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse

Enclosures

cc: Resources Agency

**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF REGIONAL PLANNING  
DISTRICT 7, IGR/CEQA 1-10C

120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
TEL: (213) 897-6696 ATSS: 8-647-6696  
FAX: (213) 897-6317



clear  
4/12/01  
E



April 17, 2001

Draft EIR/EIS  
County of Los Angeles  
Eastside Light Rail Corridor Project  
Union Station to Beverly/Atlantic  
Vic. LA-101/5/60/710  
SCH # ~~19991081061~~  
1999081061

Mr. Steve Brye  
County of Los Angeles  
Metropolitan Transportation Authority  
1 Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Brye:

Thank you for including Caltrans in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments regarding the bridge structure over the US-101 Freeway at Alameda Street, tunneling under the US-101 and I-5 Freeways at 1st Street, the at-grade segment under State Route 60 Freeway, and portions over I-710 freeway and under the 710/60 connector all within the Eastside LRT Corridor.

Cooperative Agreements and/or Encroachment Permits with Caltrans will be needed for work to be performed within State Right-of-way. Preparation of related Caltrans Cooperative Agreements, Master Cooperative Agreements and other related agreements will be handled through Caltrans District 7's Office of Public Transportation, Rail and Stormwater Coordination.

Transportation projects within Caltrans Right-of-way which will cost over \$1 million will need a Caltrans Project Study Report or Project Initiation Document.

Bridge Structures proposed within Caltrans Right-of-way will need to conform with Caltrans design standards. Caltrans Division of Structures is responsible for all structures located within the State right of way. All projects on the State Highway system must be designed and developed in accordance with the procedures detailed issued by Caltrans. This includes the bridge overcrossing over highway 101 as well as the tunnel portions under the I-5 and 101 freeways.

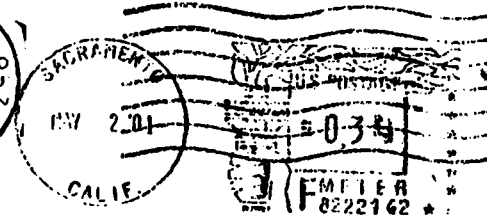
Coordination with Caltrans Freeway Operations will be needed in respect to any freeway mainline closures during construction of the bridge structure over the US-101 freeway.

Caltrans information and procedure guides provides the information, guidelines, checklists and suggested practices for accomplishing the Caltrans oversight responsibility.

State of California

GRAY DAVIS, GOVERNOR  
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH  
STATE CLEARINGHOUSE  
1400 TENTH STREET  
SACRAMENTO, CA 95814

P.O. BOX 3044  
SACRAMENTO, CA 95812-3044



L.A.C.M.T.A.  
01 MAY -8 AM 8:37

90012/2952







**GENERAL REQUIREMENTS:**

Size, complexity, and projected use of the proposed project may necessitate multiple ingress/egress access for emergency response issues. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water main, fire flows and hydrants.

The development of this project must also comply with the California Building code Section 414, National Fire Protection Association (NFPA) 130, and the County of Los Angeles Fire Code.

All streets and highways shall be designed and constructed to comply with the Los Angeles County Code, Title 21.

Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building:

**STATIONS/PLATFORMS, STORAGE AND MAINTENANCE FACILITIES:**

Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
3. Additional hydrants will be required if hydrant spacing exceeds specified distances.
4. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

Turning radii shall not be less than 42 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.

All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. Driveway widths for the proposed project shall be increased when any of the following conditions will exist:

Steve Brye, Project Manager

April 19, 2001

Page 3

16.G

1. Provide 28 feet in width, when a building has three or more stories, or is more than 35 feet in height, above access level. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of the exterior wall on one side of the proposed structure.
2. Provide 34 feet in width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
3. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.
4. All "Fire Lanes" will be depicted on the final map, and will be designated with the appropriate signage. "Fire Lanes" are any ingress/egress, roadway/driveway with paving less than 34 feet in width, and will be clear-to-sky.

**LIMITED ACCESS DEVICES (GATES ETC.):**

16.H

1. Any single gate used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.
2. Any gate used for a single direction of travel, used in conjunction with another gate, used for travel in the opposite direction, (split gates) shall have a minimum width of 20 feet each, clear-to-sky.
3. All limited access devices shall be of a type approved by the Fire Department.
4. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.

16.I

**TRAFFIC CALMING MEASURES**

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

Should any questions arise regarding design and construction, and/or water and access, please contact:

Inspector Mike McHargue  
(323) 890-4243  
Land Development Unit  
Environmental Impact Review

Chief John Tripp  
(213) 922-7277  
Metro Rail Coordinator

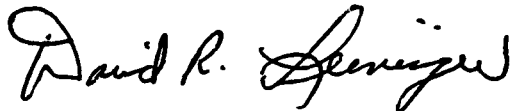
Steve Brye, Project Manager  
April 19, 2001  
Page 4

**FORESTRY DIVISION - OTHER ENVIRONMENTAL CONCERNS:**

The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. The proposed project will not have significant environmental impacts in these areas.

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

Very truly yours,



DAVID R. LEININGER, ACTING CHIEF, FORESTRY DIVISION  
PREVENTION BUREAU

DRL:lc

**COUNTY OF LOS ANGELES**

**FIRE DEPARTMENT**

1320 N. EASTERN AVENUE

LOS ANGELES, CALIFORNIA 90063-3294

L.A.C.M.T.A.  
01 APR 24 AM 7:47



**STEVE BRYE, PROJECT MANAGER**  
**L.A. CITY METRO. TRANSP. AUTHORITY**  
**ONE GATEWAY PLAZA**  
**LOS ANGELES, CA 90012**

30012X2932 01





JAMES A. NOYES, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

April 17, 2001

IN REPLY PLEASE  
REFER TO FILE:

PD-5

Mr. Julian Burke  
Chief Executive Officer  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2932

Attention Mr. Steve Brye

Dear Mr. Burke:

### **COMMENTS ON THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT EASTSIDE TRANSIT CORRIDOR TRANSPORTATION ELEMENT OF THE TECHNICAL REPORT**

We have reviewed the subject documents for the proposed project partially located in the unincorporated East Los Angeles area within Third Street/Beverly Boulevard from Indiana Street to east of Atlantic Boulevard.

We agree with your studies that the proposed Light Rail Transit (LRT) project will have significant traffic impacts on County intersections and roadways. In order to fully identify and quantify these impacts, we recommend the traffic report be expanded to include the following:

#### Traffic Studies Section

- 17.A • Provide a comprehensive analysis of the capacity impacts of the proposed reduction of one travel lane in each direction along the LRT alignment, plus the elimination of some left-turn lanes along Third Street/Beverly Boulevard discussed on pages 2-28 through 2-31 of the report.
- 17.B • Note in the report that detailed signing, striping, detour, and signal modification plans will need to be submitted to the Department of Public Works for review and approval.

- 17.C | • A discussion on the traffic impact and management plan along with a mitigation plan for parking impacts during the construction period should be provided in the report.
- 17.D | • Provide backup of traffic counts, the level of service calculations, and lane configurations for all County intersections analyzed in the study.
- 17.E | • Use the County traffic impact analysis criteria when evaluating County roadways and intersections.

Traffic Design Section

- 17.F | • The proposed split phase signal operation for signalized intersections with left-turn movement should be modified to provide partial signal operation during the LRT crossing of the intersection.
- 17.G | • Provide left-turn pockets at signalized intersections to enhance the efficiency of the operation of the intersection.
- 17.H | • Use 12 feet as the standard width for travel lanes in accordance with the State Highway Design Manual.
- 17.I | • Use raised curb instead of rumble strip with raised dots as the separation barrier between the travel lanes and the LRT.
- 17.J | • The proposed Option 1 at Indiana Street does not address the issue of providing refuge area for disabled vehicles, therefore, this option is very undesirable.

Traffic System Section

- 17.K | • Provide details regarding traffic signals operations. In particular, how left-turn traffic will be handled.
- 17.L | • Include integration of light rail priority with traffic signal control. Traffic signal modifications and signal controller upgrades may be needed.
- 17.M | • Include high-speed communications (fiber optic) on Third Street for traffic systems and light rail operations, monitoring, and surveillance.
- 17.N | • Consideration of pedestrian mobility and access to the stations must be addressed.

Mr. Julian Burke  
April 17, 2001  
Page 3

East Los Angeles Civic Center

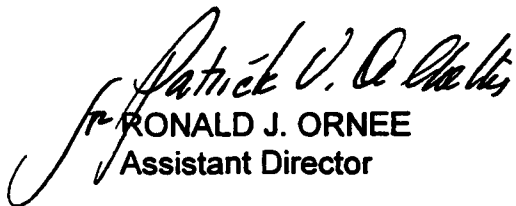
17.O The County is currently in the design phase of a major renovation of the existing East Los Angeles Civic Center. This development involves work on both sides of Third Street from Mednik Avenue to approximately one-fourth mile easterly. The work will involve installation of, or modifications to, traffic signals, pedestrian access, lane configurations as well as landscaping and signage. The LRT project needs to coordinate its proposed work with this project. This will involve the need for a left-turn movement at the main entrance on Third Street as depicted on the enclosed plan.

17.P We also have the following comments regarding the three alignment options proposed from Lorena Street near Hicks Avenue. The three options include: Option 1: Indiana Street/remove parking option; Option 2: Indiana Street/acquire additional right of way option; and Option 3: Extended subway option. Of the three options included in this analysis, the County advocates the third option because of its advantages over Options 1 and 2 in the areas of parking, right of way impacts, circulation safety, pedestrian movement, and our belief that it is a better fit for the community in the area.

We look forward to working with you on this high-priority project. If you have any questions, please contact Mr. Bill Winter at (626) 458-3902.

Very truly yours,

JAMES A. NOYES  
Director of Public Works

  
RONALD J. ORNEE  
Assistant Director

WJW:ts  
C001582  
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Enc.

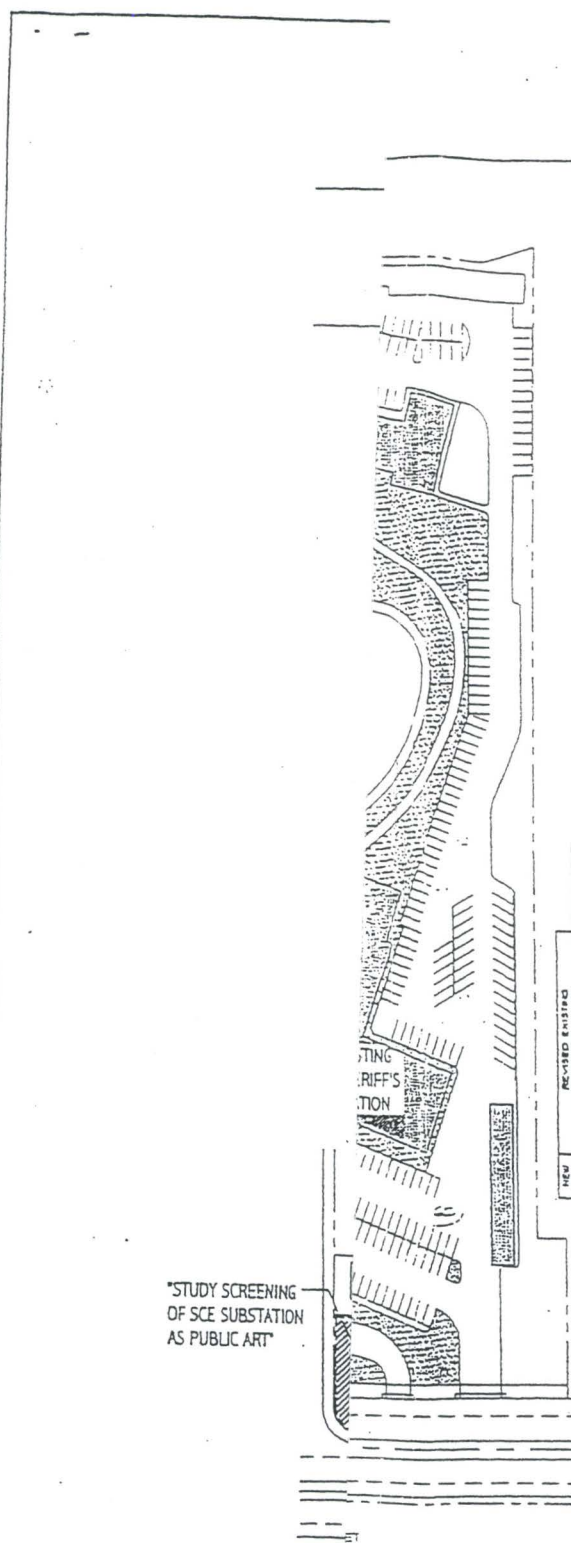
cc: Supervisor Gloria Molina  
Los Angeles County Metropolitan Transportation Authority (Walt Davis)



5154 HOLLIBRUE PROJECT 2460  
LOS ANGELES, CALIFORNIA 90032  
323.453.7442 FAX 323.453.7443

THE ABOVE DRAWING AND SPECIFICATIONS  
ARE PRELIMINARY AND UNCORRECTED  
EXCEPT WHERE SHOWN AS SUCH.  
THEY ARE SUBJECT TO THE APPROVAL  
AND/OR REVISIONS OF THE CITY OF  
LOS ANGELES AND THE STATE OF  
CALIFORNIA. THE CLIENT SHALL BE  
RESPONSIBLE FOR OBTAINING ALL  
NECESSARY PERMITS AND APPROVALS  
FROM THE APPROPRIATE AGENCIES.  
THESE DRAWINGS SHALL BE VOID  
WITHOUT THE SIGNATURE AND SEAL  
OF THE ARCHITECT. THE ARCHITECT  
DOES NOT WARRANT THE ACCURACY  
OR COMPLETENESS OF THE INFORMATION  
PROVIDED HEREON. THE ARCHITECT  
SHALL NOT BE RESPONSIBLE FOR  
CONSTRUCTION DEFECTS OR OMISSIONS  
BY OTHER PROFESSIONALS WHOSE  
WORK IS INCORPORATED HEREIN.  
DATE: 11-28-00

**SITE  
PROGRAM  
STUDY  
PHASE-I**



"STUDY SCREENING  
OF SCE SUBSTATION  
AS PUBLIC ART"

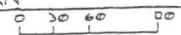
EXISTING PARKING TOTAL - 608  
NEW PROPOSED CONCEPT PLAN

REVISED PARKING TOTAL - 618

PARKING AREA	NO. OF SPACES	PARKING ASSIGNMENT
1	330	GENERAL PUBLIC
2	44	PROSECUTION DEPARTMENT
3	80	MUNICIPAL COURT JUDGES
4	11	COURTNEY SERVICE CTR.
5	44	SHERIFF'S ANTELLARY
6	21	SHERIFF'S STATION/PUSI
7	62	SHERIFF'S STATION/PUSI
8	32	SHERIFF'S STATION/PUSI
9	103	SHERIFF'S S&D
10	243	HEALTH CENTER
11	0	
12	0	
13	0	PERDUE CENTER
14	30	NEW LIBRARY
15	0	
16	0	
17	25	NEW SURFACE LOT
18	30	CHILD CARE
TOTAL		

**SITE PLAN**

1"=60'-0"



UNIVERSITY MICROFILMS INTERNATIONAL, 300 N ZEEB RD, ANN ARBOR MI 48106-1500

11-28-00

DATE	BY
11-28-00	JK
REVISION	BY
	JK
DATE	BY
11-28-00	JK

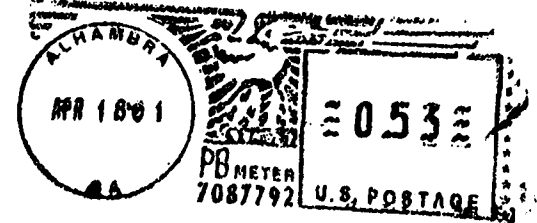
P-1



**PROGRAMS**  
COUNTY OF LOS ANGELES  
**DEPARTMENT OF PUBLIC WORKS**  
P.O. BOX 1460  
ALHAMBRA, CA 91802-1460

L.A.C.M.  
01 APR 23 11

PRESORTED  
FIRST CLASS



001 10-11-04 LA CA 900

MR STEVE BRYE  
LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY  
ONE GATEWAY PLAZA  
LOS ANGELES CA 90012-2932

22-2

VSC 0100 90012



APR 16 2001  
SCANNED  
IN RMC



LEROY D. BACA, SHERIFF

County of Los Angeles  
Sheriff's Department Headquarters  
4700 Ramona Boulevard  
Monterey Park, California 91754-2169  
(323) 264-4151



April 2, 2001

Los Angeles County Metropolitan  
Transportation Authority (LACMTA)  
Steve Brye, Project Manager  
One Gateway Plaza  
Los Angeles, Ca. 90012

Dear Mr. Brye:

18.A A member of my staff reviewed the Eastside Corridor Draft Supplemental Impact Statement and Draft Subsequent Environmental Impact Report and a couple of concerns were brought to my attention. In these reports the ingress and egress routes to our facility were unclear. With the tracks being placed on Third Street, will emergency vehicles have access to our Sheriff's Station from eastbound Third Street? Additionally, will patrol vehicles have access to eastbound Third Street upon leaving our Sheriff's Station?

I would appreciate you addressing these questions.

Sincerely,

LEROY D. BACA, SHERIFF

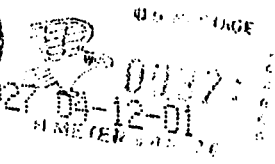
A handwritten signature in cursive script, appearing to read "Thomas P. Angel".

Thomas P. Angel, Captain  
East Los Angeles Station

*A Tradition of Service*

SHERIFF'S DEPARTMENT  
EAST LOS ANGELES STATION  
5019 EAST THIRD STREET  
LOS ANGELES, CALIFORNIA 90022

Return  
Service  
Request



XX04-13-01 LA CA 300

Los Angeles County Metropolitan  
Transportation Authority (LACMTA)  
Steve Bryce, Project Manager  
One Gateway Plaza  
Los Angeles, California 90012

L.A.C.M.T.A.  
01 APR 16 PM 2:07



NEED A CAREER?  
**BE A STAR**  
L.A. COUNTY SHERIFF'S DEPT.  
**1 (800) A-DEPUTY**

U21 AUMF 90012



APR 19 2001

SCANNED  
IN RMC

MARAVILLA COMMUNITY ADVISORY COMMITTEE

C/O Centro Maravilla  
4716 Cesar Chavez Ave.  
Los Angeles, CA 90022  
(323) 260-2804  
(323) 780-7986 fax

April 16, 2001

Mr. Diego Cardozo  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

RE: Concerns of Maravilla Community Advisory Committee-  
CAC- of MTA Eastside Lightrail Project;

Dear Mr. Cardozo:

The Maravilla Community Advisory Committee (CAC) is a community organization created by Supervisor Gloria Molina to advise her on events affecting the Maravilla Redevelopment area in East Los Angeles. The MTA's proposed Eastside Light Rail Project will directly affect the businesses and residents of Maravilla by coming down 3<sup>rd</sup> street, between Ford Blvd. And Mednik Avenue.

Some CAC members were supportive of the project and some were very concerned about the safety issues and business impact issues that the Light Rail would bring.

However, The Board of Directors for the Maravilla CAC decided to include provisions for the Light Rail Project in our Five Year Implementation Plan, which stated that if the Light Rail comes to East Los Angeles, we had the following issues and concerns.

19.A ■ Maravilla must get the maximum monies available for street beautification and other public improvements and Maravilla must receive this money on a timely basis, whether the rest of the project is delayed or not. 3<sup>rd</sup> Street must be beautified now.

19.B ■ Businesses must be protected during the construction of the Project. We do not want all the traffic to dry up on 3<sup>rd</sup> Street due to the construction. The CAC must be included in any construction meetings and consulted before any traffic is impacted. Traffic includes vehicles, public transportation and pedestrian traffic.

19.C ■ There must be left hand turn access in the Redevelopment area, both northbound and southbound, for major streets such as Mednik and Ford. The rest of the redevelopment area depends on this north/south access.

19.D ■ There must be another stop at the intersection of Ford Blvd. And 3<sup>rd</sup> Street. Ford Blvd. Is a major street and must have a Light Rail stop.

19.E ■ The residents of Maravilla must be able to make left turns (going eastbound) onto 3<sup>rd</sup> street. They must have a way to go East out of their neighborhood without going around the block.

19.F ■ Adequate compensation for any businesses or residents that are impacted by the MTA, including relocation assistance.

19.G ■ The Light Rail must be safe. The train must obey all traffic lights and observe the speed limit. Significant outreach must be done in the community.

We have many more concerns. We, as the CAC, are united to ensure that the MTA respects our community and that we get a first rate, safe Light Rail system, delivered in a timely manner, without significant adverse impact on our residents and businesses.

19.H ■ We want to work very closely with the MTA to ensure that all residents and businesses in Maravilla have a full understanding of the proposed Light Rail project and have the ability to participate in the planning of the Project, including any jobs that are created during the construction and operation of the Eastside Light Rail.

We look forward to further presentations at our monthly CAC meetings and to working together to better our community.

If you have any questions, please feel free to contact our members who are also on the MTA's Residential Advisory Committee: Ron Mukai (323) 263-7359, Richard Alonzo (323) 263-9117, Victor Duran and Luigi Torres.

Sincerely,

A handwritten signature in cursive script that reads "Richard Alonzo". The signature is written in black ink and is positioned below the word "Sincerely,".

Richard Alonzo  
East Los Angeles Chamber of Commerce  
President

- c. Supervisor Gloria Molina  
Raul Rodarte, Maravilla Businesspersons Association  
John Longoria, East Los Angeles Chamber of Commerce



ARAVILLA COMMUNITY ADVISORY COMMITTEE  
10 CENTRO MARAVILLA  
716 CESAR CHAVEZ AVE.  
LOS ANGELES, CA 90022

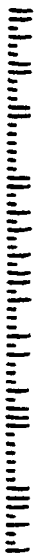


MR. DIEGO CARDOZO

METROPOLITAN TRANSPORTATION AUTHORITY  
ONE GATEWAY PLAZA  
LOS ANGELES, CA 90012

L.A.C.M.T.A.  
APR 19 AM 10 30

9501242352



APR 09 2001

SCANNED  
IN RMC

**Adelante Eastside Redevelopment Project**  
**Project Area Committee**

3500 Whittier Blvd., Suite 107  
Los Angeles, CA 90023  
323.264.3807

April 4, 2001

▲  
APR 2001  
Office of the CEO

Julian Burke, Chairman  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

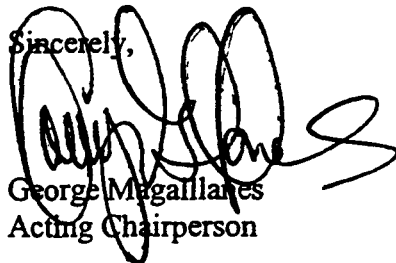
Subject: Eastside Transit Corridor Light Rail System - Draft Environmental Impact Statement and Supplemental Environmental Impact Report

Dear Mr. Burke:

This letter is a request to postpone the deadline for comments on the Draft Environmental Impact Statement and Supplemental Environmental Impact Report for the Eastside Transit Corridor Light Rail System for the Eastside community of Boyle Heights. At its regular meeting of March 27, 2001 a consensus was reached by the Project Area Committee (PAC) to request this delay on behalf of the community. The PAC heard testimony from community residents at the meeting regarding concerns from residents about not having enough time to review these documents to comprehend the impacts of the proposed system on the community.

Therefore, the PAC respectfully requests that additional time be made available to the Eastside community for the review and comments of these important documents. If you have any questions about this request, please contact me at 323-258-0450.

Sincerely,



George Magallanes  
Acting Chairperson

**ROUTE SLIP  
OFFICE OF THE CEO**

4.10.01

From: Julian Burke, Chief Executive Officer

**LEAD**

**BLIND COPY ALL STAFF ON THE FYI LIST**

**PLEASE RETURN A COPY OF THIS ROUTING SLIP WITH YOUR FINAL RESPONSE OR DRAFT.**

Reply direct to correspondent under your departments signature by 4.24.01

Reply should copy Board Members listed as being copied on the original letter.

Draft reply for CEO's signature by \_\_\_\_\_

Draft should copy Board Members listed as being copied on the original letter.

Subject: Adelante Eastside Redev. Project - request to postpone deadline for EIR.

*Carol [Signature]*

LEAD	FYI ONLY	
		Chief Operating Officer, <i>Allan Lipsky</i>
		Chief Financial Officer, <i>Richard Brumbaugh</i>
		Chief of Staff, <i>Maria Guerra</i>
		County Counsel, <i>Steve Carnevale</i>
		EO, Administration, <i>Frank Cardenas</i>
		EO, Construction, <i>Charles Stark</i>
		EO, Finance, <i>Terry Matsumoto</i>
		EO, Human Resources, <i>Ray Inge</i>
		EO, Procurement, <i>Lonnie Mitchell</i>
<input checked="" type="checkbox"/>		EO, Regional Transportation Planning & Development, <i>Jim de la Loza</i>
		EO, Transit Operations, <i>Tom Conner</i>
		Government Relations, <i>Claudette Moody</i>
		Board Items, <i>Joanne Kawai</i>
		Board Research Services, <i>Gary Clark</i>
		Customer Services, <i>Tom Horne</i>

*Please prepare response in Jim de la Loza by 4/23*

*Jill*

**GOVERNMENT RELATIONS WILL BE THE LEAD ON ANY REPLY TO ALL ELECTED OFFICIALS OR APPOINTED FEDERAL OR STATE OFFICIALS.**

**NOTES**

*Thanks - Diane Corral-Lopez x27676*



FRANCES T. BANERJEE  
GENERAL MANAGER

CITY OF LOS ANGELES  
CALIFORNIA



RICHARD J. RIORDAN  
MAYOR

DEPARTMENT OF  
TRANSPORTATION

221 N. FIGUEROA STREET, SUITE 500  
LOS ANGELES, CA 90012  
(213) 580-1177  
FAX (213) 580-1188

April 17, 2001

James de la Loza, Executive Officer  
Planning and Programming  
Metropolitan Transportation Authority  
One Gateway Plaza, Mail Stop 99-22-5  
Los Angeles, CA 90012-2952

**COMMENTS ON THE DRAFT SEIS/SEIR FOR THE EASTSIDE TRANSIT CORRIDOR**

The City of Los Angeles has reviewed the Draft SEIS/SEIR for the Eastside Transit Corridor and has major concerns with issues related to traffic and transportation, street widths and sidewalks, street lighting, environmental and land use issues, economic and fiscal, and construction impacts. The City of Los Angeles Department of Transportation (LADOT) submitted comments to you and your staff on the Eastside Transit Corridor Re-Evaluation MIS and SEIS/SEIR on July 13, 2000, October 4, 2000, and December 13, 2000, regarding many of these same concerns. The Draft SEIS/SEIR is deficient in its analysis of potential environmental impacts within the City of Los Angeles as outlined below.

**KEY CITY CONCERNS**

**A. Traffic and Transportation**

1. Alignment

21.A In LADOT'S comments submitted to the MTA in July, October, and December of 2000, concerns were expressed about MTA's plans to run the Eastside Light Rail Transit (LRT) line down the medians of Alameda Street and First Street. At least two alternative alignments were requested for consideration. In addition, LADOT has met with MTA staff on several occasions to discuss these matters and develop an acceptable design and alignment modification to be considered in the project documents (See Attachment "A" - "Eastside Transit Corridor - LADOT Proposal" AutoCAD drawing). However, except for the

21.A

acquisition of additional right-of-way on the east side of Alameda Street to preserve some roadway capacity, the Draft SEIS/SEIR does not reflect LADOT's recommendations. We have been advised by you and your staff to submit LADOT's proposal as part of the City's comments on the Draft SEIS/SEIR. We are hereby requesting that the Final SEIS/SEIR include the LADOT proposal and a full analysis of its environmental impacts.

21.B

MTA's current alignment proposal for the LRT would disrupt major truck and bus operations and interfere with the House Moving Route on Alameda Street (Designated House Moving Routes require a minimum horizontal clearance of 40 feet and a vertical clearance of 24 feet within the roadway). It would seriously disrupt intersection operations on Alameda Street from north of the El Monte Busway entrance to First Street, and provide no southbound or eastbound access into the Mangrove Estate site (on the east side of Alameda Street between Temple and First Streets) or the existing DWP maintenance yard. There would be no left turns at intersections along First and Indiana Streets, and right turns from westbound 3<sup>rd</sup> Street to Indiana Street would be prohibited.

2. Traffic Forecasts

21.C

The Existing Conditions Screenline ADT Analysis is misleading and should have been done for the peak hour period instead of a 24-hour period (peak hour is more critical than 24-hour). The 24-hour analysis and the assumptions about lane capacities and percentage of daily traffic in peak hour are unrealistic, and therefore V/C and LOS figures are overly optimistic. Actual field observations indicate V/C and LOS are much worse. The V/C calculations were done using lane capacity volumes of between 750 to 900 vehicles per lane per hour. LADOT's practice when analyzing segment volumes and capacities is to use a capacity value of 700 vehicles per lane per hour.

3. Traffic Impacts

21.D

Traffic conditions are worsened at every intersection that was evaluated along the alignment. The report states that fourteen intersections out of twenty two will continue to be impacted to significant levels even with the proposed mitigation measures. The traffic impact analysis for First Street and Alameda Street was done only for evening peak hours, contrary to the City's understanding that morning peak hours would also be analyzed for these two streets which experience heavy morning commute traffic. It was also our understanding that the SEIS/SEIR would include an analysis of key signalized intersections using the Highway Capacity Manual's (HCM) delay methodology, as we requested in our letter of July 11, 2000, to MTA. After reviewing the SEIR/SEIS traffic analysis, which indicates that nine out of fourteen intersections along the LRT route in the City would be significantly impacted with project implementation and mitigation, we request that the Final SEIS/SEIR include an HCM analysis of delay for all significantly impacted intersections in the City listed in Table 3-12 for both AM and PM peak hours.

#### 4. Parking

21.E The light rail route in the median of First Street is predicated on removal of on-street parking. However, there has been no study to verify that adequate off-street parking is available to permit removal of on-street parking. If on-street parking can not be prohibited along First Street, then the existing roadway must be widened to accommodate a light rail route in the median and still provide one lane in each direction. The removal of on-street parking with the proposed single lane operation would impact retail businesses along First Street.

#### B. Street Widths and Sidewalks

21.F Alameda Street is classified in the City's General Plan as a Major Highway Class II with a planned right-of-way of 104 feet; it should have an 80-foot roadway, 12-foot sidewalks and three travel lanes in each direction. For this reason, a minimum 52-foot half-width right-of-way needs to be maintained along Alameda Street, in addition to any width needed for the light rail. Currently, Alameda Street has an existing 80-foot right-of-way with two travel lanes in each direction and left turn channelization within a 64-foot wide roadway from First Street to Temple Street. From Temple to Commercial, the street has a 90-foot right-of-way, three travel lanes in each direction and left turn channelization within a 70-foot roadway, and widens to a 100-foot right-of-way with an 80-foot flare at Commercial Street.

21.G First Street west of Mission Road is classified as a Major Highway Class II, carries significant traffic volumes in the morning and evening peak hours, and is used by commuters for access to and from the 5, 10, and 101 Freeways at Mission Road. The First Street bridge roadway is 56 feet wide, leaving enough room for only one 15-foot through lane in each direction after installation of the rail line. Similar right-of-way constraints affect the remainder of First Street, which is classified as a Secondary Highway east of Mission Road with a planned right-of-way of 90 feet, 70-foot roadway and 10-foot minimum sidewalks. It is imperative that two lanes of traffic in each direction be maintained along most of First Street to accommodate the current as well as future traffic volumes. It should be noted that there are no readily available alternate routes between the Boyle Heights freeway ramps and Downtown, and this light rail project is not expected to reduce demand along this commuter route.

21.H With only one travel lane in each direction on First and Indiana Streets, any utility or road work, bus stops, breakdowns and right turns blocked by pedestrians would create bottlenecks and could disrupt travel for long durations in the affected direction, resulting in wider-ranging congestion. Utility and road work would actually create street closures, resulting in detours through the surrounding neighborhoods. Moreover, there would be no passing lane for emergency vehicles and therefore frequent encroachments onto the rail right-of-way. The unidirectional roadways

21.I would be less than 20 feet in width (as narrow as 11 feet in segments), which does not meet City fire safety standards for fire vehicle access. Eleven-foot wide roadways would prevent driveway access. Pedestrian circulation would be impeded by the narrowing of sidewalks to as much as

21.J 3 feet (which violates City and ADA standards).

**C. Street Lighting**

21.K

The original street car system running on the First Street bridge was designed to combine catenary poles with street lighting poles on the outer edge of the bridge, but this resulted in an unattractive visual effect. The clutter of wires in this system created the effect of a mesh on top of the bridge, and it became more like a tunnel. This design would also require the manufacture of approximately 35 poles (existing poles could not handle additional loads for catenary wires, etc.) and reconstruction of all electrical systems at an approximate cost of \$2 million. The visual problem, construction and maintenance difficulties and excessive costs make this option undesirable. Catenary poles in the center of the bridge, as an independent system from the lighting poles on the outer edges of the bridge, is a superior design. The City will not support a system to mimic the original design.

21.L

Any equipment installed for traffic signal improvements and lighting as part of the LRT project will need to conform in appearance to the historical/ornamental streetlights along the alignment. The new design of combination traffic/lighting poles must maintain the appearance of the original historical/ornamental poles. When Mariachi Plaza was constructed, the BSL, under a "Loan Agreement", provided several original historical pedestrian scale poles; they are now located around the Plaza. These, along with the kiosk and other historical elements, must be kept visible to the public, and visual impacts must be minimized.

**D. Environmental and Land Use Issues**

21.M

Light and Glare impacts must be fully addressed. Lighting equipment and design of lighting systems will be closely evaluated in terms of added value to public lighting – light trespass, light pollution, glare, equipment maintenance, equipment energy efficiency and others.

21.N

The document should note that the Community Plan Update for Central City North was adopted by the Los Angeles City Council on December 15, 2000. The Central City North planning area is located immediately north and east (to the Los Angeles River) of the Central City plan area. The frontage along First Street east of Alameda Street is designated for Commercial (north side, to Vignes), Commercial Manufacturing (south side, to Vignes), and Light Manufacturing (both sides, Vignes to the Los Angeles River). The Central City North Plan designates the area just south of the 101 Freeway, north of First Street and east of Alameda Street for increased commercial development. The updated Plan also includes an urban design policy section.

21.O

The document should also note that the Community Plan Update for Boyle Heights was adopted by City Council on November 10, 1998. The major policies listed in the Draft SEIS/SEIR are no longer reflective of the updated Plan. The Plan's updated policies encourage pedestrian-oriented commercial uses along First Street east of Lorena Street (in the vicinity of El Mercado), retention of neighborhood-serving retail along First Street in the vicinity of Mariachi Plaza (First and Bailey), and higher density housing in proximity to rail transit stations. The updated Boyle



21.O Heights Community Plan is available on the City of Los Angeles / Planning Department website.

#### E. Economic and Fiscal Impacts

21.P The requirements of Proposition 218 with respect to lighting improvements must be addressed in this report. In general, any street/pedestrian lighting improvements that create new assessments or increase existing assessments to property owners require that the Proposition 218 process be followed. This process requires community participation and public approval through a ballot process. Depending on its classification under Proposition 218 (private or public road and facility), the jurisdiction and lighting standards of the City may apply only to portions of the project. Proposition 218 does not impact improvements to private facilities. Complete information of the Proposition 218 process is available at the Bureau of Street Lighting. This process typically takes about six months to complete. The lighting assessment is paid by property owners through the County property tax. Assessments must be confirmed by City Council before construction of the system starts.

#### F. Construction Impacts

21.Q The identification of the full extent of construction impacts is inadequate. On streets that are proposed for single lane operation, there will likely be full street closures with no vehicular access in the block during construction. This is not clearly identified, evaluated or mitigated, although these closures will impact neighborhoods, businesses and possibly schools. At locations where the tracks change alignment (e.g., Alameda/ Commercial/ Aliso, Alameda/ First, First/ Indiana) there will likely be closures of two streets while the crossing is constructed. These closures will result in detours that impact not only frontage along the alignment, but frontages along the detour routes. Staging areas for contractor equipment, material and vehicle storage, offices, and construction seem to be under-estimated, especially in the single lane areas, subway stations and at the portals. The impacts need to be identified and appropriate mitigation measures developed.

### LADOT'S PROPOSAL

In order to address mitigation problems and retain much-needed traffic capacity and access along Alameda Street and First Street, LADOT recommends the following modifications to the MTA's proposed LRT alignment (See attached "EASTSIDE TRANSIT CORRIDOR - LADOT PROPOSAL" AutoCAD drawing):

- 21.R
1. Keep the LRT aerial (above grade) along the north side of Commercial Street to the east side of Alameda Street and descend to grade along the east side of Alameda Street between Ducommun Street and Temple Street. The proposed single track service line on Ducommun Street would

- 21.R have to ascend to link to the main line. An aerial configuration of the LRT along Commercial and Alameda Streets will eliminate significant traffic impacts at the intersections of Commercial and Alameda Streets, Temple and Alameda Streets, and First and Alameda Streets (Draft SEIS/SEIR Subsection 3.2.4.2, p. 3-13). These impacts would be unacceptable because of the high volume of commercial trucking and other traffic along Alameda Street. LADOT's alignment would eliminate the loss of left-turn channelization on Alameda, which would allow northbound access from Alameda Street to the Japanese American National Museum at First Street and the federal building complex opposite Ducommon Street. It would also allow southbound left-turn access to the DWP maintenance yard and Mangrove Estate site. The modified alignment also allows Alameda Street to continue functioning as a House Moving Route.
- 21.S 2. Move the Little Tokyo Station from First Street to the east side of Alameda Street between Temple Street and First Street, in front of the Mangrove Estate site. The station platform could have access at both ends. This will maintain two travel lanes and/or turning lanes in each direction on First Street without disrupting station access from the service area.
- 21.T 3. From Alameda Street, turn the LRT into the median of First Street and run along the centerline through Boyle Heights and maintain two travel lanes in each direction on First Street (except for a short segment over the First Street bridge) with spot right-of-way acquisitions and widenings (see attached AutoCAD drawing prepared by LADOT). The LADOT proposal would also permit full access to the Mangrove Estate site from First Street with a potential traffic signal at Hewitt Street and adequate pedestrian access along First Street.
- 21.U 4. Move the First & Utah station east of Utah Street to take advantage of existing Housing Authority land on the north side of First Street for right-of-way acquisition and street widening around the station platform. This will permit the continuation of two travel lanes in each direction along First Street.
- 21.V 5. Implement Option 3, continuing the subway tunnel to 3<sup>rd</sup> Street east of Hicks Avenue. If this is not feasible, install signalized intersections at Concord Street for pedestrians, widen the north side of First Street to standard half-width for a Secondary Highway from west of Concord to east of Lorena Street, maintain minimum 8-foot sidewalks, and run a single track between Lorena Street and Rowan Avenue or split the track on two different streets. These measures will reduce, although not mitigate, the significant transportation impacts which would result on First and Indiana Streets at the east end of the tunnel under Options 1 and 2.

The LADOT proposal maintains adequate capacity on First and Alameda Streets, allows for turning movements as needed, minimizes disruption of major bus, truck and intersection operations, retains left turns on Alameda Street at Temple and First Streets, protects the House Moving Route on Alameda Street, potentially allows for wider sidewalks on Alameda Street, allows for southbound and eastbound access to the Mangrove Estate site, allows for possible retention of on-street parking

along First Street during non-peak hours and eases transportation impacts at the east end of the tunnel and along Indiana Street.

## CITY OF LOS ANGELES SPECIFIC COMMENTS ON THE DRAFT SEIS/SEIR FOR THE EASTSIDE TRANSIT CORRIDOR

The City of Los Angeles Department of Transportation (LADOT), Department of City Planning (DCP), Department of Recreation and Parks (DRP), Bureau of Engineering (BOE) and Bureau of Street Lighting (BSL) have the following specific comments on the Draft SEIS/SEIR for the Eastside Transit Corridor. Also, separate comments may be submitted directly by the City of Los Angeles Fire Department to MTA.

### SEIS/SEIR EXECUTIVE SUMMARY - COMMENTS

#### Section S.3: Alternatives Considered

- 21.W 1. Page S-17. Subsection S.3.3.2 (Alternatives Considered in this Draft SEIS/SEIR - LRT Build Alternative): The provision of traffic signal preemption similar to other MTA in-street running systems is not feasible due to the severe negative impact of this system on the operation of streets in which it is located. However, transit priority signalization may be possible. "Transit priority signalization" should be substituted for "signal preemption" throughout the Draft SEIS/SEIR. (LADOT)
- 21.X 2. Page S-18. Subsection S.3.3.2 (Alternatives Considered in this Draft SEIS/SEIR - LRT Build Alternative): The "Bus Service" section needs to discuss and identify mitigation for the significant adverse impacts of increased bus operations and passenger transfers on streets operations, particularly at stations with only one traffic lane in each direction. (LADOT)
- 21.Y 3. Page S-22. Subsection S.3.3.2 (Alternatives Considered in this Draft SEIS/SEIR - LRT Build Alternative): Due to the severe impacts of the proposed alignment, it should be modified to remain aerial over Commercial Street, lowering to at-grade along the eastside of Alameda prior to reaching Temple, then along the east side of Alameda with a station located between Temple and First. Along First Street, the LRT would remain in the center of the street, but two lanes of travel in each direction should be maintained. (LADOT)
- 21.Z 4. Page S-23. Subsection S.3.3.2 (Alternatives Considered in this Draft SEIS/SEIR - Build Alternative): Existing street speed limits vary from 25 to 35 mph; however, with the narrow lanes and unidirectional roadways on each side of the centerline-operating LRT, even lower speed limits may be necessary. (LADOT)
- 21.AA 5. Page S-24. Subsection S.3.3.2 (Alternatives Considered in this Draft SEIS/SEIR - LRT Build Alternative): The creation of unidirectional roadways less than 20 feet wide, especially

- 21.AA with a 6" raised curb, would likely be unacceptable to LAFD due to safety and operational problems, resulting in significant fire and life safety impacts. It is indicated that left turn and crossings would only be permitted at major streets. There are numerous signalized intersections along the LRT alignment at secondary streets, collector streets and local streets.
- 21.AB The document should identify which of these would be closed if the project is built. Also, the impacts of shifting all left turns to the major street crossings are not identified in the report. In fact, the lack of detailed traffic reassignments and intersection analyses severely restricts the ability of reviewing agencies to conduct an informed analysis of the document's adequacy. The ability of vehicles to make right turns into and from driveways or cross streets will be severely restricted if not prohibited unless specific mitigations measures are identified. The lack of striping plans (similar to those contained in the Mid-City/Westside Transit Corridor Draft EIS/EIR) also severely restricts the ability of reviewers to assess the impacts of the LRT. The proposed restriction of left turns on narrower streets along the LRT at certain intersections during some hours of the day but not others is not well-defined for the purposes of impact analysis. The lack of detailed information seems to be a consistent theme for this document. (LADOT)
- 21.AC
- 21.AD
- 21.AE

**Section S.4: Summary of Environmental Impacts and Proposed Mitigations**

- 21.AF 6. Page S-29. Table S-7 "Summary of Impacts" (Transit - LRT Build): The impact of additional buses and bus loading/unloading activities on street operations is not adequately identified or evaluated. (LADOT)
- 21.AG 7. Page S-29. Table S-7 "Summary of Impacts" (Traffic - LRT Build): Traffic analysis documentation is not provided, so review of the adequacy of the traffic impacts section is not possible. (LADOT)
- 21.AH 8. Page S-30. Table S-7 "Summary of Impacts" (Parking - LRT Build): Although the Draft SEIS/SEIR says that MTA is committed to a parking replacement plan to replace 140 on-street parking spaces, parking impacts are still potentially significant. Consolidation of off-street parking in one area does not adequately substitute for on-street parking in terms of short-term parking needs in front of retail businesses. Replacement parking in other locations can also have impacts on the surrounding neighborhood. (LADOT)
- 21.AI 10. Page S-30. Table S-7 "Summary of Impacts" (Other Modes - LRT Build): The proposed narrowing of the sidewalks to 4 feet at the First/Utah and the First/Lorena stations is inconsistent with the LA City/MTA's adopted "Land Use/Transportation Policy," City sidewalk standards and federal ADA requirements. Therefore, the proposed narrowing would have a significant impact even with mitigation measures and should be so noted. (LADOT)
- 21.AJ 11. Page S-31. Table S-7 "Summary of Impacts" (Economic and Fiscal Impacts - LRT Build): Additional security enforcement may be needed to cover eight new stations and seven miles

- 21.AJ of LRT track, as noted under "Safety and Security" on page S-36, incurring fiscal impacts on the City and/or County. The Draft SEIS/SEIR should recommend appropriate mitigation committing MTA to provide funding for this additional security. (LADOT)
- 21.AK 12. Page S-31. Table S-7 "Summary of Impacts" (Land Acquisition/Displacement and Relocation - LRT Build): Areas proposed for the First/Soto and First/Lorena stations under Option 3 for construction staging and lay down areas appear to be inadequate in size. (LADOT)
- 21.AL 13. Page S-37. Table S-7 "Summary of Impacts" (Community Facilities/Parklands - LRT Build): Crossing guards in the City of Los Angeles are an LADOT operation. Revise "Mitigation Measures" to "work with LAUSD, LADOT and private institutions..." and to "make arrangements for MTA funding." (LADOT)
- 21.AM 14. Page S-38. Table S-7 "Summary of Impacts" (Construction Impacts - Transportation "options 1&2"): Street widenings would need to be completed prior to any rail construction in the center of the street. Portal construction west of Lorena would result in the closure of westbound First Street. This impact needs to be identified, discussed and mitigated if possible. (LADOT)
- 21.AN 15. Page S-38. Table S-7 "Summary of Impacts" (Construction Impacts - Transportation "Option 3"): Metro Red Line Station construction at this location included widening of First Street along the south side, but this is not identified or discussed. The MTA parcel at First and Lorena Street will be needed for construction staging and lay down. How could it also serve as parking mitigation during construction? (LADOT)
- 21.AO 16. Page S-38. Table S-7 "Summary of Impacts" (Construction Impacts - Transportation "All options"): Consider shifting the First/Soto station westerly and rotating the stairs 180° to avoid construction decking on Soto.
- Track bed construction will require nightly closures of streets – MTA should commit to requiring plate bridging to allow daytime re-opening of streets crossing track beds.
  - Rail installation typically takes one to three days for a crossing. These closures are typically only be permitted Friday night to late Sunday, so some variations may be necessary. Traffic circulation plans and off-site mitigation will be necessary.
  - Mainline freeway closure will be necessary for aerial structure construction. Traffic circulation plans and off-site mitigation will be necessary.
  - All Worksite Traffic Control Plans and Traffic Control Plans for work in the City of Los Angeles require acceptance by LADOT and the Department of Public Works (DPW).
  - Sidewalk closures and alternate routes should be identified on Worksite Traffic Control Plans and require acceptance by LADOT and DPW.
  - Temporary Street Closures for construction require Board of Public Works/City Council Approval.
- 21.AP

21.AP

- Night work requires LAPD Commission approval, and nighttime ambient noise measurements should be taken by the Los Angeles Police Department. (LADOT)

21.AQ

15. Page S-38. Table S-7 "Summary of Impacts" (Construction Impacts - Land Use and Development "LRT Build"): Staging/Lay down/Construction areas for subway stations at First/Boyle, First/Soto, and First/Lorena (Option 3) are not clearly identified, and the proposed areas appear to be inadequately sized. (LADOT)

21.AR

16. Page S-39. Table S-7 "Summary of Impacts" (Construction Impacts - Visual and Aesthetics): Screen fencing needs to be modified at gates and access points so as not to create sight obstructions for vehicles and workers entering and exiting the construction site. (LADOT)

21.AS

17. Page S-42. Table S-7 "Summary of Impacts" (Construction Impacts - Utilities): The Metro Red Line Eastside Extension plans included a contract to provide Rapid Response for a variety of potential problems involving utilities, subsidence, etc. This needs to be reviewed for possible inclusion in the LRT Project. (LADOT)

**Section S.5: Financial Analysis and Evaluation**

21.AT

18. Page S-48. Subsection S.5.2.1 (Evaluation - Effectiveness in Improving Mobility): Under the discussion of "Travel Time Comparisons" it should be noted that due to severe impacts on street operations and limited street capacity, it is not known what, if any, signal priority will be provided LRT vehicles. In addition, due to the narrow unidirectional roadways, speed limits will be re-evaluated. Both of these areas could adversely affect expected LRT travel times. (LADOT)

**Section S.6: Issues to be Resolved/Areas of Controversy**

21.AU

19. Page S-53: The document does not adequately identify and mitigate construction-related impacts. Since the traffic analysis and striping plans are not furnished, the adequacy of the Draft SEIS/SEIR for transportation cannot be ascertained. It is apparent that the impacts from the currently proposed alignment on Alameda and First Streets cannot be mitigated, and the LADOT proposal for alignment modification needs to be evaluated and adopted as mitigation. (LADOT)

**CHAPTER 1 - PURPOSE AND NEED - COMMENTS**

**Section 1.1: Overview of Purpose and Need**

- 21.AV 20. Page 1-4. Subsection 1.1.4 (Eastside Corridor Alternatives): Streets adjacent to the proposed LRT stations (Figure 1-2) will require lighting improvements per the City's standards. Any of the three options will have an impact on public lighting in the affected streets, and the Draft SEIS/SEIR should include a separate analysis of Light and Glare impacts per CEQA requirements. (BSL)

### **Section 1.2: Background and Planning Context**

- 21.AW 21. The section should include a description of the City of Los Angeles' Transportation Element, adopted on September 8, 1999, which designates Transit Priority Streets and sets forth street classifications and standards. (LADOT)

### **Section 1.3: Transportation Conditions and Needs**

- 21.AX 22. Page 1-12. Subsection 1.3.1 (Roadway Conditions): In the last paragraph, Table 1-2 volumes are for selected major, secondary, collector, and local streets. Modify the second to last sentence to reflect this and show roadway classifications in the table. These comments are also applicable for Table 1-3. (LADOT)

- 21.AY 23. Page 1-13. Subsection 1.3.1 (Roadway Conditions - Figure 1-4): Local Street should be identified as Local or Collector Street. Also, Figure should state that the map is accurate only for the area bounded by Alameda/Olympic/Atlantic/Cesar Chavez. (LADOT)

- 21.AZ 24. Page 1-14. Subsection 1.3.2 (Roadway Conditions - Table 1-2): Table 1-2 "Selected Average Daily Traffic Volumes" should show ADT Count on Alameda Street North of Commercial Street. (LADOT)

- 21.BA 25. Page 1-15. Subsection 1.3.2 (Roadway Conditions - Table 1-3): Number of lanes – Does this include left-turn lanes? Alameda Street – Is there on-street parking between 101 Fwy and First Street? (LADOT)

- 21.BB 26. Page 1-20. Subsection 1.3.3 (Transportation System Performance - Table 1-7): There is no discussion/indication of how V/C or LOS was arrived at. (LADOT)

- 21.BC 27. Page 1-21/22. Subsection 1.3.3 (Transportation System Performance - Table 1-8): The detailed traffic analysis is not furnished, and there is no discussion on the method utilized to arrive at LOS. MTA had previously committed to LADOT to perform AM & PM analysis utilizing HCM delay methodology on key intersections. LOS A for the Aliso/Commercial/Alameda intersection casts doubt on the overall accuracy of the traffic analysis. (LADOT)

**CHAPTER 2 - ALTERNATIVES CONSIDERED - COMMENTS****Section 2.4: Alternatives Considered in this Draft SEIS/SEIR**

- 21.BD 28. Page 2-12. Subsection 2.4.1.2 (No-Build Alternative - Highway/Roadway Improvements): The widening of Commercial Street from Alameda Street to Santa Fe Avenue should be mentioned in this section. It should be noted that this project was submitted to the MTA under the "Call for Projects". It is scheduled for FY 2006-07 construction if approved by the MTA. (BOE)
- 21.BE 29. Page 2-12. Subsection 2.4.2 (LRT Build Alternative): See comment 1. on traffic signal preemption. This LRT is not similar to other LRT operations (LA-LB or Pasadena). Neither of those systems resulted in major or secondary highways being reduced to a single lane with a width varying for 10 to 15 feet. (LADOT)
- 21.BF 30. Page 2-13. Subsection 2.4.2 (LRT Build Alternative): The LRT Build Alternative includes a subway or tunnel segment. At the 2 portals and their 3 stations, major street work will take place; including lighting improvements, refer to figure 2-4. Consideration should be given to the impact to existing public lighting, and requirements to future lighting improvements. (BSL)
- 21.BG 31. Page 2-16. Subsection 2.4.2.1 (LRT Build Alternative - Bus Service): This section states that "at three station locations, bus lines would be rerouted in order to provide access to the light rail system." The text describes the locations of the rerouted bus lines; however, it does not show an illustration of rerouted bus routes vs. existing bus routes. A map (figure 2-x) for the proposed rerouted bus lines should be developed illustrating the proposed vs. existing bus routes. (LADOT)
- 21.BH 32. Page 2-18. Subsection 2.4.2.2 (LRT Build Alternative - Bus Service): The section should include a more detailed description of the proposed LRT alignment (e.g., north side of Commercial Street, median of Alameda Street) and discuss LADOT's alternative alignment. Option 3 is preferred for Indiana Street which would extend the tunnel east of Lorena Street to connect with Third Street at-grade east of Indiana Street. This would eliminate any traffic and pedestrian impacts of an at-grade alignment on Indiana Street. Options 1 and 2 may be infeasible. (LADOT)
- 21.BI 33. Page 2-18. Subsection 2.4.2.3 (LRT Build Alternative - LRT Service Characteristics): The LRT running time based upon traffic signal preemption similar to existing MTA street-running operations may not be possible due to severe impacts that currently proposed alignment will have on street operations. Also, speed limits on very narrow major /secondary highways will be reviewed and may need to be reduced. (LADOT)



- 21.BJ 34. Page 2-19. Subsection 2.4.2.3 (LRT Build Alternative - LRT Service Characteristics): Right-turns into or out of driveways or cross-streets along proposed single lane operation along First Street or Indiana Street would likely require encroachment into rail operating area. The restriction of left-turns or track crossings to major intersections is unacceptable. These operations should be provided for at all signalized intersections. The provision of left-turns at some times of the day and not at others does not seem feasible. A better description of this proposal is needed. (LADOT)
- 21.BK 35. Page 2-23. Subsection 2.4.2.7 (LRT Build Alternative - Maintenance and Storage Facility): It is not clear why the track between the main line and the yard needs to split at Hewitt Street. This is a non-revenue operation bringing trains into and out of operation. (LADOT)

## CHAPTER 3 - TRANSPORTATION - COMMENTS

### Section 3.1: Transit

- 21.BL 36. Page 3-10. Subsection 3.1.2.2 (LRT Build Alternative): In the discussion of "Eastside LRT Patronage Forecasts," information should be provided on how the forecasts were developed, including underlying assumptions. (LADOT)
- 21.BM 37. Page 3-11. Subsection 3.1.3.1 (Mitigation - Rerouted Bus Lines): There may be major impacts due to existing, re-routed, or new bus operations on roadways reduced to a single lane due to full blockage of street during loading/unloading. (LADOT)

### Section 3.2: Traffic

- 21.BN 38. The section should specify all traffic modeling assumptions, including assumptions about mode split and vehicular trip reductions due to increased transit ridership in the corridor. (LADOT)
- 21.BO 39. Page 3-11. Subsection 3.2.1 (Affected Environment): This section should specify the classification of each of the named streets (e.g., major highway, secondary highway) as well as performance standards (e.g., vehicles per lane per hour) and required number of lanes for each classification. For streets in the City of Los Angeles, this information is available in the Transportation Element of the General Plan. For example, Alameda Street is a Major Highway Class II with two travel lanes in each direction, left turn lane/median, two part-time parking lanes and 12-foot minimum sidewalks. The performance standard for a Major Highway Class II is 800 vehicles per lane during peak hours. This information will provide a basis for analyzing the project's impacts on traffic. (DCP)
- 21.BP 40. Page 3-11. Subsection 3.2.1 (Affected Environment): In the early 1900s, two railroad tracks within a 15-foot wide railroad right-of-way in the center of First Street were operative

- 21.BP within an 80 foot wide street right-of-way. Another double track system existed in the center of Alameda Street and was replaced by a single track in 1977 within the 80-90 foot street right-of-way. Both Alameda Street and First Street west of Mission Road are designated as Major Highways and are currently substandard. First Street turns into a Secondary Highway beyond Mission Road. The proposed light rail corridor will occupy 26 feet of street right-of-way for the rail line and 37 feet for the station platforms. This will limit the use of these streets for vehicular circulation and access. If the LRT is constructed as proposed and further street widening becomes necessary, the City will not have the necessary right-of-way. (BOE)
- 21.BQ 41. Page 3-11. Subsection 3.2.2.1 (Existing Traffic Conditions - Traffic Analysis Locations): MTA concurred with LADOT on performing an HCM delay analysis. The following intersections should have been reviewed: 1) Alameda/Cesar Chavez, 2) Los Angeles/Alameda, 3) Arcadia/Alameda/Route 101 Fwy off-ramp, 4) signalized intersections on First Street at Utah Station, 5) First/State. (LADOT)
- 21.BR 42. Page 3-11. Subsection 3.2.2.2 (Existing Traffic Conditions - Screenline Traffic Analysis): The Existing Conditions Screenline ADT Analysis is misleading and should have been done for the peak hour period instead of a 24-hour period (peak hour is more critical than 24-hour). The 24-hour analysis and the assumptions about lane capacities and percentage of daily traffic in peak hour are unrealistic, and therefore V/C and LOS figures are overly optimistic. Actual field observations indicate V/C and LOS are much worse. The V/C calculations were done using lane capacity volumes of between 750 to 900 vehicles per lane per hour. LADOT's practice when analyzing segment volumes and capacities is to use a capacity value of 700 vehicles per lane per hour. Trying to expand peak hour capacities to 24-hour capacities is problematic at best. (LADOT)
- 21.BS 43. Page 3-14. Subsection 3.2.2.2 (Existing Traffic Conditions - Screenline Traffic Analysis): Screenline analysis provides no description of analysis and lane capacity per lane in Table 3-6 seems excessive. (LADOT)
- 21.BT 44. Page 3-14. Subsection 3.2.2.3 (Peak Hour Traffic Analysis): The traffic impact analysis for First Street and Alameda Street was done only for evening peak hours, contrary to the City's understanding that morning peak hours would also be analyzed for these two streets which experience heavy morning commute traffic. It was also our understanding that the SEIS/SEIR would include an analysis of key signalized intersections using the Highway Capacity Manual's (HCM) delay methodology, as we requested in our letter of July 11, 2000, to you. After reviewing the SEIR/SEIS traffic analysis, which indicates that nine out of fourteen intersections along the LRT route in the City would be significantly impacted with project implementation, we request that the Final SEIS/SEIR include an HCM analysis of delay for all significantly impacted intersections in the City listed in Table 3-12. What happened to AM analysis that MTA agreed to do? ATSAC already operational. It is my understanding that Calca DB is inappropriate for use here and MTA had agreed to use HCM Operational Analysis.(LADOT)

21.BU

45. Page 3-15. Table 3-6 (Existing Conditions Screenline ADT Analysis): Per the various footnotes to this table, it appears that the calculations utilized for establishing existing capacity for the listed street alignments have been overestimated. Chapter VI - B of the Transportation Element (Selection/Performance Criteria for Street Designations) sets forth the following vehicles per lane hour thresholds (vplh): for Major Highway Class II, 800vplh; for Secondary Highway, 700vplh. The level-of-service analysis needs to be revised on that basis. (DCP)

21.BV

46. Page 3-17 thru 3-32. Tables 3-9, 3-10, 3-12, and 3-15 (Intersection Level of Service Analysis): The V/C ratios and LOS figures appear to be unrealistically favorable. Actual calculations should be provided so that V/C and LOS figures can be verified. (LADOT)

21.BW

47. Page 3-18 thru 3-21. Subsection 3.2.3.2 (Future Traffic Impacts - LRT Build Alternative): The proposed alignment for the light rail route in the median of First Street would reduce the capacity of First Street to one lane in each direction. Unless there is a major diversion of traffic to other parallel arterial streets such as Fourth Street or Sixth Street/Whittier Boulevard, there will be significant congestion and delay along First Street. (LADOT)

The elimination of one lane in each direction on First Street to end up with two 15-foot wide travel lanes without street widening would make it difficult to turn at the intersections, especially given existing tight curb returns. Specify whether large vehicles (trucks, buses) will be able to make turns on to and off of First Street without encroaching onto the LRT tracks. (BOE)

21.BX

48. Page 3-20,21. Subsection 3.2.3.2 (Future Traffic Impacts - LRT Build Alternative): The discussions of "Alameda Street" and "1<sup>st</sup> Street" should be revised to reflect LADOT's recommended alignment and street design discussed above. The light rail line should stay aerial along Commercial Street, cross over to the east side of Alameda Street and descend to grade between Ducommun Street and Temple Street. The rail line would continue to run along the east side of Alameda Street to First Street, where it would turn into the median of First Street. There would be no through lanes removed on First Street except along the middle portion of the First Street bridge. Right-turns into and out of driveways, intersections would likely encroach into track area. How was the split phasing incorporated into the intersection analysis and the impacts of pedestrian timing constraints included? What location would have left-turns prohibited? LAFD typically requires a minimum 20-foot roadway for emergency equipment movement. The 20-foot to 32-foot cross section eliminates at least one lane per direction in addition to the elimination of left turn lanes at numerous locations. Beside the impact of the limit line setback, the at-grade 3-car train will require approximately 45-seconds to traverse the intersection. How has this impact been accounted for and mitigated. Numerous buses destined for the El Monte Busway also utilize this intersection. Southbound Alameda left turns would be eliminated at Ducommun. Northbound Alameda left-turns to the Japanese-American Museum and to the Federal

21.BY

21.BY

Building complex would be eliminated. Northbound left turns would be shifted to Arcadia, Los Angeles, and Cesar Chavez – all locations that were not analyzed. Show cross-sections at U-channels and Lorena Station. Also, there are numerous locations with left turn lanes at signalized intersections – show cross-section. 11-foot lanes between two curb lines would make most if not all turning movement impossible without encroachment into rail right-of-way. Placements of a catenary pole in 6-foot sidewalk will likely result in less than ADA required walkway width. (LADOT)

21.BZ

It should also be noted that during the early morning commute (6:00-6:30am), the westbound traffic on First Street between the Santa Ana Freeway off-ramp and Alameda Street is heavy. By eliminating one travel lane, the traffic will slow down to the point of congestion especially at the First Street Bridge. By eliminating travel lanes on Alameda Street and First Street, the same volume of traffic would be carried on a lower number of lanes. In some lanes, the volume of traffic will double, which increases the Traffic Index for designing the pavement section of the street. The existing pavement was designed for a much lower Traffic Index, with a pavement thickness not designed to handle the increased traffic volumes per lane. (BOE)

In the discussion under “1<sup>st</sup> Street,” it should be noted that removal of a travel lane “where the LRT system is at grade” effectively downgrades First Street below its street classifications of Major Class II Highway west of Mission Road and Secondary Highway east of Mission Road. These classifications have no provision for removal of mixed flow lanes, unlike a designated Primary Transit Priority Arterial which does contemplate exclusive transit lanes. (DCP)

21.CA

49. Page 3-22. Figure 3-6 (1<sup>st</sup> Street Typical Cross-Sections): This figure should include a cross-section of the First Street bridge, which has a roadway width of 56 feet. (LADOT)

21.CB

50. Page 3-23. Figure 3-7 (Indiana Street Cross-Sections North of 2<sup>nd</sup> Street): The City/County boundary line runs at the center of Indiana Street. Show the boundary line on the cross sections where the City of Los Angeles is on the west side of the line. (BOE)

21.CC

51. Pages 3-24. Subsection 3.2.3.2 (Future Traffic Impacts - Traffic Circulation and Neighborhood Accessibility): Rerouting of pedestrians to only signalized crossings would result in excessive walking distances or encourage violations. The LAFD finds the 6” mountable curb unacceptable and requires a Caltrans Type E rolled curb. (LADOT)

21.CD

52. Pages 3-27. Subsection 3.2.3.2 (Future Traffic Impacts - Summary of Traffic Lane Reductions along the LRT Alignment): Table 3-11 fails to identify left-turn lanes and right-turn lanes. (LADOT)

21.CE

53. Pages 3-27. Subsection 3.2.3.2 (Future Traffic Impacts - Intersection Traffic Service): The detailed traffic analysis and work sheets need to be furnished so that a completed review can

be conducted. It is not clear how pedestrian timing constraints were addressed or how the 45-second turning movement at Commercial and at First Street were addressed. (LADOT)

- 21.CF 54. Page 3-28. Subsection 3.2.4.1 (Mitigation - Intersections): This section contains several intersections proposed to be mitigated by contributing to the design and implementation of ATSAC at the location. Each of the intersections listed is already a part of either the Central City East ATSAC System or the Boyle Heights ATSAC System. Two of the intersections, First Street and Indiana Street and Third Street and Indiana Street, are maintained by the County of Los Angeles, and inclusion in the City's ATSAC System is not feasible. The list of proposed mitigation measures needs to be revised and expanded. The proposed mitigation to contribute to the design and implementation of ATSAC along Alameda and First Streets is meaningless since ATSAC has already been designed and implemented in this area. Changes in signal operation to improve efficiency are hollow measures which would not mitigate the impacts identified. These proposals indicate the poor quality of the transportation impact analysis and mitigation in this report. (LADOT)
- 21.CG 55. Page 3-32. Subsection 3.2.4.1 (Mitigation - Intersections): The proposed mitigation at First Street and the 101 Freeway southbound off-ramp is to signalize this intersection. Before a new signal can be installed at this freeway off-ramp, it must be warranted by both LADOT and Caltrans. No warrant sheets for the installation of a new signal have been provided. This also holds for the Fourth Street and I-5 southbound on/off ramps. The prohibition of left turns at Lorena and at Indiana would severely impact local circulation and force circulating traffic onto local streets and into residential neighborhoods. Access to El Mercado from eastbound First Street would be eliminated. The First/Indiana intersection is controlled by an LA County signal, so jurisdiction would need to be transferred. (LADOT)
- 21.CH 56. Page 3-33. Subsection 3.2.4.2 (Mitigation - Impacts After Mitigation): Every intersection evaluated along the alignment in City of Los Angeles would continue to be impacted even after all the MTA proposed mitigation. The City's proposed alignment modifications on Alameda and First needs to be evaluated and utilized as mitigation. (LADOT)
- 21.CI 57. Page 3-34. Subsection 3.2.4.2 (Mitigation - Impacts After Mitigation): Without the detailed traffic analysis the adequacy of Table 3-17 cannot be commented upon. (LADOT)

### Section 3.3: Parking

- 21.CJ 58. Page 3-36. Subsection 3.3.1 (Affected Environment): Table 3-18 does not reflect left turn lanes at Vignes, Mission, Boyle and Lorena. (LADOT)
- 21.CK 59. Page 3-37. Subsection 3.3.2.2 (Impacts - LRT Build Alternative): Under the discussion of "1<sup>st</sup> Street," it should be noted that the north side sidewalk west of Lorena Street will be reduced to a 3-foot width. Allowable widths for sidewalks are specified in Standard Plan S-

21.CK

470-0 (10' sidewalks for Secondary Highways and 12' sidewalks for Major Highways). (BOE)

21.CL

- 60. Page 3-43. Subsection 3.3.3 (Mitigation): The light rail route in the median of First Street is predicated on removal of on-street parking. However, there has been no study to verify that adequate off-street parking is available to permit removal of on-street parking. If on-street parking can not be prohibited along First Street, then the existing roadway must be widened to accommodate a light rail route in the median and still provide one lane in each direction. (LADOT) It should also be noted that park and ride facilities and parking lots must include adequate public street and pedestrian lighting improvements. (BSL)

**Section 3.4: Other Modes**

21.CM

- 61. Page 3-46. Subsection 3.4.2.1 (Impacts - LRT Build Alternative): Under the discussion of "Sidewalks," the final sentence of the first paragraph misstates the City standard. Per the City's Standard Plan of Street Dimensions (Standard Plan S-470-0), the Secondary Highway standard sidewalk width is ten feet. The Standard Plan (Note 6) also contemplates widened sidewalks (i.e. wider than ten feet) adjacent to transit stations. Under the discussion of "1<sup>st</sup> Street," sidewalks "narrowed . . . to 8 feet or less" in proximity to the First/Utah and First/Lorena LRT platforms contradicts the City standard cited above and could effectively narrow sidewalks precisely in the areas where greater pedestrian activity is anticipated. This is a potentially significant impact and should be so noted. (DCP)

For "Sidewalks" use Standard Plan S-470-0 which calls for 10' sidewalks for Secondary Highways and 12' sidewalks for Major Highways. At the First/Lorena Station, a 3-foot wide sidewalk is proposed. This does not satisfy any standards. Along "Indiana Street" the 6-foot sidewalk width with catenary poles would not seem to satisfy ADA standards. "Crossing Issues" - to discourage illegal crossings along Washington, pipe railings were installed within the median between the tracks. For the Pasadena Blue line, a low level fence will be installed between the tracks for the street running segment. (LADOT)

Street and Pedestrian lighting is critical in the area of "Safety" for any LRT design, minimum sidewalk widths from Standard Plan S-470-0 should be allocated throughout the project for proper space needed for installation of lighting equipment. (BSL)

21.CN

- 62. Page 3-47. Subsection 3.4.2.1 (Impacts - Bicyclists): The planning process for Bicycle Routes should involve LADOT and the Bureau of Street Services' Bikeway Design Group. (BOE)

21.CO

- 63. Page 3-51. Subsection 3.4.3.1 (Mitigation - Pedestrians): "Coordinated development planning" cannot be considered a mitigation measure for CEQA purposes. Even if it were adequately defined and described, this "mitigation" would only be implemented "in redevelopment areas along 1<sup>st</sup> Street". The First/Utah LRT platform vicinity is not located

within a City-designated redevelopment area. This discussion is defective and inadequate. (DCP)

21.CO

Street and pedestrian lighting are critical for pedestrian safety in an LRT design, and sidewalk widths from Standard Plan S-470-0 should be used to accommodate street lighting equipment. (BSL)

The cycle length required for the MTA proposed split phasing would hardly be conducive to pedestrian-oriented crossings. Is funding assured for implementing MTA linkages recommendation or just the study? Pedestrian rerouting will be circuitous. This is not mitigated. (LADOT)

**Section 3.5: Summary of Impacts**

21.CP

64. Page 3-53. Subsection 3.5.1.2 (Unavoidable Significant Adverse Impacts - Impacts Found Not to be Significant after Mitigation): In the "Other Modes" section, has Cesar Chavez been evaluated for possible implementation of a bikeway facility? (LADOT)

21.CQ

65. Page 3-53. Subsection 3.5.2 (Impacts Found Not to be Significant - Traffic): Bus impacts in single lane operating areas not fully evaluated – there may be impacts due to extended loading/unloading times and complete blockage of roadways. Impacts found not to be significant still require review of detailed traffic analysis – which MTA refused to furnish. (LADOT)

21.CR

66. Page 3-54. Subsection 3.5.3. (Cumulative Impacts - Other Modes): The sidewalk right of way is 12 feet wide on First Street, however this does not necessarily mean that there are continuous 12-foot wide concrete sidewalks along the street. The section should specify exactly how wide the sidewalks would be after narrowing and whether the final concrete sidewalk widths would satisfy ADA requirements. Relying on future new developments to restore the sidewalks to full-width could leave the City with substandard sidewalks for a long period of time and is an unacceptable mitigation measure. (BOE)

**EIR CHAPTER 4 - AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES - COMMENTS**

**Section 4.1: Land Use And Development**

21.CS

67. Page 4.1-6. Subsection 4.1.1.2 (Affected Environment - Study Area): Under the discussion of "General Plan Summaries - Central City North/City of Los Angeles," the Community Plan Update for this area was adopted by City Council on December 15, 2000. The Central City North planning area is located immediately north and east (to the Los Angeles River) of the Central City plan area. The frontage along First Street east of Alameda Street is designated

21.CS

for Commercial (north side, to Vignes), Commercial Manufacturing (south side, to Vignes), and Light Manufacturing (both sides, Vignes to the Los Angeles River). The Central City North Plan designates the area just south of the 101 Freeway, north of First Street and east of Alameda Street for increased commercial development. The updated Plan also includes an urban design policy section. Under the discussion of General Plan Summaries - Boyle Heights/City of Los Angeles, the Community Plan Update for this area was adopted by City Council on November 10, 1998. The major policies listed are no longer reflective of the updated Plan. The updated Plan includes policies to encourage pedestrian-oriented commercial uses along First Street east of Lorena Street (in the vicinity of El Mercado), retain and encourage neighborhood-serving retail along First Street in the vicinity of Mariachi Plaza (First and Bailey), and encourage higher density housing in proximity to rail transit stations. The updated Boyle Heights Community Plan is available on the City of Los Angeles / Planning Department website. (DCP)

21.CT

- 68. Page 4.1-11. Table 4.1-1 (Recent And Future Development Activity): For informational purposes, the line item in this table regarding the Mangrove Estates Project should provide greater detail. The Mangrove Estates Project is a mixed use project which includes a hotel, multiple-unit residential, and ancillary retail and should not be classified as simply commercial. (DCP)

**Section 4.2: Economic and Fiscal Impacts**

21.CU

- 69. Page 4.2-3. Subsection 4.2.3.2 (Impacts - LRT Build Alternative): A new subsection called "Lighting Improvements and Proposition 218" should be added to this section. In general, any street/pedestrian lighting improvements that create new assessments or increase existing assessments to property owners require the Proposition 218 process. This process not only requires community participation but also public approval through a ballot process. Depending on the classification of this project (private or public road and facility), the jurisdiction and lighting standards of the City may only apply to portions of the project. Proposition 218 does not impact improvements to private facilities. Complete information of the Proposition 218 process is available at BSL. This process typically takes about 6 months to complete. The lighting assessment is paid by property owners through the County property tax. Assessments must be confirmed by City Council before construction of the system starts. (BSL)

21.CV

- 70. Page 4.2-5. Subsection 4.2.3.2 (Impacts - LRT Build Alternative): Under the discussion of "Significance of Impacts," add: "if a new street lighting maintenance assessment is created or an existing assessment is increased, property owners will pay that assessment. A typical rate for the year 2001, on a major street in a commercial zone, is approximately \$2.45 per foot; only benefitting frontage is assessed." (BSL)



**Section 4.5: Equity and Environmental Justice Considerations**

- 21.CW 71. Page 4.5-7. Subsection 4.5.4.2 (Adverse Impacts and Mitigation Measures - LRT Build Alternative): "Traffic Circulation and Pedestrian Safety" - Traffic conditions are worsened not at several but at every intersection along the alignment that was evaluated. Construction impacts, especially in areas with proposed single lane operation will require closure of street to construct project – this is not clearly identified, evaluated or mitigated. These closures will impact the neighborhoods and possibly schools. (LADOT)

**Section 4.6: Visual and Aesthetics**

- 21.CX 72. Page 4.6-5. Subsection 4.6.3.2 (Impacts - LRT Build Alternative): Proposed modifications of the present street layout (striping, parking lane removal, right-of-way acquisition, etc.) most likely will involve redesign and reconstruction of the lighting system for the new configuration (Figures 3-5 thru 3-10). Any equipment installed for traffic signal improvements and lighting as part of the LRT project will need to conform in appearance to the historical/ornamental streetlights along the alignment. The new design of combination traffic/lighting poles must maintain the appearance of the original historical/ornamental poles (Figure 3-4). (BSL)

- 21.CY 73. Page 4.6-7. Subsection 4.6.3.2 (Impacts - LRT Build Alternative): Under the discussion of "Subway Station Entrances," it is stated that the lack of an enclosing element at the First Street/Boyle Avenue station would have a significant negative visual impact on Mariachi Plaza. This impact and proposed mitigation measures should be more specifically described. (BOE)

When Mariachi Plaza was constructed, the BSL, under a "Loan Agreement", provided several original historical pedestrian scale poles; they are now located around the Plaza. These, along with the kiosk and other historical elements, must be kept visible to the public, and visual impacts must be minimized. (BSL)

- 21.CZ 74. Page 4.6-9. Subsection 4.6.3.2 (Impacts - LRT Build Alternative): Under the discussion of "Light, Glare, Shade, and Shadow," the opening statement is not correct. BSL can require installation of new lighting systems in public areas that had no lighting before construction of the LRT. In other instances, BSL can require an increase in existing lighting levels for safety reasons. (BSL)

**Section 4.8: Noise and Vibration**

- 21.DA 75. Page 4.8-8. Subsection 4.8.3.2 (Impacts - LRT Build Alternative): Under the discussion of "Wheel Squeal," it is stated that wheel squeal impacts could occur along tight curves in the track with radii of less than 400 feet. The proposed alignment includes numerous curves with radii of just over 100 feet, so it is clear that wheel squeal impacts will occur. Under

21.DA

mitigation for wheel squeal (page 4.8-19), it is stated that mitigation measures should be immediately available to treat a potential problem as soon as pre-revenue system operations begin. It would be more cost effective and efficient if these mitigation measures were implemented during the design/build stage. (BOE)

**Section 4.13: Energy**

21.DB

76. Page 4.13-3. Subsection 4.13.3.2 (Impacts - LRT Build Alternative): This section should address the potential of "stray currents" created by the huge power lines that cross 1<sup>st</sup> Street near the L.A. river. What will the effects be on the catenary lines? (DRP)

21.DC

77. Page 4.13-4. Subsection 4.13.4 (Mitigation): Add the following: "High-energy efficient fixtures only to be specified in all public lighting improvements (exclude use of MV, LPS and incandescent lamps)." (BSL)

**Section 4.14: Safety and Security**

21.DD

78. Page 4.14-1. Subsection 4.14.2.1 (Methodology for Impact Evaluation - Accidents and Safety Issues): This section should discuss pedestrian safety at the portals. It should specifically discuss the portal near Pecan Park where there is an outdoor community swimming pool that attracts over 11,000 children each summer. This number will only increase as the 550 families move back into the neighborhood upon the completion of the Aliso housing project. This section should also discuss pedestrian safety in regards to the catenary wires transition from the poles to the tunnel, and in regards to preventing pedestrians from slipping or jumping onto the track and into on-coming trains from the walkways within the tunnel. (DRP)

21.DE

79. Page 4.14-3. Subsection 4.14.4.1 (Mitigation - Accidents and Safety Issues): The at-grade LRT line goes underground just east of the Clarence Street and First Street intersection. This intersection is near Utah Elementary School and several School Crossing Zones. The plans should include safety features to protect school children from walking or falling into the U-section. (BOE)

21.DF

Add the following to the list of mitigation measures: "Appropriate lighting shall be provided at all locations where there is conflict between the movement of pedestrians, vehicles, bicycles and trains. In addition, lighting shall provide excellent visibility for train operators to be able to react to possible conflicts, especially to pedestrians crossing the tracks." (BSL)

21.DG

At what locations will left-turn restriction gates be considered? Crossing guards in City of LA are an LADOT operation. Coordination should also occur w/ LADOT and funding arrangements committed to. (LADOT)

21.DH

- 21.DI 80. Page 4.14-4. Subsection 4.14.4.1 (Mitigation - Accidents and Safety Issues): Final traffic signal and striping plans will be prepared by LADOT in the City of Los Angeles. Many of the mitigation measures will be incorporated by LADOT into these plans for construction by MTA. (LADOT)

#### Section 4.15: Historic/Archaeological/Paleontological Resources

- 21.DJ 81. Page 4.15-11. Subsection 4.15.3.2 (Impacts - LRT Build Alternative): Any historical/ornamental electroliers at the cultural resources listed on Table 4.15-2 must be retained, refurbished and upgraded. (BSL)

- 21.DK 82. Page 4.15-19. Subsection 4.15.4.2 (Architectural/Historic - Visual): This section is not quite correct. The first rail system running on the First Street Bridge was designed to have catenary poles combined with the street lighting poles on the outer edge of the bridge, but this did not create a pleasant visual effect. The clutter of wires in this system created the effect of a mesh on top of the bridge, and it became more like a tunnel. This visual problem in addition to construction and maintenance difficulties and costs make this option less desirable. Catenary poles in the center of the bridge, as an independent system from the lighting poles on the outer edges of the bridge, would be a much better option. BSL will not support a system to mimic the original design. If this option is selected, it would require the manufacturing of approximately 35 poles (existing poles could not handle additional loads for catenary wires, etc.) and reconstruction of all electrical systems at an approximate cost of \$2 million. (BSL)

#### Section 4.16: Community Facilities/Parklands

- 21.DL 83. Page 4.16-9. Subsection 4.16.3.2 (Impacts - LRT Build Alternative): "Schools" - While some schools are not adjacent to LRT alignment, they may still be impacted since each school has "Safest Routes to School" (STEPS) Maps that in City of LA are prepared by ALDOT. As mitigation MTA should fund City LADOT/LAUSD review of these maps for necessary revisions and development of mitigation at crossings. (LADOT)

- 21.DM 84. Page 4.16-10. Subsection 4.16.4 (Mitigation): Add "LABSL" to the second bullet to read as follows: "Work with LADOT, LAPD, LABSL and the County Sheriff to implement mutually agreed upon measures, such as posting ..." (BSL)

#### Section 4.18: Utilities

- 21.DN 85. Page 4.18-1. Subsection 4.18.1 (Affected Environment - Table 4.18-1): Add to Table 4.18-1 under Providers, "Los Angeles City Public Works Department, Bureau of Street Lighting" (BSL)

21.DO

86. Page 4.18-2. Subsection 4.18.3.2 (Impacts - LRT Build Alternative): There are existing main sewer lines that run below the center of Commercial Street and Ducommun Street. If the existing sewers are too close too the LRT line, it will be very difficult and costly for the City to do any sewer repair or reconstruction in the future. The City will need sewer easements from the MTA to get access to the sewers. The average age of the existing sewers is 100 years. The City will need to televise all the impacted sewers to assess their condition and perform any necessary work before LRT construction takes place. (BOE)

21.DP

87. Page 4.18-2. Subsection 4.18.3.2 (Impacts - LRT Build Alternative): The storm drain system is over 85 years old. Similar to the sewer system, the storm drain system will need to be televised to assess its condition, and easements should be obtained for future maintenance. Repair or replacement of the storm drain system after the LRT is constructed would incur extra construction costs because contractors would be working within a railway corridor. These costs would be borne by the City, which should be noted. There are also minor storm drain systems along First Street that will be affected by the at-grade LRT line. These systems should receive the same treatment as required for the storm drain system in Alameda Street. (BOE)

**Section 4.19: Construction Impacts**

21.DQ

88. Page 4.19-1. Subsection 4.19.1 (Construction Methods): Add to the list of work activities: "The installation or modification of street lighting systems." (BSL)

21.DR

The extent of full street closures may be greater than identified and the need for off-site mitigation greater. Extensive utility relocations/modification may be required prior to rail work. (LADOT)

21.DS

89. Page 4.19-2. Subsection 4.19.1.1 (Construction Methods - Required Construction Areas and Easements): The staging areas at the First/Soto and at First/Lorena subway stations do not appear adequate from what has been furnished. Street level LRT station staging areas, especially off-street, need to be identified for impacts. Using the streets adjacent to the stations when there is only a single lane would result in full street closures and the inability to provide access to residences and business. These closures would also impact local streets and surrounding neighborhoods due to detours. (LADOT)

21.DT

90. Page 4.19-2. Subsection 4.19.1.2 (Construction Methods - General Construction Scenario): On table 4.19-1, add under Tasks for Item 5, Light Construction: "Lighting". (BSL)

21.DU

91. Page 4.19-2. Subsection 4.19.1.3 (Construction Methods - Surface Construction): Mountable curbs and less than 20-foot roadway widths are not acceptable to LAFD. (LADOT)

21.DV 92. Page 4.19-3. Subsection 4.19.1.3 (Construction Methods - Surface Construction): Construction in areas that leaves only one lane open may not provide adequate access to residences and businesses. This needs to be clarified in order to address impacts. Some crossings should provide the ability for bridging over the track area for reopening when construction is not occurring. Closure would typically be permitted only from Friday night to early Monday morning for rail installation. (LADOT)

21.DW 93. Page 4.19-4. Subsection 4.19.1.3 (Construction Methods - Surface Construction): Under the discussion of "Bridge Construction," it should be noted that the First Street Bridge was under construction recently as part of the Bridge Seismic Retrofitting Program. The MTA designers should examine the new plans as well as the old as-built plans and use the latest Caltrans codes and loading requirements to make sure the bridge will be able to sustain the proposed LRT line. The designers should also consult with the City's Bureau of Engineering, Structural Division about safety issues on the bridge and other criteria such as the Catenary Overhead Height Requirement. (BOE)

Under "Bridge Construction," add a discussion of freeway main line closures, impacts and detours. (LADOT)

21.DX 93. Page 4.19-4. Subsection 4.19.1.4 (Construction Methods - Underground Construction): The proposed "U-Section" and "Cut & Cover" excavations will impact existing utilities including sewer and storm drain systems. These systems must be operative during construction before they are restored to their original depths, locations and grades. In determining how to construct the U-sections and the box structures, care must be taken not to eliminate sewers or storm drains. If this is unavoidable, new systems must be constructed at different configurations to serve the same functions. (BOE)

21.DY 94. Page 4.19-5. Subsection 4.19.1.4 (Construction Methods - Underground Construction): Restoration of City facilities would be to City standards. (LADOT)

21.DZ 95. Page 4.19-6. Subsection 4.19.1.4 (Construction Methods - Underground Construction): Under the discussion of "Street Restoration/Site Restoration," restoration of City streets would be to City standards. (LADOT)

21.EA 96. Page 4.19-7. Subsection 4.19.1.4 (Construction Methods - Underground Construction): For Figure 4.19-1, typically an 8-foot sidewalk clear of obstructions is the goal. What does the 17-foot area represent? Is this typical for the Eastside project? Also, K-rail would be utilized between construction and traffic areas and between sidewalk and construction area. Restoration of City facilities would be to City standards. (LADOT)

21.EB 97. Page 4.19-8. Subsection 4.19.1.4 (Construction Methods - Underground Construction): For Figure 4.19-2, very few of the Red Line Stations utilized a crane and bucket to bring

- 21.EB | excavated material to the surface. What is likely to be used on the Eastside project? (LADOT)
- 21.EC | 98. Page 4.19-12. Subsection 4.19.1.4 (Construction Methods - Underground Construction): Under the discussion of "Ventilation Shafts and Emergency Exits," there is no mention of access hatch locations. Ventilation shafts and emergency exits should be located in MTA property whenever possible. If located in City right-of-way, future widening of streets to City standards may be precluded. (LADOT)
- 21.ED | 99. Page 4.19-13. Subsection 4.19.2.1 (Construction Period Impacts and Mitigation - Transit): As mentioned elsewhere, closures may be more than night only if project gets built as proposed with only "single" narrow lane adjacent to rail cross-section. (LADOT)
- 21.EE | 100. Page 4.19-14. Subsection 4.19.2.2 (Construction Period Impacts and Mitigation - Traffic): See earlier comments on narrow single lane impacts. The aerial structure impact would close half of Commercial Street. This should be addressed. (LADOT)
- 21.EF | 101. Page 4.19-15. Subsection 4.19.2.3 (Construction Period Impacts and Mitigation - Parking): The MTA-owned site at First and Lorena Streets will likely not be adequate for construction staging, so how could it be used for parking? Free parking should be provided to contractor employees. (LADOT)
- 21.EG | 102. Page 4.19-26. Subsection 4.19.2.9 (Construction Period Impacts and Mitigation - Economic Activity): Under "Mitigation," change the seventh line of the paragraph to read, "The survey would aid MTA and City/County in developing Worksite Traffic Control plans...." Is funding being provided to implement the Review Advisory Committee and Station Area Advisory Committee measures recommended for implementation? (LADOT)
- 21.EH | 103. Page 4.19-27. Subsection 4.19.2.10 (Construction Period Impacts and Mitigation - Neighborhoods): Street closures along the alignment will result in detours involving local streets and residential areas. What will be done to mitigate this? What about additional noise? (LADOT)
- 21.EI | 104. Page 4.19-28. Subsection 4.19.2.11 (Construction Period Impacts and Mitigation - Community Facilities/Parklands): This section should contain a subsection called "Pecan Park". Within this subsection Proposition 12, which is a grant application that proposes to rebuild the large outdoor community swimming pool in FY 2003-04, and Proposition K, which proposes a \$3 million gymnasium to be constructed during FY 2003-04, should be discussed in regards to possible conflicts in construction schedules with the LRT construction. Also, within this subsection, special considerations should be discussed for protecting the outdoor community pool from dust/dirt and any possible damage from vibration or settling. (DRP)

21.EJ

105. Page 4.19-29. Subsection 4.19.2.11 (Construction Period Impacts and Mitigation - Community Facilities/Parklands): What will detour impacts be on these facilities and what will the mitigation be? (LADOT)

21.EK

106. Page 4.19-31. Subsection 4.19.2.13 (Construction Period Impacts and Mitigation - Geologic and Seismic): During Red Line Eastside design, a "Rapid Response Contract" was developed. Will this be done for this project? Also, other tunneling in Hollywood and from North Hollywood to Hollywood had daily reports on tunneling, settlements, and other issues. Will these reports be done for Eastside tunneling and furnished to outside agencies? (LADOT)

21.EL

107. Page 4.19-32. Subsection 4.19.2.13 (Construction Period Impacts and Mitigation - Geologic and Seismic): Under the discussion of "Mitigation - Tunneling-Induced Ground Surface Settlement," it is stated that "for the suspended Metro Red Line project, the warning level for settlement five feet above the tunnel crown was 1.5 inches and 2 inches was the maximum allowable. Settlement limits similar to those used for the suspended project are anticipated for the LRT Build Alternative tunnel." Specify if and how the settlement five feet above the tunnel crown would affect the street surface and what the settlement at surface would be. (BOE)

21.EM

108. Page 4.19-38. Subsection 4.19.2.15 (Construction Period Impacts and Mitigation - Water Resources): Under the discussion of "Impacts - Surface Water," it is stated that "water from de-watering would be discharged into the storm drain system, which, in turn, drains into the Los Angeles River." The section should specify the following mitigation measure:  
"Prior to discharging into the City storm drain system,  
(a) Obtain water samples from the locations and depths where the dewatering is planned.  
(b) Perform water quality sampling tests to determine the different constituents and levels of contamination.  
(c) Present your findings to the Regional Water Quality Control Board to obtain an NPDES permit that will determine the allowed levels of contaminants and volume of discharges into the storm drain system.  
(d) Provide the City of Los Angeles with a copy of the NPDES permit." (BOE)

21.EN

109. Page 4.19-42. Subsection 4.19.2.17 (Construction Period Impacts and Mitigation - Utilities): In the "Significance of Impacts - Mitigation" section, add the following as one bullet: "Provide temporary Street and Pedestrian lighting at all times during construction phase." (BSL)

21.EO

110. Page 4.19-44. Subsection 4.19.2.19 (Construction Period Impacts and Mitigation - Safety and Security): In the "Impacts - Security and Crime Prevention" section at the end of the third paragraph, add the following: "Security lighting shall be provided for emergency response around construction zones. The City of Los Angeles will require standard lighting levels for detour roadways through and around construction zones." In the "Mitigation -

21.EO

Accident and Safety Impacts” section, the last part of the last bullet should read as follows: “...station sites; and installation of appropriate signing and lighting as required.” (BSL)

21.EP

- 111. Page 4.19-45. Subsection 4.19.2.19 (Construction Period Impacts and Mitigation - Safety and Security): Temporary fencing, if solid or with gawk screens, should be modified at driveways to provide visibility between pedestrians and vehicles. Also, flag persons would be required at access points to construction sites. (LADOT)

**Section 4.20: Maintenance and Storage Facilities**

21.EQ

- 112. Page 4.20-3. Subsection 4.20.2.1 (Option 1-Red Line Yard - Option 1A-Red Line Yard): The type of control system (signals, stop signs, gates) will be subject to further review by LADOT, the MTA and the California Public Utilities Commission. Specify the locations of decking operations. (LADOT)

**New Section 4.X: Light and Glare**

The following comments should be considered for a new section on light and glare impacts:

21.ER

- 113. Specific proposals for lighting systems for pedestrians and park and ride facilities at LRT Station”s need to be made. City standards and the LA City/MTA “Land Use/ Transportation Policy” should be referenced for designing such improvements. (BSL)
- 114. Any proposed improvements, modifications or upgrades of existing street lighting may result in changing the current street lighting assessments and therefore be impacted by Proposition 218 requirements. (BSL)
- 115. Lighting levels to be proposed for this project are in the range of 2.0 - 2.5 foot-candles along the LRT path, in the range of 3.0 - 4.0 foot-candles at intersections, and in the range of 1.0 - 2.0 foot-candles for sidewalks. Uniformity ratios will be in the range of 3:1 - 6:1. (BSL)
- 116. Existing historical electroliers (4 Keystone 8 CI Long Bell) at Mariachi Plaza must be returned to the Bureau of Street Lighting if they are replaced by a different type of equipment. (BSL)
- 117. Full cut off fixtures only to be specified in all lighting improvements. (BSL)
- 118. Lighting equipment and design of lighting systems will be closely evaluated in terms of added value to public lighting – light trespass, light pollution, glare, equipment maintenance, equipment energy efficiency and others. (BSL)



**EIR CHAPTER 5 - FINANCIAL ANALYSIS AND COMPARISON OF ALTERNATIVES  
COMMENTS****Section 5.1: Financial Analysis**

21.ES 119. Page 5-1. Subsection 5.1.1 (Capital Cost Estimates): Typically, estimates for public right-of-way improvements, and more specifically lighting improvements, are underestimated. This section does not discuss the costs of improvements required for public roadways and facilities (within capital cost). The project will impact areas that contain expensive ornamental/historical poles in the City of Los Angeles. Refurbishing and/or duplication of these poles to bring the system up to present standards will be costly. The typical \$3,000 or \$5,000 per pole used in other financial analyses will definitely be very low for this type of system. In addition, several impacted areas can be expected to go to the high-end cost (e.g., Alameda Street). BSL is available to provide input for a reevaluation of the lighting improvement cost estimates. (BSL)

This concludes the comments of the City of Los Angeles Department of Transportation, Department of City Planning, Department of Recreation and Parks, Bureau of Engineering and Bureau of Street Lighting. If you have any questions, please contact Susan Bok of my staff at (213) 580-5425.

  
for FRANCES T. BANERJEE  
General Manager

Attachment

cc: Steve Brye, Project Manager, MTA  
Jaime De La Vega, Mayor's Office  
Roberto Mejia, Office of the Chief Legislative Analyst  
Ninth Council District  
Fourteenth Council District  
Fifteenth Council District  
Franklin P. Eberhard, Department of City Planning  
Michael Littleton, Fire Department  
Maureen Tamuri, Department of Recreation and Parks  
Robert La France, Bureau of Engineering  
Orlando E. Nova, Bureau of Street Lighting  
Dung Tran, Bureau of Street Services  
Patricia Huber, OARS





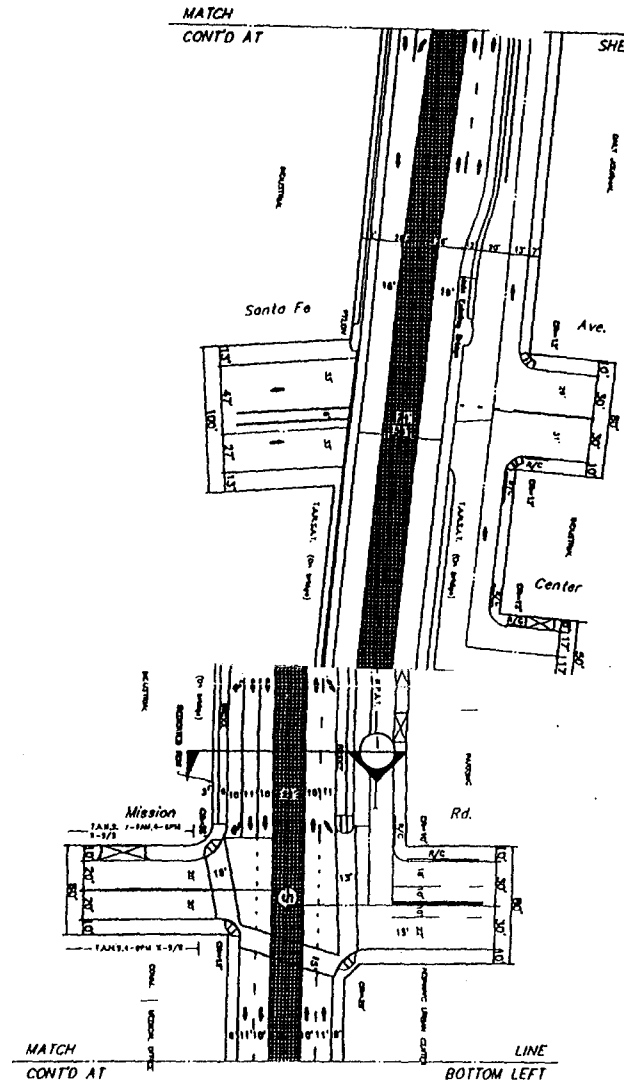
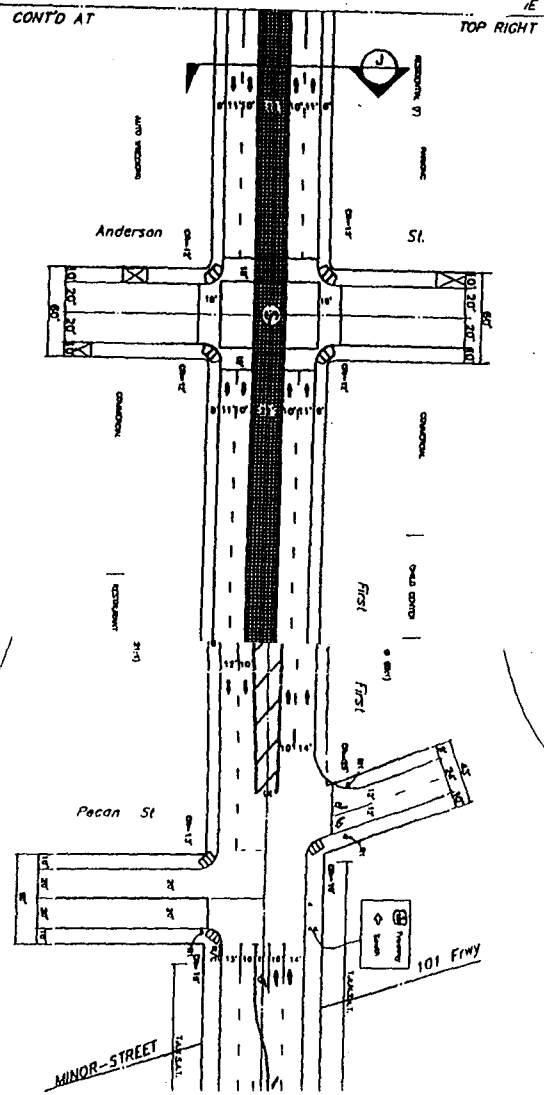






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CITY OF LOS ANGELES  
DEPARTMENT OF TRANSPORTATION  
FRANCES T. BANERJEE, GENERAL MANAGER

EASTSIDE TRANSIT CORRIDOR  
LADOT PROPOSAL

INDEX NUMBER  
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A-00000  
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CITY OF LOS ANGELES  
VITALY B. TROYAN, P.E. CITY ENGINEER

DATE \_\_\_\_\_ 20\_\_

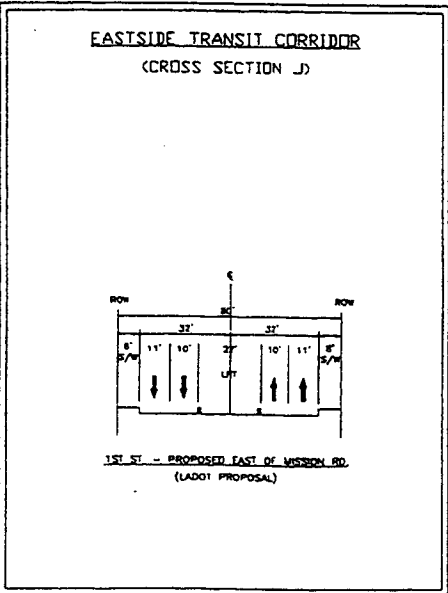
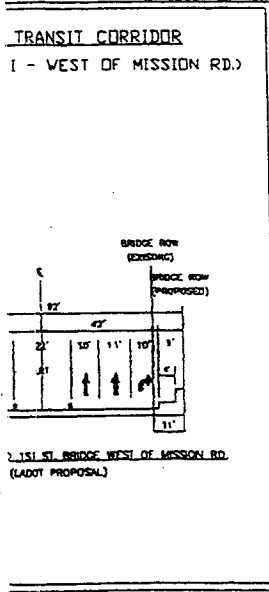
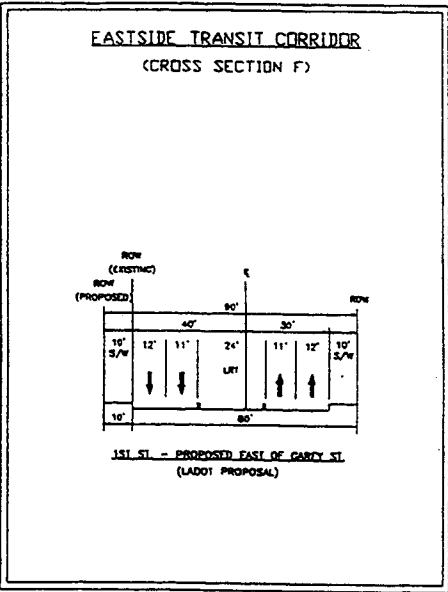
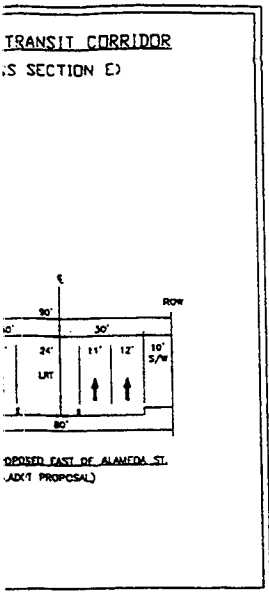
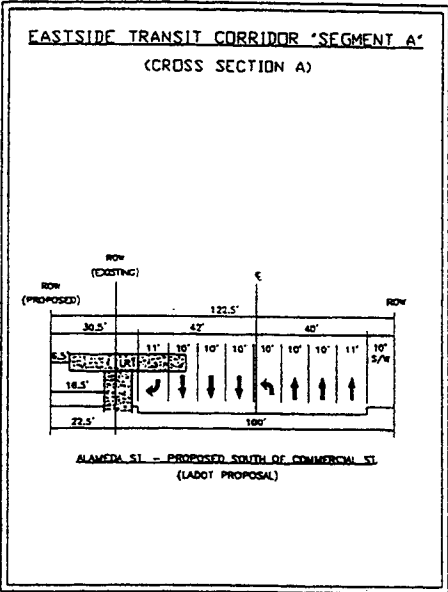
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NO.	REVISION DESCRIPTION (NON CADD PLANS ONLY)	T.E.	SRL T.E.	PR. TRAM. ENGR.	DATE

BY	DATE	SUPERVISOR	BY	DATE	
BASE	NAME	DATE	S.T.A.R.	NAME	DATE
FIELD	NAME	DATE	DISTRICT	NAME	DATE
DRAFTING	NAME	DATE	SIGNALS	NAME	DATE
CHECK	NAME	DATE	BIKWAYS	NAME	DATE
DESIGN	NAME	DATE			







BY		DATE	
NAME	DATE	NAME	DATE

BASE	DATE	BY	DATE

NO.	REVISION DESCRIPTION (NON-CADD PLANS ONLY)	T.C.	SR. T.E.	PR. TRAN. ENGR.	DATE

CITY OF LOS ANGELES  
DEPARTMENT OF TRANSPORTATION  
FRANCES T. BANERJEE, GENERAL MANAGER

EASTSIDE TRANSIT CORRIDOR  
LADOT PROPOSAL

CITY OF LOS ANGELES  
VITALY B. TROYAN, P.E. CITY ENGINEER

DATE 20

DN./CST. ENGR. R.E. NO.

00000	DRAWING NO. A-00000	4	4
INDEX NUMBER			



CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

April 16, 2001

TO: Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Attn: Steve Brye

FROM: Fire Department

SUBJECT: **DRAFT SUPPLEMENTAL ENVIRONMENTAL  
IMPACT STATEMENT AND SEIR**

PROJECT LOCATION

Los Angeles Eastside Corridor

PROJECT DESCRIPTION

To evaluate the Light Rail Transit (LRT) Build Alternative along with its three transition options between 1<sup>st</sup> Street and 3<sup>rd</sup> Street (near Indiana Street) and the No-Build Alternative and for the Los Angeles County Metropolitan Transportation Authority (MTA) Board of Directors to select the most appropriate transition option for the Eastside Corridor while ensuring that potentially significant environmental consequences are considered as part of this process. In addition, the Board will select one of the three Maintenance and Storage Facility (M&SF) sites for further analysis in subsequent documents.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. Fire Flow

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

22.A

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 4,000 G.P.M. from 4 fire hydrants flowing simultaneously.

B. Response Distance

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 4  
800 N. Main Street  
Los Angeles, CA 90012  
Task Force Truck and Engine Company  
Hazardous Materials Unit  
Staff – 14

Fire Station No. 2  
1962 Cesar Chavez Avenue  
Los Angeles, CA 90033  
Task Force Truck and Engine Company  
Paramedic Rescue Ambulance  
Staff – 12

Fire Station No. 25  
2927 Whittier Boulevard  
Los Angeles, CA 90023  
Single Engine Company  
Staff – 4

All portions of the Los Angeles Eastside Corridor are within the 1½ mile maximum response distance to LAFD Fire Stations.

C. Firefighting Access, Apparatus, and Personnel.

22.B

Submit plot plans indicating access road and turning area for Fire Department approval.

- 22.C | During demolition, the Fire Department access will remain clear and unobstructed.
- 22.D | Fire lanes shall be a minimum of 20 feet free and clear on both sides of track outside the dynamic envelope. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed those portions shall not be less than 28 feet in width.
- 22.E | Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- 22.F | Adequate public and private fire hydrants shall be required.
- 22.G | Whenever any tunnel is under construction or major repair, all portions of the California Administration Code Industrial Relations Title 8, Sub 20, Tunnel Safety Orders shall be adhered to.
- 22.H | In order to mitigate impact of street closures to an acceptable level, the Operations Control Dispatch Section of the Fire Department access to street, fire hydrants, or structures. Notification is to be made by calling the Operations Control Dispatch Section at (213) 485-6185.
- 22.I | The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708).

### CONCLUSION

- 22.J | The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708.

Steve Brye  
April 16, 2001  
Page 4

For additional information, please contact Inspector Joseph Jackson of the Construction Services Unit at (213) 485-5964.

WILLIAM R. BAMATTRE  
Fire Chief

A handwritten signature in black ink, appearing to read "R. Warford". The signature is stylized and cursive.

Richard A. Warford, Assistant Fire Marshal  
Bureau of Fire Prevention and Public Safety

RAW:JFJ:gm  
c:Metropolitan Transp Authority 4-16-01

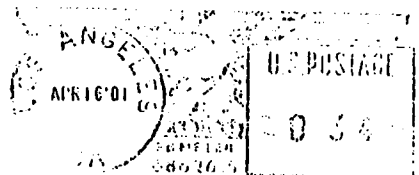
RETURN IN 5 DAYS TO



FIRE PREVENTION BUREAU  
FIRE DEPARTMENT  
GENERAL OFFICES  
200 NORTH MAIN STREET  
LOS ANGELES, CA 90012

**HYDRANT UNIT, ROOM 920**

L.A.C.M.T.A.  
01 APR 18 AM 9 10



Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Attn: Steve Brye

90012-2952 01



# Community Redevelopment Agency

of the City  
of Los Angeles

354 South Spring Street  
Suite 800  
Los Angeles  
California 90013-1258  
213 977 1600

Fax  
Number 213 977 1665

Date APR 17 2001

File Code

Julian Burke, Chief Executive Officer  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Subject: Eastside Transit Corridor Draft Supplemental Environmental Impact Statement (DEIS)/Subsequent Supplemental Environmental Impact Report (DEIR) for the Proposed Light Rail System

Dear Mr. Burke:

The purpose of the letter is to summarize CRA staff comments on the DEIS/DEIR for the Proposed Light Rail system through Boyle Heights. The realization of a major improvement to the regional transportation system through the proposed construction of a Light Rail system complements CRA's efforts toward long-range economic revitalization. As you know, CRA is involved, through the Adelante Eastside Redevelopment Project, in implementing a long range economic revitalization plan to improve the Eastside. Improved transportation providing accessibility for residents and workers to employment is consistent with the goals and objectives of the redevelopment plan.

CRA's main concern is for the economic revitalization of the Adelante Eastside Redevelopment Project Area. Accordingly, CRA strongly supports the tunnel option through Boyle Heights as a means of minimizing surface impacts, especially given the narrow street alignments and dense development pattern along the route. A properly built transportation system will secure long-term economic goals. However, after careful review of the draft environmental documents, there is a concern about the impacts to local businesses and residents, especially during the construction phases of the system. Through designated MTA coordinators, there should be (a) financial assistance available for impacted businesses during the critical construction period, which may last between three and five years; (b) business exit strategy planning available for businesses unable to sustain operation throughout construction; (c) clarification available for businesses and residents as to where construction impacts will likely occur in relation to the business corridors, i.e. muck removal shafts, etc.; and (d) a program for special signage for parking and business identification during construction as was done in other areas.

23.A

Peggy Moore, Chair

Armando Vergara, Sr., Vice Chair  
Javier O. Lopez, Treasurer  
Gr Hutton  
C King  
Do R. Ring  
Chrisune M. Robert

Jerry A. Scharlin  
Administrator

LA



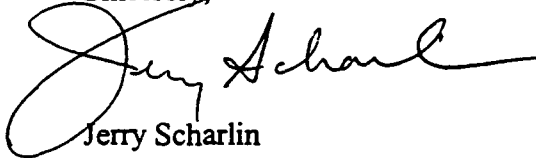
**23.B** Next, surface rail operations and especially transitions at key points within the community raise special concerns. The environmental documents do not address these transitions in a comprehensive manner. For example, tunnel entrances/exits impact the surrounding neighborhoods uniquely with their close proximity to these system areas, especially with highly used pedestrian paths to nearby shopping and schools. There should be: (a) a priority given to careful, sensitive design of the two tunnel transitions for their impacts on the quality and safety of the community—for instance, special consideration should be given to the Light Rail warning systems, both visual and auditory, as trains enter and leave the tunnel; and (b) a detailed station design plan, which includes provisions for safe pedestrian and vehicular circulation, must be responsive to the needs of the community.

**23.C** Further, CRA believes that both the community and transit system will be best served if the rail system remains underground to Third Street and Rowan Street, however, if it is necessary to transition to the surface at Lorena Street, we strongly urge that the station platform be located east of Lorena Street. This request is made with consideration for easier access to the adjacent commercial nodes by riders, which will complement the economic development efforts of the redevelopment plan. Lastly, system appurtenances and ancillary facilities can have significant impacts on both businesses and residents. We are particularly concerned about these impacts in the community since the report is unclear as to the locations of these facilities.

**23.D**

Finally, let me reiterate that we are in support of the proposed Light Rail System and believe that it will positively change the community of Boyle Heights if these concerns are addressed and responded to by the MTA. We hope that these points are clear regarding the review of the environmental documents. If you have any questions, please contact Al Santillanes, Project Manager for the Adelante Eastside Redevelopment Project at 323.264.3807.

Sincerely,



Jerry Scharlin  
Administrator

354 South Spring Street  
Suite 800  
Los Angeles  
California 90013-1258

CR  
LA

Mr. Julian Burke  
Chief Executive Officer  
Metropolitan Transportation Authority  
1 Gateway Plaza  
Los Angeles, CA 90012-2952

**Community  
Redevelopment Agency**  
*of the City of Los Angeles*

# CITY OF MONTEREY PARK

320 west newmark avenue • monterey park, ca 91754-2896  
• municipal services center



APR 19 2001

SCANNED  
IN RMC

April 16, 2001

STEVE BRYE  
PROJECT MANAGER  
LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY  
ONE GATEWAY PLAZA  
LOS ANGELES CA 90012

**RE: LOS ANGELES EASTSIDE CORRIDOR LIGHT RAIL TRANSIT – COMMENTS  
ON DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT  
STATEMENT/SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

Dear Mr. Brye:

The City of Monterey Park Planning Division has reviewed the Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report for any potential impacts to the City. Although the Light Rail Transit will not be constructed within the Monterey Park city limits, traffic to local streets will be affected. Two intersections within the City of Monterey Park would have potential impacts according to the EIR. The two intersections are identified as follows:

1. Atlantic Boulevard & Cesar Chavez Avenue
2. Atlantic Boulevard & 1<sup>st</sup> Street

Staff does recommend that the proposed mitigation measures for the two above intersections be adopted as conditions of approval to offset the impacts of LTR traffic volumes. They are as follows:

1. Atlantic Boulevard & Cesar Chavez Avenue – Widen and re-stripe the westbound and eastbound Cesar Chavez Avenue approaches to provide the following: one left-turn lane, two through lanes, and an exclusive right-turn lane.
2. Atlantic Boulevard & 1<sup>st</sup> Street – Widen and re-stripe the westbound approach from SR-60 westbound ramp to provide the following: one left-turn lane, one through lane, and an exclusive right-turn lane. Widen and re-stripe the eastbound approach on 1<sup>st</sup> Street to provide the following: one left-turn lane and two exclusive right-turn lanes.

24.A

24.B

The proposed SEIS/SEIR shall fully identify the responsible party to complete the improvements for traffic mitigation, such as the Metropolitan Transit Authority, and be fully incorporated into the Mitigation Monitoring program of the EIR.

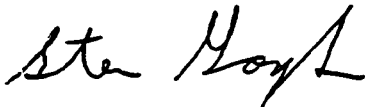
24.C

The City of Monterey Park also has concerns regarding traffic impacts during the construction period. The EIR has concluded that during the construction of the LRT there would be temporary interference with normal traffic flow. As a mitigation measure for any overflow traffic interference into the City of Monterey Park for the above-mentioned intersections, a Traffic Control Plan should be developed during final design. The Traffic Control Plan should include any intersections or streets that could possibly be affected within the City of Monterey Park.

Staff feels other potential impacts generated by the proposed development such as air quality, noise, light and glare, sewers, storm drainage and population and housing will not have any direct significant impacts to the City of Monterey Park.

If you have any questions regarding this matter please contact me at (626) 307-1331.

Sincerely,



Steve Gonzales  
Associate Planner

RAY HAMADA  
PLANNING MANAGER

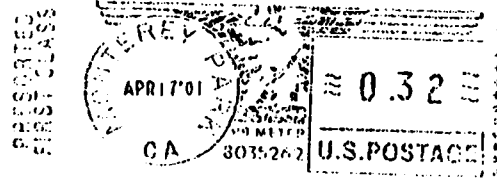
c: Adolfo Reta, Director of Community Development  
Ron Merry, Director of Public Works

1701

CITY OF MONTEREY PARK  
MUNICIPAL SERVICES CENTER  
320 WEST NEWMARK AVENUE  
MONTEREY PARK, CA 91754-2896



CHANGE OF ADDRESS REQUESTED



STEVE BRYE  
LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION  
AUTHORITY  
ONE GATEWAY PLAZA  
LOS ANGELES CA 90012

L.A.C.M.T.A.  
01 APR 19 AM 10:30

V21 AUMF 90012 

CITY OF  
MONTEREY  
PARK



**facsimile**  
TRANSMITTAL

to: STEVE BRYE, PROJECT MANAGER (LASMETA)

from: STEVE GONZALES, ASSOCIATE PLANNER

fax #: (213) 922-3005 tel.# (213) 922-3078

date: 4-16-01

no. of pages: 3 pages, including cover sheet

subject: COMMENTS FOR L.A. EASTSIDE  
CORRIDOR DRAFT SEIS/SEIR

comments: FOR CRT

If there are any questions concerning this fax, call STEVE GONZALES at (626) 307-1331

# Los Angeles Unified School District

APR 23 2001

SCANNED  
IN RMC

**ROMER**  
*Superintendent of Schools*

**ANGELO BELLOMO**  
*Director, Office of  
Environmental Health and Safety*

Environmental Review File  
MTA - EASTSIDE TRANSIT CORRIDOR "VARIOUS SITES"

April 16, 2001

Mr. Steven Brye, Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Brye:

**SUBJECT: MTA - EASTSIDE TRANSIT CORRIDOR**

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report. We appreciate that you consulted with the District in the preparation of this document. Because of this involvement the school administrators and community have been advised about this project.

The Los Angeles Unified School District has reviewed the Draft Supplemental Environmental Impact Statement/Draft Supplemental Environmental Impact Report (DSEIS/DSEIR) for the Eastside Transit Corridor and submits the following comments on the content of the DSEIS/DSEIR.

### **Mitigation Agreement**

**25.A** Attached is the June 21, 1994 agreement between MTA and the District, and the July 21, 1997 amendment to that agreement, on the East Side Extension Final EIS/EIR. The measures set forth in that agreement to address school impacts should be shown as mitigation in the DSEIS/DSEIR and be made a part of the revised project.

### **Impacts**

#### Air/Noise

**25.B** The District's Office of Environmental Health and Safety has prepared Attachment A on air quality and noise. The measures proposed in the attachment should be made conditions of project approval to offset the project's adverse effect upon schools near project construction activity.

#### Bus Transportation

**25.C** The District's Transportation Branch has prepared Attachment B on school bus transportation. The measures proposed in the attachment should be made conditions of project approval to offset the project's adverse effect on bus routes.

Mr. Steven Brye, Project Manager  
April 16, 2001  
Page 2

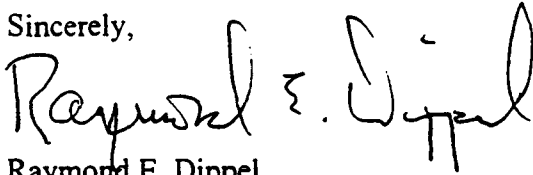
Pedestrian Safety

**25.D** The District's School Traffic and Safety Section has prepared Attachment C on pedestrian safety. The measures proposed, in the attachment, should be made conditions of project approval. The enforced conditions offset adverse project effects on student safety as they travel to and from school.

**25.E** The DSEIS/DSEIR does not address the chosen alternative for the light rail location adjacent to Ramona Opportunity High School. This choice is a concern to the District and we request involvement in the decision process.

The District appreciates the efforts to include our staff, the school administrators and the community in the several meetings provided by the Transportation Authority. Please call me at (213) 743-5086 should you need additional information. We look forward to working with you on a cooperative basis to address the District's remaining concerns regarding this project.

Sincerely,



Raymond E. Dippel  
Assistant Environmental Planning Specialist

RD:rd

Attachments

c: David Jensen  
Bonnie S. Rubio  
Emma Rodriguez  
Joe Nardulli  
Enrique Boull't  
Enrique Juarez  
Robert G. Quihuis, Principal, Belvedere Elementary School  
Elsa M. Lonon, Principal, Utah Elementary School  
Judith Wisotsky Leff, Principal, First Street Elementary School  
Mary Lee White, Principal, Marianna Elementary School  
Raul Perez Salcido, Principal, Griffith Middle School



# INTER-OFFICE CORRESPONDENCE

Los Angeles Unified School District

TO: Ray Dippel  
Assistant Environmental Planning Specialist

Date: April 2, 2001

FROM: Robert Manford  
Environmental Planning Specialist *RM*

SUBJECT: MTA – LOS ANGELES EASTSIDE CORRIDOR PROJECT

Thanks for the opportunity to review the Air Quality and Noise sections of the Draft EIS/Draft Subsequent EIR for the Los Angeles Eastside Corridor project.

25.F

The EIS/EIR adequately analyzes the project's impacts to the environment, given the existing setting presented in both the Air Quality and Noise sections of the document. It should, however, be noted that the analyses do not specifically analyze the noise and air quality impacts to all the schools (Utah Street School, Second Street School, First Street School, Ramona High School, Belverdere Elementary School, and Griffith Middle School) indicated by your March 12, 2001 memo.

25.G

It is my understanding, from reading through project files and previous correspondence on this project, that there was a Memorandum of Understanding (MOU) between the District and the MTA, regarding the District's environmental concerns, and how MTA would address those concerns. The MOU addressed the District's air Quality and Noise impacts concerns about the proposed project. If the project description has not changed since the preparation of the MOU, the contents of the MOU, dated June 21, 1994, and subsequently amended on July 21, 1997, would still hold.

However, if the project description has changed since the preparation of the MOU, then the Final EIS/EIR must analyze the project's noise and air quality impacts to all the schools located within the vicinity of the rail alignment. If the analysis shows that the revised project would result in significant impacts to the schools, mitigation measures that would reduce those impacts to less than significant levels would be required to be implemented.

c: Dave Jensen  
Joan Friedman

**INTER-OFFICE CORRESPONDENCE  
LOS ANGELES UNIFIED SCHOOL DISTRICT**

**TO:** Raymond Dippel,  
Assistant Environmental Planning Specialist, Date  
Environmental Health and Safety March 26, 2001

**FROM:** Enrique Boull  
Deputy Director, Transportation Branch

**SUBJECT:** ENVIRONMENTAL IMPACT RESPONSE  
MTA LOS ANGELES EASTSIDE CORRIDOR - DSEIS/DSEIR  
Near Utah ES, Second St ES, First St. ES, Belvedere ES, Ramona SH, and Griffith MS

The following are the environmental impact concerns and the mitigation measures necessary to address the related issues for transported students and bus routes near these six District schools.

**I OVERALL IMPACT**

This project has the potential to greatly impact school transportation for over 130 school bus routes and the safety of over 3,600 student pedestrians at/near school bus stops.

*Near Utah ES*

- Approximately seventeen (17) buses transport approximately 890 students within one-eighth mile of this portion of the proposed site to integration programs in the greater Los Angeles area.
- Six (6) buses transport students to integration programs from three (3) stops within 3 blocks of Utah ES.
- Five (5) buses deliver fifty-eight (58) students with disabilities to special education programs at Utah ES.
- Other special education buses also travel through and make home pick ups in this area.

*Near Second St. ES*

- Approximately sixteen (16) buses transport approximately 900 students within one-eighth half mile of this portion of the proposed site to integration programs in the greater Los Angeles area.
- Five (5) buses deliver students from six (6) stops within three (3) blocks of Second St ES.

*Near First St. ES*

- Approximately nine (9) buses transport approximately 560 students within one-eighth half mile of this portion of the proposed site to integration programs in the greater Los Angeles area.

- Five (5) buses deliver students from 1 stop within 3 blocks of this portion of the proposed site.
- One (1) bus delivers five (5) students with disabilities to special education programs at **First St. ES**.
- Other special education buses also travel through and make home pick ups in this area.
- One (1) special education bus picks up two (2) students with disabilities at **First St. ES** to deliver to special day classes at two (2) other sites.

***Near Belvedere ES***

- Approximately four (4) buses transport approximately 240 students within one-eighth mile of this portion of the proposed site to integration programs in the greater Los Angeles area.
- Three (3) buses transport students to integration programs using three (3) bus stops within 3 blocks of this portion of the proposed site.
- Two (2) buses deliver twelve (12) students with disabilities to special education programs at **Belvedere ES**.
- Other special education buses also travel through and make home pick ups in this area.
- One (1) special education bus picks up one (1) student with disabilities at **Belvedere ES** to deliver to special day classes at another site.

***Near Ramona Continuation SH***

- Approximately nine (9) buses transport approximately 520 students within one-eighth mile of this portion of the proposed site to integration programs in the greater Los Angeles area.
- Five (5) buses deliver students from five (5) bus stops within three (3) blocks of this portion of the proposed site.
- Special education buses also travel through and make home pick ups in this area.

***Near Griffith MS***

- Approximately eight (8) buses transport approximately 400 students within one-eighth mile of this portion of the proposed site to integration programs in the greater Los Angeles area.
- One (1) bus delivers students from one (1) bus stop within 3 blocks of this portion of the proposed site.
- Four (4) buses deliver seventeen (17) students with disabilities to special education programs at **Griffith MS**.
- Other special education buses also travel through and make home pick ups in this area.
- Two (2) special education buses pick up students at **Griffith MS** to deliver to special day classes at another site.

II ENVIRONMENTAL IMPACTS

ON SCHOOL TRANSPORTATION

- 25.H
- During the construction phase, truck traffic and construction vehicles may cause traffic delays for our transported students.
  - Some additional costs to the District for additional drivers' time generated by routing delays or diversions.
  - Rough street surfaces may be caused by construction and heavy equipment.
  - During and after construction, changed traffic patterns, lane adjustment, traffic light patterns and altered bus stops may impact school bus on-time performance and bus passenger safety.

ON STUDENT PEDESTRIANS

- 25.I
- Additional dangers to student pedestrians may occur from staging of trucks along streets along portions of the project, increased truck traffic, maneuvering of heavy equipment, and other construction activities.
  - Access to construction sites may expose student pedestrians to unexpected dangers.
  - Trucks, workers, and equipment may draw the attention of students who may not respond appropriately to the excitement of construction activity.
  - During and after construction, changed traffic patterns, lane adjustment, traffic light patterns and altered bus stops may impact student pedestrian safety.

OTHER CONSIDERATIONS

- 25.J
- Because of provisions in the California Vehicle Code, other trucks and construction vehicles may encounter school buses using the red flashing lights and must stop.
  - Because of the nearness of the schools, trucks and construction equipment may encounter concentrations of student pedestrians.

III ADDITIONAL MITIGATION MEASURES REQUESTED

PRIOR NOTICE

- 25.K
- The Project Manager or designee should notify the LAUSD Transportation Branch of the expected start and ending dates for the various portions of the project that may affect traffic through the areas.

TRAFFIC MANAGEMENT

- 25.L
- Contractors to avoid staging trucks and equipment along streets in the area to

- 25.L
- facilitate the movement of buses during peak traffic hours.
  - Contractors to provide flag-men to assist traffic when moving trucks and/or heavy equipment on/off the proposed sites or when temporarily closing traffic lanes.
  - When possible, avoid heaviest construction traffic between the hours of 6:30 a. m. to 8:00 a. m. and between 2:30 p. m. and 4:00 p. m. to minimize delays to the arrivals and departures of buses and encounters with student pedestrians.
  - Time spacing of portions of the project to minimize traffic flow impacts.

STUDENT SAFETY

- 25.M
- Contractors to provide temporary fencing at the construction sites to deter entry of student pedestrians.
  - Contractors to restore affected street and sidewalk surfaces to reasonable smoothness to minimize the potential for bus accidents and trip & fall injuries to student pedestrians.
  - The Los Angeles Unified School District will evaluate special education bus stops in the area for possible routing alternatives and will modify integration routing if necessary.

OTHER CONSIDERATIONS

- 25.N
- Contractors to remind their drivers of construction vehicles of the requirement to stop for the red flashing lights of any school bus.
  - Contractors to remind drivers to be alert to the presence of children and exercise care.
  - Contractors should notify drivers that the presence of a crossing guard and school zone flashing lights do not exempt school buses from using the red flashing lights.
  - The presence of any crossing guard, school zone flashing lights or the red lights of a school bus do not guarantee that student pedestrians will act appropriately when crossing streets.

Thank you for your attention and diligence to this important issue. If you have any further questions or concerns, please feel free to contact me.

AA: sla  
C: A. Rodriguez  
A. Altieri ✓  
D. Palmer  
P. Butts  
M. Young  
W. Snyder

**INTER-OFFICE CORRESPONDENCE**

**Los Angeles Unified School District  
Student Auxiliary Services Branch**

**DATE:** April 4, 2001

**TO:** Raymond E. Dippel, Environmental Review Unit

**FROM:** Joe Nardulli, Coordinator *J. Nardulli*  
School Traffic and Safety Education Section  
(818) 997-2455 Fax (818) 346-4621

**SUBJECT: MTA LOS ANGELES EASTSIDE CORRIDOR PROJECT -  
DSEIS/DSEIR - AFFECTED SCHOOL SITES**

School traffic and pedestrian routes will be impacted by the activity at this project. The proposed project is close to school sites, and is on the pedestrian routes to many school sites. Construction and operation of this project will impact student/vehicular access to sidewalks/roads. Mitigation measures will be necessary to safeguard pedestrians/motorists. It is requested that the following mitigation measures be taken into consideration:

**OPERATIONAL MITIGATION MEASURES**

- 25.O** | 1. On-going safety education funding provided by the MTA to conduct biannual safety education programs at all affected schools within a 2-mile radius of the proposed project.
- 25.P** | 2. Perimeter fencing be installed for the entire length of the proposed project to serve as a barrier between the right-of-way and the busway.
- 25.Q** | 3. Grade separations be considered for critical locations adjacent to school sites.
- 25.R** | 4. "Four-quadrant" style gates be installed at all busway crossing intersections to enhance motorist safety.
- 25.S** | 5. "Pedestrian" style gates are installed at all pedestrian crossings to enhance pedestrian safety at all busway/railway-crossing locations.

**CONSTRUCTION MITIGATION MEASURES**

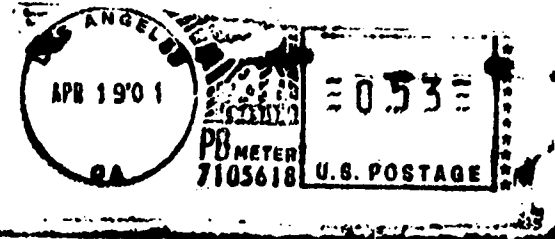
- 25.T | 1. LAUSD Transportation Branch, (323) 227-4400, must be contacted regarding the potential impact, if any, upon existing school bus routes. School buses must have access to affected school sites.
- 25.U | 2. Contractors must guarantee that safe and convenient pedestrian routes to affected school sites are maintained.
- 25.V | 3. Contractors must maintain ongoing communication with the administrators of the affected schools, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicular routes to schools will be impacted.
- 25.W | 4. Appropriate traffic controls (signs and signals) must be installed as needed to ensure pedestrian and vehicular safety.
- 25.X | 5. Construction scheduling and haul routes should be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul trucks are not to be routed past affected school sites, except when school is not in session.
- 25.Y | 6. No staging or parking of construction vehicles, including vehicles to transport workers, on streets adjacent to affected school sites.
- 25.Z | 7. Funding for crossing guards to be provided when safety of children is compromised by construction-related activities at impacted crossings.
- 25.AA | 8. Funding for a flag person to be provided as needed where construction-related activities compromise the safety of pedestrians and/or motorists while traveling to and from school.
- 25.AB | 9. Barriers must be constructed as needed to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- 25.AC | 10. Security patrols should be funded and provided to minimize trespassing, vandalism, and short-cut attractions.
- 25.AD | 11. Fencing should be installed to secure construction equipment to minimize trespassing, vandalism, and short-cut attractions.

LOS ANGELES UNIFIED SCHOOL DISTRICT  
ENVIRONMENTAL HEALTH & SAFETY BRANCH  
B/C ANNEX  
1119 SO. SAN PEDRO ST.  
LOS ANGELES, CA 90015

L.A.C.M.T.A.  
01 APR 24 PM 1:53

RETURN SERVICE  
REQUESTED

RESORTS  
FIRST CLASS



LA CA 90012

Mr. Steven Brye, Project Manager  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

VEC AUMF 90012





June 21, 1994

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Mr. Robert Niccum  
Environmental Review Unit  
Los Angeles Unified School District  
1425 S. San Pedro Street  
Los Angeles, CA 90015

RE: Metro East Side Extension FEIR

Dear Mr. Niccum:

I appreciate the time, interest and support devoted by you and your staff on behalf of the Metro East Side Extension. Below is the language illustrating MTA and LAUSD final agreement on the East Side Extension FEIR.

Los Angeles County  
Metropolitan  
Transportation  
Authority

318 West Seventh Street  
Suite 300  
Los Angeles, CA 90017

213.972.6000

Mailing Address:  
P.O. Box 194  
Los Angeles, CA 90053

1. Worksite Traffic Control Plan

*In reference to the Worksite Traffic Control Plan, LAUSD School Traffic & Safety Department will be invited to participate as part of MTA's Third Party Coordination group to develop the Plan prior to approval of the Plan by LADOT.*

2. Construction Vehicles

MTA will ensure that this measure is included as part of the Mitigation Monitoring Plan as follows:

*Construction vehicles, including vehicles to transport workers, will not stage or park along streets bordering school sites.*

3. Emergency Routes/Evacuation Plans

*MTA Construction Management will maintain ongoing communication with administrators at impacted school sites providing sufficient notices to forewarn children and parents when currently existing school pedestrian routes will be impacted. School Pedestrian Routes maps will be furnished upon request.*

4. Noise and Vibration

*MTA has reviewed its construction noise criteria shown in Tables 4-18.25 and 4-18.26 and found them to be correct. Our noise consultant on Metro Red Line, Wilson Irig & Associates, indicates that the criteria of 85 DBA for intermittent noise levels in commercial, semi-residential areas including schools, was established in recognition of generally high ambient noise levels in such areas. MTA could not change its*

June 21, 1994  
Mr. Robert Niccum  
Page 2

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criteria but will continue to coordinate with LAUSD and individual schools administrators during design and construction. If noise from construction activities creates disruption at schools, MTA will take action to resolve the issue through reducing or blocking noise from reaching the school or shifting construction activities to less sensitive time periods.

#### 5. Air Emissions

The Project description shown in the Final EIR/EIS indicates that stations would be at least 700 feet from the nearest school. It is not anticipated that tunneling excavation activities would occur except at, or adjacent to, previously designated station excavation sites.

If the Project description were to change, so that the station location or tunnel excavation sites were located closer to a school than 700 feet, MTA would prepare the appropriate environmental document that would be subject to review and approval of the MTA decision making body. This environmental documentation would analyze all categories of potential impacts including air quality. Air quality analysis could include models of air emissions impacts on sensitive receptors in the affected area. Prior to consideration by the MTA decision makers, the MTA would contact the District and give them an opportunity to review the document and provide input into the environmental analyses that would be required.

#### 6. Crossing Guards (Construction Phase)

MTA will provide crossing guards within the vicinity of all station and tunneling construction sites and truck haul routes as warranted in accordance with the criterion contained in the "California DOT Traffic Manual, Chapter 10-07.3, Warrants for Adult Crossing Guards".

#### 7. Crossing Guards (Interim/Final Terminal)

MTA cannot agree to provide/fund crossing guards after construction. At that time, the disruptive aspects of construction are finished and the transit system becomes part of the built environment. The date for start of operations is determined several years in advance with adequate time for LAUSD to budget for necessary crossing guards. If any stations beside First and Lorenz are nominated in the future as Interim terminals, MTA will prepare appropriate environmental documentation for the project change and will

June 21, 1994  
Mr. Robert Niccum  
Page 3

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*coordinate crossing safety with LAUSD during any future environmental clearance.*

**8. Rail Safety Program**

*MTA will provide at no charge to LAUSD an instructional rail safety program with materials to all affected elementary and middle schools.*

**9. School Bus Routes**

*LAUSD School Transportation will be contacted regarding the potential impact, if any, upon existing school bus routes during both construction and long-term operation.*

**10. Pedestrian Routes**

*LAUSD school traffic and safety department will be invited to participate as part of RCC's Third Party Coordination group to ensure that safe and convenient school pedestrian routes are maintained. As construction proceeds, MTA community relations officers will coordinate with the affected schools administrators to ensure safe and convenient pedestrian routes to schools are maintained. School Pedestrian Routes maps will be furnished upon request.*

**11. Construction Scheduling**

*RCC will coordinate with and notify LAUSD to the fullest extent possible the construction scheduling planned for the Metro East Side Extension to minimize conflicts with pedestrians, school buses and passenger vehicles in route to/from school. In addition, it is the MTA's intention that the standard mitigation measures described in the mitigation monitoring program under "Business Disruption" also apply to the LAUSD.*

**12. Flag Persons**

*Flag persons are to be provided at construction sites as needed, where construction related activities compromise the safety of pedestrians and/or motorists while traveling to and from school.*

**13. Barriers**

*Barriers will be constructed at construction sites as needed to minimize trespassing, vandalism, and short-cut attractions.*

June 21, 2008  
Mr. Robert Niccum  
Page 4

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*These will be enhanced to the fullest extent possible through the MTA Art for Rail Transit for Rail Program (ART).*

14. Security Patrols

*Security patrols will be provided at construction sites to minimize trespassing and short-cut attractions.*

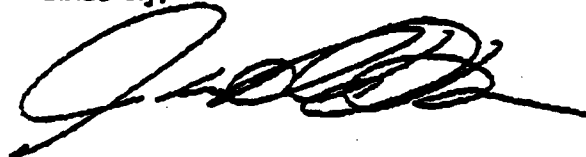
15. Fencing

*Fencing will be installed to secure construction equipment to minimize trespassing, vandalism and short-cut attractions. These will be enhanced to the fullest extent possible through the MTA ART for Rail Program.*

It has been a pleasure to work with you and your staff. Joan Friedman and Elizabeth Harris have been very helpful in crafting an agreement that advances the schools interests and facilitates the proper environmental clearance for the Metro East Side Extension.

If you have any questions, please call me at (213) 244-5261 or Project Manager, Diego Cardoso at (213) 244-5982.

Sincerely,



JAMES DE LA LOZA  
Director  
Central Area Team

cc: Joan Friedman, LAUSD  
J. Michael DeLuca  
Judy Wilson, MTA  
Charles Stark, RCC  
Jim Sowell, RCC  
Diego Cardoso, MTA

21 July 1997

RS4-EX314-PD421



Los Angeles County  
Metropolitan  
Transportation  
Authority

Ms. Joan Friedman  
Environmental Review Unit  
Los Angeles Unified School District  
355 S. Grand Ave., Suite 500  
Los Angeles, CA 90071

25

One Gateway Plaza  
Los Angeles, CA

90002

35-922-6000

**SUBJECT: AMENDMENT TO 21 JUNE 1994 LETTER AGREEMENT  
BETWEEN LAUSD AND MTA**

I would like to thank you for your comments regarding the MTA's responses to your 28 April 1997 comment letter on the East Side Extension Modified Initial Study/Environmental Assessment. You expressed concern that crossing guards were not going to be provided for the Second Street School during construction of the First/Boyle Station because the local streets did not meet California Department of Transportation warrants for adult crossing guards, as defined in Item # 6 in our 21 June 1994 Letter Agreement (attached). As a result, MTA staff met with you and Carole Talaski of your School Traffic and Safety Education section on 24 June 1997 to discuss your concern.

Susanna Sanchez provided a summary of MTA actions that have already occurred to implement the terms of the Letter Agreement. These included meetings with all the affected elementary and middle school principals and staff to discuss Weeksite Traffic Control Plans, emergency/evacuation plans, crossing guards, pedestrian routes, construction scheduling and the rail safety program.

The MTA has agreed to provide crossing guards at all the affected elementary and middle schools during construction. The MTA proposes to amend Item # 6 of our 21 June 1994 Letter Agreement by adding a second paragraph as follows:

"Where the above California Department of Transportation (CalTrans) Traffic Manual criterion does not warrant placement of crossing guards, the MTA may provide crossing guards during school hours (0700 to 1530) on a site specific basis considering the conditions and criterion in Chapter 10-07.3 of the Caltrans Traffic Manual. The MTA will provide temporary crossing guards during school hours for MTA construction, where related lane closures will divert traffic to residential streets utilized by elementary and middle school students."

JK

21 July 1997  
Ma. Joan Friedman  
Page 2

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Please consider the above amendment to Item # 6; if the LAUSD concurs with the proposed amendment, then send your confirmation in writing to Mr. Alfonso Rodriguez, East Side Extension Project Manager. The MTA will then agree to the terms, and attach this letter amendment to the 21 June 1994 Letter Agreement. If you have any questions, please contact me at 213-922-7305. Thank you for your efforts and consideration.



**HARLEY MARTIN**  
Environmental Specialist

HSM:ham

**Enclosure:** 21 June 1994 Letter Agreement between LAUSD/MTA for the East Side Extension

**cc:** Carole Takaki, LAUSD  
Alfonso Rodriguez, MTA  
Diego Cardoso, MTA  
Robert Calix, MTA  
Susanna Sanchez, MTA  
Peter Braster, MTA  
Chron/RMC

LAUSDtransm4297

April 17, 2001

Mr. Steven Brye  
Project Manager, LACMTA  
One Gateway Plaza  
Los Angeles, CA 90012

Dear ~~WORKER~~ <sup>Steven,</sup>

We are writing to urge the MTA Board of Directors to reject the Los Angeles Eastside Corridor Draft Supplemental Environmental Impact Statement and the Draft Subsequent Environmental Impact Report. As the board knows well, the Bus Riders Union opposes the proposed Eastside light rail project because the project violates the Consent Decree's mandate to make the improvement and expansion of the bus system the MTA's first priority. The following are specific concerns raised by the Draft SEIS/SEIR itself:

1. **Draft SEIS/SEIR includes no alternatives to the proposed Light Rail Transit Build**

**Alternative.** The Draft SEIS/SEIR studies only the impacts of the Light Rail Transit (LRT) option and includes no study of cheaper, more efficient, alternative options such as the possibility of dramatically increasing bus service in the corridor and region. The Draft SEIS/SEIR compares the LRT option only to the No-Build alternative, an option that would mean making no transportation improvements in the corridor and region. There is a need for a new SEIS/SEIR that studies low-cost alternatives such as a program that includes the full implementation of Rapid Bus, the introduction of MTA community shuttles and circulators, the creation of a freeway bus network throughout the region, and the purchase of expansion buses to comply with the load factor deadlines agreed upon in the Consent Decree.

27.A

2. **Draft SEIS/SEIR does not genuinely address questions of transportation equity and compliance with Title VI.**

In its section on "Equity and Environmental Justice Considerations", the Draft SEIS/SEIR suggests that because the majority of passengers who would use the proposed LRT are minorities, the LRT would help *increase* access to public transportation, improve overall regional mobility, and lower travel times for minority communities, therefore bringing greater transit equity to an historically underserved region. Given that the LRT goes straight through minority communities, it follows that those who will use it will be largely minorities. However, that does not mean that the LRT will be an overall transportation improvement for minority communities, rather it means that transit dependent passengers in a region as underserved as the studied corridor will use whatever form of transportation is available to them. The Draft SEIS/SEIR should include a study that compares the increased service rendered to minority communities through much less costly increased Rapid Bus and other bus service improvements and that offered by the 6-mile very high cost proposed LRT. Further, the Draft SEIS/SEIR omits that the MTA is obligated by a signed consent decree to bring about transit equity through the meeting of bus

27.B



overcrowding reduction deadlines and through the expansion of county-wide bus service, a process that will be undermined if its necessary funds are used to build the proposed LRT.

- 27.C 3. **Draft SEIS/SEIR shows that LRT will not significantly reduce passengers' travel time.** The relatively insignificant travel time reductions that would result from the very costly construction of the Eastside LRT demonstrate that even the most optimistic predictions of the LRT's impact on travel are not very good. In comparison to the No-Build alternative, which would mean that the MTA would add literally no service in the next 20 years, the LRT only reduces travel times between the studied corridor and other destinations in LA County by a few minutes. For example, the best scenario presented by the Draft SEIS/SEIR is a travel time reduction of ten minutes between the studied corridor and Wilshire/Fairfax. In other studied trips, such as one between the studied corridor and 1<sup>st</sup>/Hill in downtown, the LRT would only reduce travel time by two minutes. There is a need to study actual alternatives to the LRT, beyond the No-Build alternative—for instance, the implementation and expansion of the already very successful Rapid Bus program and the establishment of a freeway bus network on top of existing bus service—that could reduce travel times by at least as much as the LRT, if not much more, at a much lower cost.


In addition, the Draft SEIS/SEIR only studies travel time impacts on passengers travelling in the studied corridor when, in fact, passengers in the region travel in an infinite number of directions and patterns not even touched in the study. Again, a study of the LRT's capacity to move people in the region all over the County should be compared to the capacity of expanded Rapid Bus, freeway network of buses, etc. to improve general mobility, at much lower costs, throughout the entire region, not just along one single corridor.

- 27.D 4. **Draft SEIS/SEIR demonstrates the low ridership numbers that will be generated by the LRT.** The Draft SEIS/SEIR predicts a ridership of just over 15,000 daily passengers, less than 5,000 of which appear to be new passengers (9,700 new daily trips are predicted by the Draft SEIS/SEIR). Such numbers can not possibly justify a nearly \$1 billion capital expenditure, when the first two Rapid Bus lines have generated 20,000 new daily passenger trips (roughly 10,000 new daily riders) at a fraction of the cost of the LRT.

- 27.E 5. **Problems of worsening air quality resulting from LRT.** We are deeply concerned about the Draft SEIS/SEIR's report on the high levels of airborne toxins that the Eastside community would be exposed to during proposed light rail construction and about the Draft SEIS/SEIR's seeming absence of a plan to mitigate some of the most serious impacts. We have deduced from the Draft SEIS/SEIR that both the levels of NOX and PM 10 that would be released during light rail construction would be much higher than the thresholds established by South Coast AQMD regulations. We urge the board to reject the Draft SEIS/SEIR on these grounds alone, until full and acceptable mitigation measures can be established.

For these reasons, we urge the board to reject the Los Angeles Eastside Transit Corridor Draft SEIS/SEIR and send its contents back to MTA staff until the above concerns can be addressed in the document.

Sincerely,



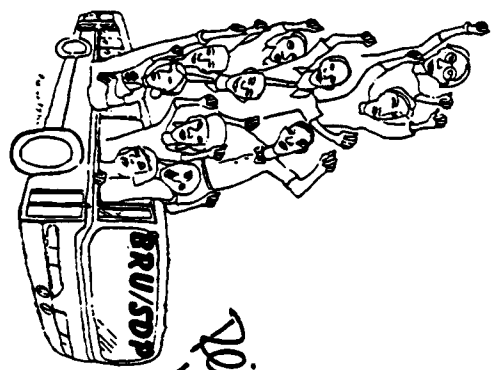
Eric Mann,  
Bus Riders Union Planning Committee



Deborah Orosz,  
Bus Riders Union, Planning Committee



DEBORA ORAS  
**BUS RIDERS UNION**  
Sindicato de Pasajeros  
3780 Wilshire Blvd. ♦ Suite 1200 ♦ Los Angeles, CA 90010



Re: Public Comment on  
LA County Eastside Transit  
Corridor Draft SERS/SER

Mr. Steven Brye  
Project Manager, LACMTA  
One Gateway Plaza  
Los Angeles, CA 90012

L.A.C.M.T.A.  
01 APR 11 PM 4:53



AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

April 16, 2001

Mr. Steve Brye, Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

**RE: Los Angeles Eastside Corridor Draft SEIS/SEIR**

Dear Mr. Brye:

Thank you for this opportunity to provide comments on the Los Angeles Eastside Corridor Draft Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report (SEIS/SEIR) dated March 2001. The draft SEIS/SEIR is well prepared and reflects a considerable amount of high quality staff and consultant work.

The Eastside Corridor communities of Boyle Heights and East Los Angeles are home to 280,000 residents and 170,000 jobs, immediately adjacent to downtown Los Angeles. The demographic and land use make up of the Eastside Corridor contribute to the area's relatively high rate of transit usage and transit dependence. Given this existing condition, and the projected growth that is expected to occur over the next two decades, it is surprising to note that transit ridership on the proposed Eastside light rail line is expected to be only 15,000 in 2020. Based on this information, the MTA should make every effort to improve transit services to, and through, the Eastside Corridor for less than the estimated \$700-\$850 million cost of the proposed light rail line. Opportunities for accomplishing this include changing the selected technology to bus rapid transit, reducing the number of light rail line stations, and building a single joint vehicle maintenance yard for both the Pasadena Blue Line and the Eastside light rail lines. The following sections include additional comments on more specific aspects of the draft SEIS/SEIR and the proposed project.

28.A

**Traffic Impacts**

28.B

The removal of traffic lanes and the elimination of left turn movements to accommodate the proposed light rail line will have significant negative impacts on traffic operations in the area. The final SEIS/SEIR should provide additional information regarding the



**Los Angeles Eastside Draft SEIS/SEIR**

April 16, 2001

Page 2

- 28.B impacts the project will have on the ability of motorists, truckers, bus users, cyclists, and pedestrians to travel throughout the corridor. The final report should also provide specific data regarding reduced traffic volumes on streets where traffic lanes are planned to be removed, increased traffic volumes on adjacent and parallel streets, new intersection Levels of Service (LOS), and the impact these items will have on mobility and safety along the corridor.

**Parking Impacts**

- 28.C The draft SEIS/SEIR indicates that the proposed light rail project will require the removal of between 118 and 188 off-peak parking spaces and that plans call for the replacement of only some of these spaces. The final report should either include the replacement of all removed parking spaces or it should provide clear and convincing information explaining why the replacement spaces are no longer needed.
- 28.C In addition to the removal and replacement of existing on-street parking, we are also concerned about the availability of adequate parking for riders at station locations. The draft environmental report indicates that parking is only planned for the Beverly/Atlantic station and that only 200 spaces will be provided at this location. The final SEIS/SEIR should include information regarding the amount of parking that will be required for each station location and the MTA's plan for meeting these parking needs.

**System Improvements**

- 28.D The draft SEIS/SEIR indicates that a separate vehicle maintenance yard will be constructed for the Eastside light rail line. Since the Pasadena Blue Line and Eastside light rail line are designed to operate as one single combined line, once they are both completed, the MTA has the opportunity to reduce costs by combining yards for the two lines into one single facility. This combined facility would be less expensive to build and operate than two separate yards, yet it could service all vehicles using the jointly operated Pasadena and Eastside rail lines.
- 28.E In addition to combining maintenance yards, the MTA could reduce the Eastside light rail line's costs by eliminating one or more of its proposed stations. The proposed project is only six miles long, yet it is planned to have eight new stations, in addition to the existing Union Station. Industry standard is to have the number of stations equal to approximately the number of rail segment miles. The close proximity of stations in some areas along the Eastside Corridor provides an opportunity for the MTA to reduce the project's costs without significantly impacting ridership. This can be accomplished

**Los Angeles Eastside Draft SEIS/SEIR**

April 16, 2001

Page 3

by deleting one station from each, or any one, of the following three-station pairs for a reduction of up to three of the new proposed light rail stations:

- 1<sup>st</sup> Street/ Utah                      verses              1<sup>st</sup> Street/ Boyle Avenue
- 1<sup>st</sup> Street/ Lorena Street            verses              3<sup>rd</sup> Street/ Rowan Avenue
- 3<sup>rd</sup> Street/ Mednik Avenue            verses              Beverly Blvd./ Atlantic Blvd.

If anticipated future ridership is expected to someday require these additional stations, provision could be made in the design and construction of the system to accommodate adding them at a future date.

**Financial Issues**

28.F

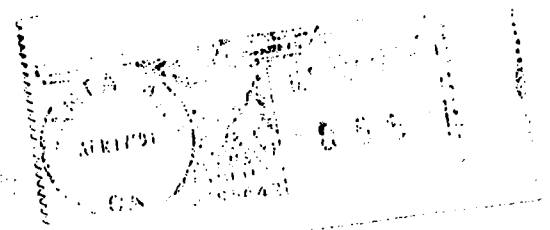
The capital costs for the LRT build alternatives also include expanded bus service. The final SEIS/SEIR should provide more detailed information regarding the costs for all capital items, including various LRT and bus expansion components. The draft SEIS/SEIR indicates that federal funds are anticipated to cover about 70% of the Eastside light rail line's cost and that no local Proposition A or C funds are committed to the project. The final report should include an alternative financing strategy showing how the project would be funded if the federal contribution is reduced to 50% and the impacts this funding change may have on other MTA projects and programs.

Again, thank you for the opportunity to provide comments on the draft environmental report for the Eastside Corridor. Please call me at 714-885-2307 or John Zeigler at 714-885-2308 if you have any questions or if you need any additional information.

Sincerely,



Stephen A. Finnegan  
Principal Transportation Policy Specialist



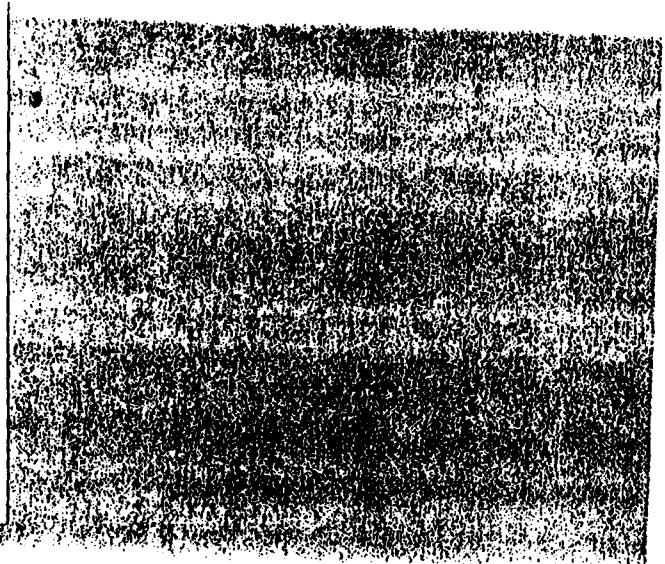
**AUTOMOBILE CLUB  
OF SOUTHERN CALIFORNIA**  
P.O. BOX 25001  
SANTA ANA, CALIFORNIA 92799-5001

**TO**

Mr. Steve Brye  
L.A. County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

12377 1-97

**FIRST CLASS MAIL**



SCANNED  
IN RMC  
MAR 19 2001

March 15, 2001

Los Angeles County Metropolitan Transportation Authority  
Steven Brye, Project Manager  
One Gateway Plaza  
Los Angeles, California 90012

**SUBJECT: LOS ANGELES EASTSIDE CORRIDOR, DRAFT EIS/EIR**

Dear Mr. Brye and LACMTA Board of Directors:

East Los Angeles was promised direct, seamless rail transit for many years. When plans for the Eastside Metro Red Line extension were dropped, that promise was broken. Many Eastside residents were very disappointed.

With the so-called Eastside Corridor Study, the MTA is obviously trying to stick to its original promise to Eastsiders, albeit with a seriously "watered down" version of the original promise.

The original promise was for an extension of the "top of the line" heavy rail and *completely subterranean* Metro Red Line into East Los Angeles. The MTA now seeks to deliver a lesser quality *light* rail line, most of which will run *at street level*, dangerously mixing with cars and pedestrians.

29.A Obviously, the MTA has found a way around the 1998 prohibition on local sales tax revenue being spent on subways in Los Angeles County. This is highly laudable, however, it certainly begs the question: if the MTA can put a significant segment of the Eastside light rail line in a subway tunnel (including new subway stations), why couldn't the MTA build short extensions to the Metro Red Line subway into the Eastside *and keep the original promise?*

A busway or no project at all is out of the question--the Eastside was promised a Metro Rail line!

29.B Seeing that extending the Metro Red Line into the Eastside has the chance of a snowball in you-know-where, it is the recommendation of this endeavor to build the light rail line as is proposed along the Eastside Corridor *with as much of the line as possible fully grade-separated for service safety and reliability*. This means avoiding the Indiana Street transition altogether by building the extended subway option #3 to completely bypass that neighborhood street.

Moreover, this endeavor is strongly in favor of the inclusion of a station at Eastern Avenue. Eastern Avenue is a major thoroughfare in the Eastside community, with access to the City Terrace district and the California State University, Los Angeles.

29.C

Finally, subway station entrances should not necessitate the removal of any existing buildings, such as the neighborhood grocery store that is mentioned in the Report. Please be more creative with the size and location of station entrances.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas Stanley", with a long horizontal flourish extending to the right.

Thomas Stanley  
Campaign for Better Transit  
Los Angeles

BetterTransitLA@aol.com



**Los Angeles County Metropolitan Transportation Authority  
Steven Brye, Project Manager  
One Gateway Plaza  
Los Angeles, California 90012**

90012-2982 01







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Telephone (323) 264-8289 Fax (323) 733-8861

April 4, 2001

Steve Brye  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

**RE: Eastside Corridor Draft Supplemental Impact Statement Draft Subsequent Environmental Report (SEIR)**

Dear Mr. Brye:

Union y Fuerza de la Comunidad is a local community based organization with a mission to help residents in our community better understand the impacts of land use, environment, and transportation development in East Los Angeles (ELA). As we are out in our community every day, we have come to realize that ELA residents have not had enough time to fully digest the contents of the draft SEIR.

The draft SEIR is very dense and long, and not easily accessible to working class people who may not be proficient in reading English and have few hours a day to devote to such endeavor. Many residents require a Spanish translation of the draft SEIR to effectively review it and provide educated comments, in order to have meaningful public participation in this process. It is extremely important that ELA residents have the opportunity to read and react to the draft SEIR, because of the extent to which the project will significantly impact our community. We believe the Metropolitan Transit Authority (MTA) should extend the deadline for public comment.

Therefore, we are writing to request a 90-day extension of time of the public period so that the community can properly review and comment on the draft EIR. In light of the size of the proposed Project and the urban environmental impacts involved, along with the number of community members for whom English is a second language or Spanish translation is required, we believe this request is reasonable and necessary to allow for meaningful public input into the decision-making process.

30.A

Thank you for your consideration.

Sincerely,

*Silvia Viramontes*  
Silvia Viramontes, Member

*Gabriel Rioo*  
Gabriel Rioo, Member

*Ventura Guzman*  
Ventura Guzman, Member

*Jose Viramontes*  
Jose Viramontes, Member

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# Fax

To: <u>Steve Brye</u>	From: <u>Silvia Viramontes</u>
Fax: <u>213-922-3005</u>	Pages: <u>2</u>
Phone: <u>213-922-9078</u>	Date: <u>4/4/01</u>
Re: <u>Extension</u>	CC:

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3039 Inez Street Los Angeles, CA 90023 Telephone (323) 264-8289  
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April 17, 2001

Steve Brye  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

RE: Comments to Eastside Corridor Draft Supplemental Impact Statement/  
Draft Subsequent Environmental Impact Report (DSEIR)

Dear Mr. Brye:

The following are comments from Union y Fuerza de la Comunidad regarding the Eastside Corridor SEIR for the Light Rail Project ("Project"). Union y Fuerza de la Comunidad is a community based organization that is dedicated to educating East Los Angeles (ELA) residents about the impacts of land use and transportation development in ELA.

Our perspective on this DSEIR is entirely concerned with the health, safety and quality of life issues that this project presents to the primarily low-income Latino residents of our community who live and work in the area surrounding the proposed project.

31.A Of particular concern to us is the lack of a real alternative to which our community can compare to the proposed Project. While the light rail may be a benefit to our community in some respects, we believe there may be alternatives that would benefit ELA to an equal or greater extent, without the significant negative environmental impacts the Project will impose upon our community, especially during the construction phase. Because these impacts will be felt almost exclusively by low-income people of color, we believe the Project raises serious environmental justice issues.

I. General Comments

31.B

A. 45-day public comment period is too short.

Union y Fuerza de la Comunidad, as well as a number of other organizations and individuals, recently requested additional time to review the voluminous Project DSEIR. One of the main reasons for the request was that many of our members who will be directly impacted by this proposed development need a Spanish language translation of the complete DSEIR to effectively review it and provide educated comments. The request for additional time to review the DSEIR was denied without explanation. This seems particularly unreasonable in light of the fact that those in charge of the project have indicated a final SEIR will not be out until October at the earliest. We believe this denial clearly violates the tenets of environmental justice and the public participation requirement of one of its legal bases, Title VI of the Civil Rights Act of 1964.

As discussed in the DSEIR and these comments, this Project will generate significant negative environmental effects on a minority and low-income community. By the denial of additional time, members of that community are being deprived of the opportunity to closely review the DSEIR and its discussion of identified environmental impacts and their predicted magnitude.

By refusing this request for additional time, the MTA is refusing to include essential input in the final SEIR regarding the magnitude and variety of potential environmental impacts as well as the effectiveness of proposed mitigation based upon the real life daily observations of impacted residents. This refusal to extend the time to comment also deprives both community members and decision-makers of the formal response by the SEIR consultants to this community input, undermining the adequacy and validity of the SEIR process.

Our strenuous objection stated, Union y Fuerza de la Comunidad submits the following comments on the DSEIR at this time, to comply with the inexplicably short comment period.

31.C

B. The previous EIR was not made available for review

According to CEQA §15162(d), a subsequent EIR must state where the previous document is available for review. There is nothing in this DSEIR stating where the original project EIR is located for review thus limiting the public's opportunity to compare the two documents. This omission, along with the short comment period and lack of translation noted above, deprives the public of meaningful review.

31.D

C. The DSEIR does not clearly list the thresholds of significance

The DSEIR rarely noted exactly what thresholds of significance were used in making the analysis of which impacts were significant or not. Without knowing these thresholds, it is very difficult for the public to assess the significance of a particular impact. The Final SEIR should clearly include those thresholds used by the consultants. We suggest it include those thresholds found in the draft L.A. CEQA Thresholds Guide.

II. SPECIFIC COMMENTS ON DSEIR

We find several sections of the DSEIR to be inadequate in terms of thresholds of significance, analysis of impacts, and mitigation measures, including:

31.E

A. Alternatives

Whereas a supplement to an EIR merely augments a previously certified EIR, a subsequent EIR is a complete EIR requiring findings that include alternatives. An EIR must describe a reasonable range of alternatives to the proposed project that would feasibly attain most of the project's basic objectives while reducing or avoiding any of its significant effects. This DSEIR compares the proposed Project only to a "no-build" alternative. The DSEIR discusses other alternatives that were allegedly analyzed and discarded by the MTA during a "major investment study" prior to this DSEIR. The fact that the MTA may have looked at an array of alternatives prior to drafting this document does not relieve the MTA of its duty to comply with CEQA by presenting to the public a range of reasonable alternatives within the DSEIR document.

Further, the MTA is required to do a Transportation Systems Management (TSM) alternative to test it against the locally preferred alternative (allegedly the Project). We do not believe that the DSEIR offers any real alternative, nor is the "no build" alternative adequate in terms of a TSM alternative. We would like to see a Rapid Bus alternative tested against the Project, with Rapid Bus lines running both east-west and north-south and including the feeder lines proposed in the Project. This could also be tested against an alternative with just regular bus service improvements. Rapid Bus is a reasonable alternative that would quite feasibly attain most of the project's basic objectives while reducing or avoiding many of its significant effects, such as construction noise and pollution and rail safety concerns. We believe that only by a comparison of real alternatives can we discover whether the burdens imposed upon our community by this Project are worth the alleged benefits. As stated by the court in Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California:

"Without meaningful analysis of alternatives in the EIR, neither the court nor the public can fulfill their proper roles in the CEQA process... we [cannot] countenance a result that would require blind trust by the public, especially in light of CEQA's fundamental goal that the public be fully informed as to the environmental consequences of action by their public officials." 47 Cal.3d 376, 404

This DSEIR is inadequate because of the lack of alternatives and should not be finalized without the addition of reasonable alternatives such as Rapid Bus.

31.F

B. Traffic/Parking

According to Table 3-12 (p.3-29), the number of intersections rated "Poor" ("represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles") increase from 2 existing to 4 in the LRT alternative. The number of intersections rated "Failure" ("backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths") increase from 2 existing to 19 with the LRT alternative.

Looking at Table 3-15 (p.3-31) (summary of 2020 LRT Build Intersection Impacts) we wonder why two intersections, Cesar Chavez/Indiana and Pomona/Atlantic were found to have no significant impact, when all the others rated E or F were found to have significant impacts. The DSEIR claims to mitigate all but 14 of the intersections to less than significant impacts—even if that is true, 14 significantly impacted intersections is excessive, especially considering that one of the goals of this Project is to improve traffic, not worsen it. We fear that an already difficult traffic situation in the Eastside corridor will be worse as a result of the project.

31.G We are also concerned with a loss of parking spaces as a result of the project. According to Table 3-23 (p. 3-43), up to 188 parking spaces could be removed at off-peak hours (140 for peak period). We are concerned what this might mean for smaller businesses in the area, as well as the air quality and traffic impacts when people have to drive around and around looking for parking or they double-park. One of the mitigation measures being considered is to put replacement parking where the Pico Aliso housing is being redeveloped—but presumably the low-income tenants at Pico Aliso will need parking, and that should not be taken away from them.

#### C. Land Use

31.H This section fails to analyze the extent to which the existing communities or land uses would be disrupted, divided or isolated, and the duration of the disruptions and the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed projects (Draft L.A. CEQA Thresholds Guide p. A.1-2). The Eastside communities have already been subjected to 30 years of freeway construction, as the DSEIR points out (p. 4.5-2), “resulting in impacts on neighborhood cohesiveness, pedestrian and traffic circulation impacts, visual, and noise impacts on nearby residences, schools, parks, and other public facilities” (*Id.*). We fear that this project could be another similar incursion into our communities.

31.I We believe the land use section is inadequate because the study area was drawn too narrowly. This project will impact a much larger area than that studied. The project calls for altering several bus lines that will effect areas beyond the narrow east-west corridor. Impacts on traffic and parking will also be felt beyond the area studied.

#### D. Land Acquisition/Displacement

31.J This section does not analyze whether the project is consistent with adopted city and regional housing policies such as the Framework and Housing Elements, HUD Consolidated Plan, CHAS policies, redevelopment plan, Rent Stabilization Ordinance, and the Regional Comprehensive Plan and Guide (Draft L.A. CEQA Thresholds Guide p. B.2-3) and thus is inadequate.

31.K This Project would displace between 52 and 128 residents from their homes. Boyle Heights has long been short of affordable housing and in the past few years, it has got even worse. Over 500 units of public housing were demolished due to expansion of County USC hospital and then over one hundred housing units to make way for the East Side Red Line subway—though the project had already been cancelled before several buildings were demolished. Boyle Heights suffers one of the highest over-crowding rates in the County and is in desperate need of affordable housing. There is

little chance of those displaced being able to find near-by replacement housing. Those who have rented their units for a long time would lose lower rent-stabilized rental prices, and a move to another unit, even one that is also rent-stabilized, would most likely mean a steep rent increase that a one-time relocation fee would not cover. The loss of these affordable housing units would be significant and the DSEIR does not do an adequate job in analyzing the impact on affordable housing units.

31.L The mitigation offered by the MTA is insufficient. The \$2.6 million revolving loan fund is for units demolished by the MTA prior to this Project. This fund was established as a result of a settlement agreement arising out of Fonseca et.al. v. LAMTA (case number BC195151), a lawsuit concerning demolition of units after the suspension of the Metro Red Line East Side Extension. This money was meant to fund replacement housing for those units already demolished, it did not take into account future demolition. If this Project goes forward, the MTA should increase this fund

31.M The DSEIR states that between 15-28 persons will likely lose their jobs due to commercial displacement. We believe this number is somewhat deceptive. One commercial enterprise the DSEIR does not consider is the Ranch Market, presumably because it was slated for demolition in the earlier project but was spared. If this Project goes forward, the Ranch Market will be demolished with a loss of approximately 30 jobs. The community will also lose one of the few supermarkets in the area. There are no mitigation measures that address this loss of livelihood and the final SEIR should include such measures.

#### E. Communities/Neighborhoods

31.N The DSEIR fails to adequately analyze whether the project will induce substantial growth on the project site or surrounding area and whether this might require additional infrastructure. This is particularly relevant with regards to housing. Boyle Heights is already a very dense area, with little unused habitable housing. If this project is as successful as projected in the Plan, it is likely that there will be an increased demand for housing in the immediate vicinity of the project. This in turn could raise prices and drive out life-long residents who could no longer afford to live here, as well as require infrastructure improvements not accounted for in the DSEIR.

#### F. Environmental Justice

31.O The Environmental Justice section includes a promise of local hiring (p. 4.5-6), however includes no details. It is important for the community to know the extent of this benefit before deciding it is worth the burdens. The final SEIR should include a detailed local hiring plan. This plan should focus on jobs, not just training. It should include such details as: the minimum percentage goal, the percentage of new hires versus transfers, the percentage of full-time and part-time work, percentages for both construction work and full time work, the types of job categories, as well as clear reporting requirements.

31.P The Environmental Justice section is far too narrow in its scope in that it fails to consider the low-income and minority community of Los Angeles as a whole. While a rail line may conceivably help those low-income riders who live within the corridor, it may actually harm other low-income

transit riders. If the money required to build and operate this light rail line means less money for the bus system or an inability to comply with the Consent Decree, then it will likely do more harm than good to the low-income/minority population of Los Angeles. This is particularly true if an alternative mode, such as Rapid Bus, could achieve the same goals as this Project for less expenditure and far fewer construction impacts. For instance, one measure of Environmental Justice employed by the MTA in the long range plan is travel time. Table 5-5 (p. 5-7) lists transit travel times from selected origins in the Eastside corridor to selected destinations. On such trip is from 1st/Soto to Wilshire/Fairfax; it is 60 minutes on LRT (doesn't say what time of day) and 70 minutes with the "no-build". However, if this trip is compared to rapid bus then the same trip, at morning rush hour, would be 47 minutes. [If you boarded bus 252 at 8:33 a.m. at 1st/Soto, changed to #720 Rapid Bus at Soto and Whittier (8:39), you would arrive at Wilshire and Fairfax at 9:20 a.m. (a 41 minute ride if you walked down Soto from 1st to Whittier)(3/27/01 conversation w/ 1-800-commute operator)] Therefore it appears that an already existing Rapid Bus line is more efficient than the proposed \$714.6-\$854.5 million dollar Project (p. s-45). It is certainly very conceivable that an alternative that included expanded Rapid Bus lines would do very well against the Project, and might well be more beneficial with fewer burdens. We also would like some guarantee that the successful #720 Rapid Bus route will not be taken away from us if this project is built. Many people who use this bus travel all the way to the Westside, it would be a shame if commuters had to change from the rail to a bus, like those in the San Fernando Valley now have to do in North Hollywood. We also do not want to lose any of our present DASH lines.

#### G. Noise (operational)

31.Q

The DSEIR failed to clearly analyze whether the Project will increase sound; it is considered a significant impact if the increase is 3 dBA or greater to sensitive receptors, (or to above 70 dBA) or any increase of 5 dBA or greater. (Draft L.A. CEQA Thresholds Guide p. I.3-3). The DSEIR included table 4.8-4, but either the Project actually makes the locations quieter (doubtful) or the table merely lists the dBA levels generated by the project without analyzing how it adds to the existing ambient noise level. Considering the Project also includes several new bus lines, there appears to be no analysis of how this portion of the Project contributes to the general noise levels.

#### H. Vibration

31.R

Table 4.8-6 (p. 4.8-17) indicates that 42 out of 52 street-running segments will exceed the FTA vibration criteria. There are a number of older residences, including historical buildings, that could suffer irreparable harm as a result of this excessive vibration. Many of these structures are already weakened from the effects of placement near freeways and truck routes. The MTA should provide further mitigation including: information on how to inspect foundations, walls and ceilings; and compensation for any damage caused by both construction and operation.

#### I. Geology

31.S

The geology section does not analyze possible impacts from erosion. The Draft LA CEQA thresholds guide states that a project would have significant impacts if it would "Constitute a geologic hazard to other properties by causing or accelerating instability from erosion" (p.2-3). Due



to large scale earth movement required by this Project, the FSEIR should include a section on erosion.

31.T | Considering all the problems run into by the Metro Red Line tunneling in Hollywood, including a 70' by 80' sinkhole and a tragic collapse that killed workers, as well as the resulting loss of business for local enterprises, the eastside community needs detailed analysis explaining why this will not happen to us.

J. Energy

31.U | The DSEIR does not adequately discuss the use of electricity. With California in its present energy crisis, more detail needs to be given to this section in the final SEIR in terms of where the supply will come from (which plants will generate it), how the significant rate hike will effect this Project, what will happen if an adequate supply is not available, and how this Project then would compare to an alternative project that did not include rail.

31.V | We are also concerned about possible air quality impacts that relate to the energy necessary to run the trains. The final SEIR should include data regarding how the electricity will be generated and what pollutants will result from this process.

K. Safety

31.W | We are very concerned with the safety of both pedestrians and drivers. According to a Pasadena based group, the Long Beach Blue Line has seen 425 injury resulting accidents since 1990 (345 from train-vehicle accidents and 80 involving pedestrians); and 44 people have died (29 of those deaths were pedestrians) ([www.noblag.org/consequence/safety.htm](http://www.noblag.org/consequence/safety.htm)). Considering there are 29 schools within half a mile of the proposed project, about 14 of which are near an above-ground segment, we are seriously worried about the safety of our children in particular. The Association of American Railroads, California Department of Transportation and the United States Department of Transportation Federal Highway Administration are all calling for safety policies that eliminate railroad at-grade crossings because of the dangers they pose. We believe the at-grade crossings from this project will endanger our community. We want to see more mitigation measures in the final SEIR to protect residents, particularly children, should the project be approved.

At a recent forum held by the MTA on safety issues, it was noted that the MTA is considering using quad gates to try to keep cars from going around the gates. It was also noted that there are some quad gates that have sensors that will cause them to automatically rise if a vehicle is stuck in between the gates, and others that don't. We strongly believe the MTA should purchase gates with sensors. If not, it is conceivable that a car driver could get stuck between the quad gates and perhaps stall in a panic, or not realize that he needs to break through the gates.

L. Construction:

There is very limited information offered by the DSEIR concerning construction impacts. Without sufficient detail, the final SEIR should be found inadequate.

Air Quality

31.X The DSEIR section on construction impacts is not adequately detailed. Thresholds missing include: Combustion emissions from construction equipment: type, number of pieces and uses for each type of construction equipment, estimated fuel usage and type of fuel for each type of equipment, and emission factors for each type of equipment (Draft L.A. CEQA Thresholds Guide p.E.1-3); in terms of fugitive dust missing thresholds include: the amount of soil to be disturbed on-site or moved off-site, the emission factor for disturbed soil, the duration of grading, excavation and hauling activities, the type/number of pieces of equipment to be used, and the projected haul route; and for toxic air contaminants, the proximity of the toxic air contaminants to sensitive receptors (eg. schools) (Draft L.A. CEQA Thresholds Guide p.E.1-3).

31.Y There is no construction schedule in the DSEIR, nor is there any details on the type of equipment that will be used or the hauling routes. Without this information it is impossible for the public to understand the impacts of construction.

We are extremely concerned about the air quality impacts the construction of this Project would bring to our families. Last year, the South Coast Air Quality Management District published the Multiple Air Toxics Exposure Study II (MATES II), described as one of the most comprehensive air toxic programs ever conducted in an urban environment. The study measured over 30 air pollutants, including particulates. The study used both monitoring and computer modeling to measure pollution. MATES II found that 90% of the carcinogenic risk in the South Coast Air Basin is due to mobile source emissions (cars, trucks, etc.), including 70% attributable to diesel particulate emissions, or PM10. (Mobile Air Toxic Emissions Study II, March 2000, p. ES-3.) MATES II also specifically found that the average carcinogenic risk in the Los Angeles region is about 1,400 per million people. This means that 1,400 people out of every million have an increased risk of getting cancer if exposed to a particular source over 70 years. In addition, the locations with the greatest cancer risk are South Central and East Central Los Angeles, according to the AQMD monitoring studies for MATES II.

31.Z According to this DSEIR, during the construction phase, both PM 10 and NOx will exceed safe thresholds. PM 10 will be over ten times the SCAQMD threshold for at least 26 months, possibly all 54 months [Table 4.19-4 (p. 4.19-18) doesn't say whether phases are simultaneous or contiguous, table 4.19-1 notes heavy construction from 26-54 months]. After mitigation it is still twice the SCAQMD threshold. NOx will be double the SCAQMD threshold for 26-32 months. This means our children, who are particularly at risk for airborne pollutants, will have to suffer unsafe levels of PM 10 and NOx for upwards of five years!

East Los Angeles is home to 61,000 children under the age of 18 (EPA). Particularly at risk are children with asthma and other existing respiratory illnesses who have been shown to actually suffer from reduced lung capacity. Researchers at the Southern California Environmental Health Sciences Center, a partnership between USC and UCLA, estimate that between 10-20% of children in East Los Angeles suffer from asthma (*conversation on 4/16/01*). Children living in East Los Angeles are particularly at high risk for undiagnosed or inadequately treated asthma, since many residents do not have access to Spanish translated materials on asthma nor adequate access to

health care (www.epa.gov/children/whatwe/la/). A recent joint study by scientists from the Department of Preventative Medicine, University of Southern California School of Medicine, Sonoma Technology Inc., Air Resources Board of the State of California, and the National Institute of Environmental Health Sciences shows that common air pollutants - particularly NO2 and PM10 - slow asthmatic children's lung development over time. The ten-year-long study, is considered one of the nation's most comprehensive studies to date of the long-term effects of air pollutants on children and the findings are based on Southern California communities.

Construction for this Project will impact 29 schools (Table 4.16-3), meaning thousands of children will be exposed to these unsafe levels of contaminants for far too many years. The mitigation proposed is not adequate. If this Project goes forward the MTA should provide the following mitigation measures:

- ~ Provide air filters in all local schools and childcare centers in the area.
- ~ Provide supplemental funding to local health clinics to offset the increased loads from increased asthma and respiratory problems in the community.
- ~ During construction, all vehicles used on-site must be clean fuel vehicles -- no diesel vehicles should be used.
- ~ All non-road equipment required on site during construction should be retrofitted to minimize diesel emissions into the environment, including Nox, CO, ROC, and PM10. This includes adding particulate traps where necessary.
- ~ The MTA/contractors should comply with applicable Proposition 65 notice requirements in the event that construction activities utilize toxic materials, or cause toxic materials to be released into the air, including fugitive dust.
- ~ Because of the health risks involved and heavy cumulative impacts experienced by local residents, the MTA's contractors should be required to water, enclose, cover or treat greater silt content more than that required by manufacturer specifications during construction.
- ~ To ensure these measures are followed, we request that regular meetings be convened with community residents and the appointed construction relations officer so that resident concerns can be addressed on an ongoing basis.

We are also concerned about the cumulative air quality impacts. As stated in the DSEIR, our community is surrounded by five freeways. Truck traffic is very likely to worsen as a result of the Alameda Corridor project—with trains terminating at Washington, just south of Boyle Heights, there is likely to be a drastic increase in trucks traversing the roads of Boyle Heights in order to get to points both North and East.

#### Other construction impacts

There is a complete lack of detail in several other areas of the construction section including: vibration (p. 4.19-20) which should have a direct comparison to FTA thresholds, as well as information regarding the duration of vibration impacts. The noise section (p. 4.19-20-22) gives no detailed information about the dBa for construction equipment including the mine trains which will run all night. The section on tunnelling (p. 4.19-30-) requires more info regarding potential soil dangers (see above for Hollywood sinkhole, collapse) and the Boyle Heights Oil Field, for which the DSEIR states there is a potentially hazardous concentration of methane gas, but "insufficient

31.AC

field data" and "additional investigation required" (p. 4.10-34). The public is entitled to this field data now, not after the FSEIR is approved. We are also concerned about the loss of custom to our local businesses. There should be a mitigation fund for small businesses that suffer losses during construction to prevent such enterprises from going out of business. Finally, the DSEIR states that Mariachi Plaza will "be closed for the duration of station and tunnel construction (estimated three to four years)" (p.4.17-2). This is unacceptable due to both its cultural significance to our community and its role as a shopping and transportation hub. 31.AC

#### M . Financial Analysis and Comparison of Alternatives.

This section is especially disingenuous, considering there are no alternatives in the DSEIR. It merely compares the three different versions of the light rail project, rather than comparing the Project to a real alternative such as expanded Rapid Bus. Without such a comparison this section is pointless as well as grossly inadequate.

31.AF We believe we also need more analysis concerning the costs of light rail. On page 5-9, the DSEIR states that the operating cost per passenger mile of both the no build and the LRT will be \$.32. How did they arrive at this figure? Where are the figures that include capital costs? The final SEIR should also include data on new riders (excluding transfers from other transit modes) and projections of the cost of each new rider. The Orange County Grand Jury Report on Light Rail noted that light rail has negligible impact on traffic congestion because it attracts few automobile drivers, while noting that the most cost-effective light rail systems have required subsidies of \$5,000 plus per new rider (*Report of the Orange County Grand Jury, May 27, 1999*). If East Los Angeles is to suffer the burdens of a rail system, we would like assurances that such expenditure is not being made merely to put bus riders on a train. If that is the case, we would much prefer an expanded bus system.

#### CONCLUSION

We are extremely disappointed by this DSEIR. The document is fatally flawed in a number of ways explained above. Of particular note is the fact that the DSEIR contains no real alternatives as required by CEQA (CEQA Guidelines §15126). Because of it's many inadequacies and the lack of opportunity for the public to understand the impacts and respond to them, this document should be re-drafted and re-circulated before it is finalized.

Thank you for the opportunity to comment.

Signed for Union y Fuerza de la Comunidad



Silvia Viramontes, Member

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**Union y Fuerza de la  
Comunidad**

# Fax

To: Steve Brye, Project Manager From: Silvia Viramontes  
 Fax: 213-922-3005 Pages: 11  
 Phone: 213-922-9078 Date: 4/17/01  
 Re: Comments to DSEIR CC

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• Comments:

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Union Y Fuerza de la  
Comunidad

F 32

**Fax Transmittal Form**

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From: Gerardo Salas

Organization Name: MTA  
CC: Gloria Molina  
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- Urgent
- For Review
- Please Comment
- Please Reply

Date sent: 4/17/01  
Time sent: 10:00 am  
Number of pages including cover  
page: 11

Mr. Steve Brye

These are Union y Fuerza's comments regarding the DSEIR for the Light Rail Project proposed by the Metropolitan Transportation Authority to be built in Boyle Heights and East Los Angeles. We will look forward for your answers. We are also faxing over a copy to Gloria Molina's office so she knows about our concerns and disagreements on this issue.

Best regards,

Gerardo Salas





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April 17, 2001

Steve Brye  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

RE: Comments to Eastside Corridor Draft Supplemental Impact Statement/  
Draft Subsequent Environmental Impact Report (DSEIR)

Dear Mr. Brye:

The following are comments from Union y Fuerza de la Comunidad regarding the Eastside Corridor SEIR for the Light Rail Project ("Project"). Union y Fuerza de la Comunidad is a community based organization that is dedicated to educating East Los Angeles (ELA) residents about the impacts of land use and transportation development in ELA.

Our perspective on this DSEIR is entirely concerned with the health, safety and quality of life issues that this project presents to the primarily low-income Latino residents of our community who live and work in the area surrounding the proposed project.

Of particular concern to us is the lack of a real alternative to which our community can compare to the proposed Project. While the light rail may be a benefit to our community in some respects, we believe there may be alternatives that would benefit ELA to an equal or greater extent, without the significant negative environmental impacts the Project will impose upon our community, especially during the construction phase. Because these impacts will be felt almost exclusively by low-income people of color, we believe the Project raises serious environmental justice issues.

I. General Comments



A. 45-day public comment period is too short.

Union y Fuerza de la Comunidad, as well as a number of other organizations and individuals, recently requested additional time to review the voluminous Project DSEIR. One of the main reasons for the request was that many of our members who will be directly impacted by this proposed development need a Spanish language translation of the complete DSEIR to effectively review it and provide educated comments. The request for additional time to review the DSEIR was denied without explanation. This seems particularly unreasonable in light of the fact that those in charge of the project have indicated a final SEIR will not be out until October at the earliest. We believe this denial clearly violates the tenets of environmental justice and the public participation requirement of one of its legal bases, Title VI of the Civil Rights Act of 1964.

As discussed in the DSEIR and these comments, this Project will generate significant negative environmental effects on a minority and low-income community. By the denial of additional time, members of that community are being deprived of the opportunity to closely review the DSEIR and its discussion of identified environmental impacts and their predicted magnitude.

By refusing this request for additional time, the MTA is refusing to include essential input in the final SEIR regarding the magnitude and variety of potential environmental impacts as well as the effectiveness of proposed mitigation based upon the real life daily observations of impacted residents. This refusal to extend the time to comment also deprives both community members and decision-makers of the formal response by the SEIR consultants to this community input, undermining the adequacy and validity of the SEIR process.

Our strenuous objection stated, Union y Fuerza de la Comunidad submits the following comments on the DSEIR at this time, to comply with the inexplicably short comment period.

B. The previous EIR was not made available for review

According to CEQA §15162(d), a subsequent EIR must state where the previous document is available for review. There is nothing in this DSEIR stating where the original project EIR is located for review thus limiting the public's opportunity to compare the two documents. This omission, along with the short comment period and lack of translation noted above, deprives the public of meaningful review.

C. The DSEIR does not clearly list the thresholds of significance

The DSEIR rarely noted exactly what thresholds of significance were used in making the analysis of which impacts were significant or not. Without knowing these thresholds, it is very difficult for the public to assess the significance of a particular impact. The Final SEIR should clearly include those thresholds used by the consultants. We suggest it include those thresholds found in the draft L.A. CEQA Thresholds Guide.

II. SPECIFIC COMMENTS ON DSEIR

We find several sections of the DSEIR to be inadequate in terms of thresholds of significance, analysis of impacts, and mitigation measures, including:

**A. Alternatives**

Whereas a supplement to an EIR merely augments a previously certified EIR, a subsequent EIR is a complete EIR requiring findings that include alternatives. An EIR must describe a reasonable range of alternatives to the proposed project that would feasibly attain most of the project's basic objectives while reducing or avoiding any of its significant effects. This DSEIR compares the proposed Project only to a "no-build" alternative. The DSEIR discusses other alternatives that were allegedly analyzed and discarded by the MTA during a "major investment study" prior to this DSEIR. The fact that the MTA may have looked at an array of alternatives prior to drafting this document does not relieve the MTA of its duty to comply with CEQA by presenting to the public a range of reasonable alternatives within the DSEIR document.

Further, the MTA is required to do a Transportation Systems Management (TSM) alternative to test it against the locally preferred alternative (allegedly the Project). We do not believe that the DSEIR offers any real alternative, nor is the "no build" alternative adequate in terms of a TSM alternative. We would like to see a Rapid Bus alternative tested against the Project, with Rapid Bus lines running both east-west and north-south and including the feeder lines proposed in the Project. This could also be tested against an alternative with just regular bus service improvements. Rapid Bus is a reasonable alternative that would quite feasibly attain most of the project's basic objectives while reducing or avoiding many of its significant effects, such as construction noise and pollution and rail safety concerns. We believe that only by a comparison of real alternatives can we discover whether the burdens imposed upon our community by this Project are worth the alleged benefits. As stated by the court in Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California:

"Without meaningful analysis of alternatives in the EIR, neither the court nor the public can fulfill their proper roles in the CEQA process...we [cannot] countenance a result that would require blind trust by the public, especially in light of CEQA's fundamental goal that the public be fully informed as to the environmental consequences of action by their public officials." 47 Cal.3d 376, 404

This DSEIR is inadequate because of the lack of alternatives and should not be finalized without the addition of reasonable alternatives such as Rapid Bus.

**B. Traffic/Parking**

According to Table 3-12 (p.3-29), the number of intersections rated "Poor" ("represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles") increase from 2 existing to 4 in the LRT alternative. The number of intersections rated "Failure" ("backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths") increase from 2 existing to 19 with the LRT alternative.

Looking at Table 3-15 (p.3-31) (summary of 2020 LRT Build Intersection Impacts) we wonder why two intersections, Cesar Chavez/Indiana and Pomona/Atlantic were found to have no significant impact, when all the others rated E or F were found to have significant impacts. The DSEIR claims to mitigate all but 14 of the intersections to less than significant impacts—even if that is true, 14 significantly impacted intersections is excessive, especially considering that one of the goals of this Project is to improve traffic, not worsen it. We fear that an already difficult traffic situation in the Eastside corridor will be worse as a result of the project.

We are also concerned with a loss of parking spaces as a result of the project. According to Table 3-23 (p. 3-43), up to 188 parking spaces could be removed at off-peak hours (140 for peak period). We are concerned what this might mean for smaller businesses in the area, as well as the air quality and traffic impacts when people have to drive around and around looking for parking or they double-park. One of the mitigation measures being considered is to put replacement parking where the Pico Aliso housing is being redeveloped—but presumably the low-income tenants at Pico Aliso will need parking, and that should not be taken away from them.

#### C. Land Use

This section fails to analyze the extent to which the existing communities or land uses would be disrupted, divided or isolated, and the duration of the disruptions and the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed projects (Draft L.A. CEQA Thresholds Guide p. A.1-2). The Eastside communities have already been subjected to 30 years of freeway construction, as the DSEIR points out (p. 4.5-2), “resulting in impacts on neighborhood cohesiveness, pedestrian and traffic circulation impacts, visual, and noise impacts on nearby residences, schools, parks, and other public facilities” (*Id*). We fear that this project could be another similar incursion into our communities.

We believe the land use section is inadequate because the study area was drawn too narrowly. This project will impact a much larger area than that studied. The project calls for altering several bus lines that will effect areas beyond the narrow east-west corridor. Impacts on traffic and parking will also be felt beyond the area studied.

#### D. Land Acquisition/Displacement

This section does not analyze whether the project is consistent with adopted city and regional housing policies such as the Framework and Housing Elements, HUD Consolidated Plan, CHAS policies, redevelopment plan, Rent Stabilization Ordinance, and the Regional Comprehensive Plan and Guide (Draft L.A. CEQA Thresholds Guide p. B.2-3) and thus is inadequate.

This Project would displace between 52 and 128 residents from their homes. Boyle Heights has long been short of affordable housing and in the past few years, it has got even worse. Over 500 units of public housing were demolished due to expansion of County USC hospital and then over one hundred housing units to make way for the East Side Red Line subway—though the project had already been cancelled before several buildings were demolished. Boyle Heights suffers one of the highest over-crowding rates in the County and is in desperate need of affordable housing. There is

little chance of those displaced being able to find near-by replacement housing. Those who have rented their units for a long time would lose lower rent-stabilized rental prices, and a move to another unit, even one that is also rent-stabilized, would most likely mean a steep rent increase that a one-time relocation fee would not cover. The loss of these affordable housing units would be significant and the DSEIR does not do an adequate job in analyzing the impact on affordable housing units.

The mitigation offered by the MTA is insufficient. The \$2.6 million revolving loan fund is for units demolished by the MTA prior to this Project. This fund was established as a result of a settlement agreement arising out of Fonseca et.al. v. LAMTA (case number BC195151), a lawsuit concerning demolition of units after the suspension of the Metro Red Line East Side Extension. This money was meant to fund replacement housing for those units already demolished, it did not take into account future demolition. If this Project goes forward, the MTA should increase this fund

The DSEIR states that between 15-28 persons will likely lose their jobs due to commercial displacement. We believe this number is somewhat deceptive. One commercial enterprise the DSEIR does not consider is the Ranch Market, presumably because it was slated for demolition in the earlier project but was spared. If this Project goes forward, the Ranch Market will be demolished with a loss of approximately 30 jobs. The community will also lose one of the few supermarkets in the area. There are no mitigation measures that address this loss of livelihood and the final SEIR should include such measures.

#### E. Communities/Neighborhoods

The DSEIR fails to adequately analyze whether the project will induce substantial growth on the project site or surrounding area and whether this might require additional infrastructure. This is particularly relevant with regards to housing. Boyle Heights is already a very dense area, with little unused habitable housing. If this project is as successful as projected in the Plan, it is likely that there will be an increased demand for housing in the immediate vicinity of the project. This in turn could raise prices and drive out life-long residents who could no longer afford to live here, as well as require infrastructure improvements not accounted for in the DSEIR.

#### F. Environmental Justice

The Environmental Justice section includes a promise of local hiring (p. 4.5-6), however includes no details. It is important for the community to know the extent of this benefit before deciding it is worth the burdens. The final SEIR should include a detailed local hiring plan. This plan should focus on jobs, not just training. It should include such details as: the minimum percentage goal, the percentage of new hires versus transfers, the percentage of full-time and part-time work, percentages for both construction work and full time work, the types of job categories, as well as clear reporting requirements.

The Environmental Justice section is far too narrow in its scope in that it fails to consider the low-income and minority community of Los Angeles as a whole. While a rail line may conceivably help those low-income riders who live within the corridor, it may actually harm other low-income transi

riders. If the money required to build and operate this light rail line means less money for the bus system or an inability to comply with the Consent Decree, then it will likely do more harm than good to the low-income/minority population of Los Angeles. This is particularly true if an alternative mode, such as Rapid Bus, could achieve the same goals as this Project for less expenditure and far fewer construction impacts. For instance, one measure of Environmental Justice employed by the MTA in the long range plan is travel time. Table 5-5 (p. 5-7) lists transit travel times from selected origins in the Eastside corridor to selected destinations. On such trip is from 1st/Soto to Wilshire/Fairfax; it is 60 minutes on LRT (doesn't say what time of day) and 70 minutes with the "no-build". However, if this trip is compared to rapid bus then the same trip, at morning rush hour, would be 47 minutes. [If you boarded bus 252 at 8:33 a.m. at 1st/Soto, changed to #720 Rapid Bus at Soto and Whittier (8:39), you would arrive at Wilshire and Fairfax at 9:20 a.m. (a 41 minute ride if you walked down Soto from 1st to Whittier)(3/27/01 conversation w/ 1-800-commute operator)] Therefore it appears that an already existing Rapid Bus line is more efficient than the proposed \$714.6-\$854.5 million dollar Project (p. s-45). It is certainly very conceivable that an alternative that included expanded Rapid Bus lines would do very well against the Project, and might well be more beneficial with fewer burdens. We also would like some guarantee that the successful #720 Rapid Bus route will not be taken away from us if this project is built. Many people who use this bus travel all the way to the Westside, it would be a shame if commuters had to change from the rail to a bus, like those in the San Fernando Valley now have to do in North Hollywood. We also do not want to lose any of our present DASH lines.

#### G. Noise (operational)

The DSEIR failed to clearly analyze whether the Project will increase sound; it is considered a significant impact if the increase is 3 dBA or greater to sensitive receptors, (or to above 70 dBA) or any increase of 5 dBA or greater. (Draft L.A. CEQA Thresholds Guide p. 1.3-3). The DSEIR included table 4.8-4, but either the Project actually makes the locations quieter (doubtful) or the table merely lists the dBA levels generated by the project without analyzing how it adds to the existing ambient noise level. Considering the Project also includes several new bus lines, there appears to be no analysis of how this portion of the Project contributes to the general noise levels.

#### H. Vibration

Table 4.8-6 (p. 4.8-17) indicates that 42 out of 52 street-running segments will exceed the FTA vibration criteria. There are a number of older residences, including historical buildings, that could suffer irreparable harm as a result of this excessive vibration. Many of these structures are already weakened from the effects of placement near freeways and truck routes. The MTA should provide further mitigation including: information on how to inspect foundations, walls and ceilings; and compensation for any damage caused by both construction and operation.

#### I. Geology

The geology section does not analyze possible impacts from erosion. The Draft LA CEQA thresholds guide states that a project would have significant impacts if it would "Constitute a geologic hazard to other properties by causing or accelerating instability from erosion" (p.2-3). Due

to large scale earth movement required by this Project, the FSEIR should include a section on erosion.

Considering all the problems run into by the Metro Red Line tunneling in Hollywood, including a 70' by 80' sinkhole and a tragic collapse that killed workers, as well as the resulting loss of business for local enterprises, the eastside community needs detailed analysis explaining why this will not happen to us.

#### J. Energy

The DSEIR does not adequately discuss the use of electricity. With California in its present energy crisis, more detail needs to be given to this section in the final SEIR in terms of where the supply will come from (which plants will generate it), how the significant rate hike will effect this Project, what will happen if an adequate supply is not available, and how this Project then would compare to an alternative project that did not include rail.

We are also concerned about possible air quality impacts that relate to the energy necessary to run the trains. The final SEIR should include data regarding how the electricity will be generated and what pollutants will result from this process.

#### K. Safety

We are very concerned with the safety of both pedestrians and drivers. According to a Pasadena based group, the Long Beach Blue Line has seen 425 injury resulting accidents since 1990 (345 from train-vehicle accidents and 80 involving pedestrians); and 44 people have died (29 of those deaths were pedestrians) ([www.noblag.org/consequence/safety.htm](http://www.noblag.org/consequence/safety.htm)). Considering there are 29 schools within half a mile of the proposed project, about 14 of which are near an above-ground segment, we are seriously worried about the safety of our children in particular. The Association of American Railroads, California Department of Transportation and the United States Department of Transportation Federal Highway Administration are all calling for safety policies that eliminate railroad at-grade crossings because of the dangers they pose. We believe the at-grade crossings from this project will endanger our community. We want to see more mitigation measures in the final SEIR to protect residents, particularly children, should the project be approved.

At a recent forum held by the MTA on safety issues, it was noted that the MTA is considering using quad gates to try to keep cars from going around the gates. It was also noted that there are some quad gates that have sensors that will cause them to automatically rise if a vehicle is stuck in between the gates, and others that don't. We strongly believe the MTA should purchase gates with sensors. If not, it is conceivable that a car driver could get stuck between the quad gates and perhaps stall in a panic, or not realize that he needs to break through the gates.

#### L. Construction:

There is very limited information offered by the DSEIR concerning construction impacts. Without sufficient detail, the final SEIR should be found inadequate.

### Air Quality

The DSEIR section on construction impacts is not adequately detailed. Thresholds missing include: Combustion emissions from construction equipment: type, number of pieces and uses for each type of construction equipment, estimated fuel usage and type of fuel for each type of equipment, and emission factors for each type of equipment (Draft L.A. CEQA Thresholds Guide p.E.1-3); in terms of fugitive dust missing thresholds include: the amount of soil to be disturbed on-site or moved off-site, the emission factor for disturbed soil, the duration of grading, excavation and hauling activities, the type/number of pieces of equipment to be used, and the projected haul route; and for toxic air contaminants, the proximity of the toxic air contaminants to sensitive receptors (eg. schools) (Draft L.A. CEQA Thresholds Guide p.E.1-3).

There is no construction schedule in the DSEIR, nor is there any details on the type of equipment that will be used or the hauling routes. Without this information it is impossible for the public to understand the impacts of construction.

We are extremely concerned about the air quality impacts the construction of this Project would bring to our families. Last year, the South Coast Air Quality Management District published the Multiple Air Toxics Exposure Study II (MATES II), described as one of the most comprehensive air toxic programs ever conducted in an urban environment. The study measured over 30 air pollutants, including particulates. The study used both monitoring and computer modeling to measure pollution. MATES II found that 90% of the carcinogenic risk in the South Coast Air Basin is due to mobile source emissions (cars, trucks, etc.), including 70% attributable to diesel particulate emissions, or PM10. (Mobile Air Toxic Emissions Study II, March 2000, p. ES-3.) MATES II also specifically found that the average carcinogenic risk in the Los Angeles region is about 1,400 per million people. This means that 1,400 people out of every million have an increased risk of getting cancer if exposed to a particular source over 70 years. In addition, the locations with the greatest cancer risk are South Central and East Central Los Angeles, according to the AQMD monitoring studies for MATES II.

According to this DSEIR, during the construction phase, both PM 10 and NOx will exceed safe thresholds. PM 10 will be over ten times the SCAQMD threshold for at least 26 months, possibly all 54 months [Table 4.19-4 (p. 4.19-18) doesn't say whether phases are simultaneous or contiguous, table 4.19-1 notes heavy construction from 26-54 months]. After mitigation it is still twice the SCAQMD threshold. NOx will be double the SCAQMD threshold for 26-32 months. This means our children, who are particularly at risk for airborne pollutants, will have to suffer unsafe levels of PM 10 and NOx for upwards of five years!

East Los Angeles is home to 61,000 children under the age of 18 (EPA). Particularly at risk are children with asthma and other existing respiratory illnesses who have been shown to actually suffer from reduced lung capacity. Researchers at the Southern California Environmental Health Sciences Center, a partnership between USC and UCLA, estimate that between 10-20% of children in East Los Angeles suffer from asthma (*conversation on 4/16/01*). Children living in East Los Angeles are particularly at high risk for undiagnosed or inadequately treated asthma, since many residents do not have access to Spanish translated materials on asthma nor adequate access to health care

([www.epa.gov/children/whatwe/la/](http://www.epa.gov/children/whatwe/la/)). A recent joint study by scientists from the Department of Preventative Medicine, University of Southern California School of Medicine, Sonoma Technology Inc., Air Resources Board of the State of California, and the National Institute of Environmental Health Sciences shows that common air pollutants - particularly NO2 and PM10 - slow asthmatic children's lung development over time. The ten-year-long study, is considered one of the nation's most comprehensive studies to date of the long-term effects of air pollutants on children and the findings are based on Southern California communities.

Construction for this Project will impact 29 schools (Table 4.16-3), meaning thousands of children will be exposed to these unsafe levels of contaminants for far too many years. The mitigation proposed is not adequate. If this Project goes forward the MTA should provide the following mitigation measures:

- ~ Provide air filters in all local schools and childcare centers in the area.
- ~ Provide supplemental funding to local health clinics to offset the increased loads from increased asthma and respiratory problems in the community.
- ~ During construction, all vehicles used on-site must be clean fuel vehicles -- no diesel vehicles should be used.
- ~ All non-road equipment required on site during construction should be retrofitted to minimize diesel emissions into the environment, including Nox, CO, ROC, and PM10. This includes adding particulate traps where necessary.
- ~ The MTA/contractors should comply with applicable Proposition 65 notice requirements in the event that construction activities utilize toxic materials, or cause toxic materials to be released into the air, including fugitive dust.
- ~ Because of the health risks involved and heavy cumulative impacts experienced by local residents, the MTA's contractors should be required to water, enclose, cover or treat greater silt content more than that required by manufacturer specifications during construction.
- ~ To ensure these measures are followed, we request that regular meetings be convened with community residents and the appointed construction relations officer so that resident concerns can be addressed on an ongoing basis.

We are also concerned about the cumulative air quality impacts. As stated in the DSEIR, our community is surrounded by five freeways. Truck traffic is very likely to worsen as a result of the Alameda Corridor project—with trains terminating at Washington, just south of Boyle Heights, there is likely to be a drastic increase in trucks traversing the roads of Boyle Heights in order to get to points both North and East.

#### Other construction impacts

There is a complete lack of detail in several other areas of the construction section including: vibration (p. 4.19-20) which should have a direct comparison to FTA thresholds, as well as information regarding the duration of vibration impacts. The noise section (p. 4.19-20-22) gives no detailed information about the dBa for construction equipment including the mine trains which will run all night. The section on tunneling (p. 4.19-30-) requires more info regarding potential soil dangers (see above for Hollywood sinkhole, collapse) and the Boyle Heights Oil Field, for which the DSEIR states there is a potentially hazardous concentration of methane gas, but "insufficient



field data" and "additional investigation required" (p. 4.10-34). The public is entitled to this field data now, not after the FSEIR is approved. We are also concerned about the loss of custom to our local businesses. There should be a mitigation fund for small businesses that suffer losses during construction to prevent such enterprises from going out of business. Finally, the DSEIR states that Mariachi Plaza will "be closed for the duration of station and tunnel construction (estimated three to four years)" (p.4.17-2). This is unacceptable due to both its cultural significance to our community and its role as a shopping and transportation hub.

#### M . Financial Analysis and Comparison of Alternatives.

This section is especially disingenuous, considering there are no alternatives in the DSEIR. It merely compares the three different versions of the light rail project, rather than comparing the Project to a real alternative such as expanded Rapid Bus. Without such a comparison this section is pointless as well as grossly inadequate.

We believe we also need more analysis concerning the costs of light rail. On page 5-9, the DSEIR states that the operating cost per passenger mile of both the no build and the LRT will be \$.32. How did they arrive at this figure? Where are the figures that include capital costs? The final SEIR should also include data on new riders (excluding transfers from other transit modes) and projections of the cost of each new rider. The Orange County Grand Jury Report on Light Rail noted that light rail has negligible impact on traffic congestion because it attracts few automobile drivers, while noting that the most cost-effective light rail systems have required subsidies of \$5,000 plus per new rider (*Report of the Orange County Grand Jury, May 27, 1999*). If East Los Angeles is to suffer the burdens of a rail system, we would like assurances that such expenditure is not being made merely to put bus riders on a train. If that is the case, we would much prefer an expanded bus system.

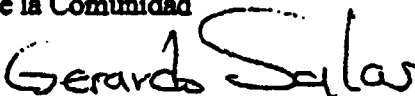
#### CONCLUSION

We are extremely disappointed by this DSEIR. The document is fatally flawed in a number of ways explained above. Of particular note is the fact that the DSEIR contains no real alternatives as required by CEQA (CEQA Guidelines §15126). Because of its many inadequacies and the lack of opportunity for the public to understand the impacts and respond to them, this document should be re-drafted and re-circulated before it is finalized.

Thank you for the opportunity to comment.

Signed for Union y Fuerza de la Comunidad

Gerardo Salas, Member



Cc: Gloria Molina, Supervisor, First District, County of Los Angeles



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Tuesday, April 17, 2001

The Honorable Yvonne Burke  
Chair, Board of Directors  
c/o Steve Brye, Project Manager  
L.A. County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Re: Comments on MTA's Los Angeles Eastside Corridor Draft SEIS/SEIR

Dear Ms. Burke:

The NAACP Legal Defense and Educational Fund, Inc. -- counsel for plaintiffs and the class in the lawsuit styled Labor/Community Strategy Center v. MTA -- is pleased to submit its comments on MTA's *Eastside Corridor Draft Supplemental Environmental Impact Statement / Subsequent Environmental Impact Report* (hereinafter "*Draft SEIS/SEIR*") (March 2001).

Given that MTA's *Draft SEIS/SEIR* was prepared to support a federal grant application, and given that MTA thus was required by law to study the Transportation System Management ("TSM") Alternative which best represents "the best that can be done to improve transit mobility in the corridor without the construction of major new transit facilities," *Draft SEIS/SEIR* at 2-5, we are extremely displeased with the misrepresentations and inaccurate costs-benefit projections contained the *Draft SEIS/SEIR*, and so too with the inaccurate data relied on in the so-called *best case* TSM Alternative. For example:

32.A

- ◆ The TSM Alternative incorrectly is premised on very-old projected data pertaining to Rapid Bus Line 720 (Wilshire/Whittier), despite the fact Rapid Bus Line 720 has been in operation since June 2000, despite the fact that MTA has heralded its actual data showing in reality a huge increase in ridership (labeled "latent demand" for bus riders by MTA) on this East-West route because of better bus service, and despite the fact that this actual data is fully presented in MTA's earlier *Draft 2001 Long Range Transportation Plan for Los Angeles County ("LRTP")* (February 2001), with both documents having been prepared by the same MTA personnel.
- ◆ Much worse, the TSM Alternative includes no data whatsoever on the roughly six (in the narrowly construed Eastside study area) of the promised total of 24 Rapid Bus lines scheduled to begin operation in the near future.

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The NAACP Legal Defense and Educational Fund, Inc. (LDF) is not a part of the National Association for the Advancement of Colored People (NAACP) although LDF was founded by the NAACP and shares its commitment to equal rights. LDF has had, since 1957, a separate board, program, staff, office and budget. Contributions are deductible for U.S. income tax purposes.

Hon. Yvonne Burke  
April 17, 2001  
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The foregoing mistakes/misrepresentations alone mean that the TSM Alternative understates potential bus ridership and bus travel-time savings, and vastly overstates the projected light rail ridership. Much worse are the faulty data relied on by MTA to present its entirely incorrect cost-benefit analyses, among other MTA misrepresentations. All of this is set forth in our LDF comments enclosed herewith.

32.A All of which also is to say, in summary, that the transit-dependent and transit-hungry residents in East L.A. would be much better served by full implementation of the Rapid Bus lines, coupled with more frequent and expanded bus service and less overcrowding as agreed to in the Consent Decree, rather than by depleting MTA resources (with much of the financing available for bus operations) through a very expensive and cost-ineffective construction and operation of a light rail line serving only very few riders in a single short and narrow corridor. A properly prepared Draft SEIS/SEIR, we respectfully submit, would confirm this.

MTA, having predetermined that it wants a light rail line in the Eastside corridor, seems not to have the will to prepare a proper and legal Draft SEIS/SEIR.

Sincerely,



E. Richard Larson  
Western Regional Counsel

Enclosure

April 17, 2001

**NAACP Legal Defense and Educational Fund, Inc.  
Comments on MTA Los Angeles Eastside Corridor Draft SEIS/SEIR**

The NAACP Legal Defense and Educational Fund, Inc., counsel for plaintiffs and the class in *Labor/Community Strategy Center v. MTA*, is pleased to present its comments on MTA's Eastside Corridor Draft Supplemental Environmental Impact Statement / Subsequent Environmental Impact Report ("Draft SEIS/SEIR") (March 2001). (All references cited below are from the Draft SEIS/SEIR unless otherwise noted.)

**32.B**

The Draft SEIS/SEIR improperly focuses on the construction of a specific high-visibility, expensive project at the expense of vitally needed improvements in transit services that are actually useful to the numerous transit-dependent and near transit-dependent residents of Los Angeles County. By carefully narrowing the scope of this study to only specifically selected types of high-cost exclusive transit guideways in an extremely narrowly defined corridor (just over four miles long and less than five miles long and well under a mile wide at the greatest dimensions<sup>1</sup>) that was specifically selected to exclude more productive and cost-effective alternatives and options, this study manages to "justify" the selection of a locally preferred alternative of a light rail with a capital cost of \$714.6–854.5 million<sup>2</sup> for approximately 5.9 miles<sup>3</sup> of bi-directional revenue track (\$121–145 million per mile) over many far more productive and cost-effective options.

We find MTA's methodology for this study to be extremely deficient, both in terms of professional standards and legal/regulatory requirements. As this study is a justification for a federal grant application, MTA is required to study the Transportation Systems Management Alternative. MTA has not properly done so.

The following is presented verbatim from §2.3.3 "Alternatives Considered for Evaluation in the Re-Evaluation/MIS," page 2-5:

"The Transportation System Management ["TSM"] Alternative is defined by the Federal Transit Administration as the No-Build alternative plus lower cost transit capital and operational improvements that are intended to enhance the performance of the transportation

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<sup>1</sup> Measurements from Figure S-1, "Eastside Corridor Study Area," page S-2.

<sup>2</sup> Table S-9, "Capital Cost Estimates," page S-45. (Given MTA's long history of extremely poor projection of capital costs and large acknowledged and unacknowledged cost overruns on similar projects, the accuracy of these projections must be taken with a certain degree of skepticism.)

<sup>3</sup> §3.2.3.2, "LRT Build Alternative," Page 3-18.

Comments on MTA Eastside Draft SEIS/SEIR

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system within the study corridor. The TSM Alternative in comparison to the "build" alternative should be a relatively low cost approach to addressing the transportation problems. The TSM Alternative should represent the best that can be done to improve transit mobility in the corridor without the construction of major new transit facilities. The TSM Alternative for the Eastside Corridor includes additions in bus service frequencies to the major east-west and north-south existing transit routes as well as the implementation of the Whittier/Wilshire Rapid Bus line from Whittier and Garfield (Montebello) to Colorado and Ocean (Santa Monica). This Rapid Bus Line was approved for implementation in June 2000 and provides a combined operating frequency of 1.75 minutes during the peak periods and five minutes during the off-peak periods. This service would provide a strong linkage (no transfers) between a portion of the Eastside Corridor study area to Downtown, Mid-Wilshire, and the far Westside of Los Angeles. The TSM Alternative also includes more frequent service for the Metro Red Line."

We note many omissions from the TSM, and other requirements, relating to the above statements and other Draft SEIS/SEIR contents and non-contents:

- 32.C
1. From the language above ("This Rapid Bus Line was approved for implementation in June 2000...."), it appears that the actual model runs for this TSM comparison may have been performed prior to the opening of Line 720 (as this line is designated by MTA). We now know that Line 720 has proven extremely successful, with a 29% overall speed improvement,<sup>4</sup> a 25.40% increase in total ridership,<sup>5</sup> and a Net New Subsidy per new Passenger of \$.62,<sup>6</sup> and this occurred in only the first 90 days of service. Therefore, if the Draft SEIS/SEIR analysis was performed using older, pre-opening of service data, MTA should have revised its analysis to utilize the best available data, based on known, actual performance.

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<sup>4</sup> MTA, *Draft 2001 Long Range Transportation Plan for Los Angeles County*, ("LRTP") (February 2001), Table 2-2 (unnamed), page 2-32.

<sup>5</sup> LRTP, Table 2-3, "Total Unlinked Ridership," page 2-34. (The percentage calculation from the data in the Table is actually 25.38%.)

<sup>6</sup> LRTP, Table 2-10, "Weekday Corridor Performance," page 2-42. (There is no supporting detail for this calculation and, based on our review of both the data that are presented and our past experience with MTA calculations of this sort, we do not have a high degree of confidence in the accuracy of this figure. However, as this is MTA's computation, not ours, we feel that it is entirely proper to utilize it in this commentary, on the basis that, right or wrong, these are data that were known to and accepted by MTA and should have been taken into account in this SEIS/SEIR process.)

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2. Line 720 is only one of a number of Rapid Bus lines that has been proposed for this study area (also, there are many proposed Rapid Bus lines that do not actually operate to or through the study area proper that are likely to be highly utilized by residents of the study area in their travels to other areas of Southern California and for individuals who reside outside of the study area that will use them to travel to the study area). The additional Rapid Bus lines that actually travel through the study area include those on the following streets<sup>7</sup> and general compass orientation:

32.D

- Atlantic (North-South)
- Garvey (East-West)
- Long Beach (North-South)
- Pico/East First (East-West)
- Soto (North-South)
- West Third (East-West)

The TSM Alternative model runs evidently do *not* include any of these Rapid Bus lines, nor do the comparable Light Rail model runs. Without any question, this means that the TSM ridership and travel time savings are understated, almost certainly by a significant amount. Also, if the Light Rail model runs had been made with these Rapid Bus lines included, the projected light rail ridership, and travel time savings, would almost certainly be significantly reduced, as many riders would find the Rapid Bus lines better suited to their travel requirements.

This is not a case of an outside party bringing in a proposal at the last minute. The Rapid Bus initiative is MTA's own proposal, and it has been in planning for many years. Although the full 24-line Rapid Bus network in the LRTP is fairly new (our representatives first saw it in the latter part of calendar year 2000, when it was first presented to the LRTP Focus Group), there was an earlier 16-line Rapid Bus network, dating from no later than March 1999.<sup>8</sup> The same MTA personnel responsible for this Draft SEIS/SEIR prepared (or had the major role in preparing) the March 1999 Rapid Bus document, the LRTP, and every other Rapid Bus proposal. Even if the individuals who worked on the Draft SEIS/SEIR had somehow never heard of Rapid Bus or of MTA's Rapid Bus expansion plans, the several

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<sup>7</sup> LRTP, page 2-47 and "Existing and Proposed Metro Rapid Routes," page 2-48. (The names for the 22 additional Rapid Bus lines are incomplete and the route map is tiny and lacks street names. The list is our interpretation of the intended Rapid Bus routes, but it may contain errors.)

<sup>8</sup> MTA staff presented its "Metro Rapid Bus Implementation Plan" at the March 1999 MTA Board Meeting, so undoubtedly there had been much work on this document well before that date.

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supervisors who signed off on the Draft SEIS/SEIR were the same people who signed off on the Rapid Bus plans and the LRTP.

32.D

It is extremely difficult to reach any conclusion other than there was a deliberate, conscious decision by MTA personnel *not* to include Rapid Bus expansion in the model runs for the TSM *and* for the Light Rail options.<sup>9</sup>

3. We note on page S-18, under *Bus Service*, the following:

32.E

“As a major component of implementing Light Rail Transit service in the Eastside Corridor, MTA has designed a corresponding increase in feeder bus and increased service to existing routes that would serve the LRT stations. Table S-3 shows the increase in service frequency as well as the addition of two routes [31A and 258A] expressly recommended to support the LRT Build alternative [sic]. Increases in service are proposed for all MTA bus services in the Eastside Corridor as well as increased service for routes operated by Monterey Park and Los Angeles County. This increase in bus service will require an increase of over 40 peak period buses. The capital cost of these improvements as well as the increased bus operating costs are included in the costs for the LRT build Alternative.”<sup>10</sup>

<sup>9</sup> On page 2-5, we have, “The No-Build Alternative [sic] includes all highway and transit projects and operations that the region and MTA expect to be in place in the year 2020 [the future analysis year for this SEIS/SEIR]. These include improvements to the local bus system and the completion of the Red Line to North Hollywood and the Pasadena Blue Line to Sierra Madre Villa in Pasadena.”

32.D

Since the first two Rapid Bus lines, line 720 on Wilshire/Whittier and Line 750 on Ventura, had been approved by the Board and were actually implemented many months prior to the date of this Draft SEIS/SEIR, one would expect that they would be included in the “No-Build” option. However, even Line 720 is not mentioned until the following paragraph, which defines TSM [and is reproduced above]. This leads to the conclusion that not even the two existing Rapid Bus lines were included in the “No-Build” option model run – which is clearly improper. The result of this wrongful action would be to cause the Light Rail model run to show a larger increase in transit trips and in time savings because the advantages of the Line 720 would not be included in the “No-Build” option for comparison.

Of course, if the Light Rail option model runs *included* the Rapid Bus lines in the LRTP, and the No-Build and TSM option runs did not, that would be *extremely* improper.

32.E

<sup>10</sup> While we do not have sufficient data to quantify many factors herein discussed, we can do at least rough estimates of some.

40 added peak period buses implies, with a 20% spare factor, a requirement to

(continued...)

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Contrast the above with the comparable language for increases in bus service from the TSM option, as cited above:

32.E

"The TSM Alternative for the Eastside Corridor includes additions in bus service frequencies to the major east-west and north-south existing transit routes as well as the implementation of the Whittier/Wilshire Rapid Bus line from Whittier and Garfield (Montebello) to Colorado and Ocean (Santa Monica)."

<sup>10</sup>(...continued)

purchase a total of 48 additional buses. If we assume a cost per bus of \$390,000 (LRTP, page B-15), the total cost would be \$18.72 million. Discounting this over the standard "Federal Transit Administration" useful life of 12 years at the U.S. OMB A-94 discount rate of 7% produces an annualized capital cost of approximately \$2.4 million.

From MTA's 1999 National Transit Database (NTDB) report to the Federal Transit Administration, Forms 301 MB DO and PT and 406 MB DO and PT, we have an operating cost per peak bus of \$380,000. Multiplying this by the 40 peak buses produces \$15.2 million in annual operating costs. Since some of this service may be operated by lower-cost Muni operations, we will round this down to an even \$15.0 million. (Note: All Draft SEIS/SEIR year-of-expenditure dollar values are 1999 [pages S-44/45].)

Added linked trips is far more speculative, but a rough approximation could be: Per the NTDB cites above, the average boardings per MTA peak bus in 1999 was 194,573. Multiplying this by the 40 added peak buses, then multiplying it by two-thirds (under the assumption that this added service would be only two-thirds as productive as the average MTA bus), and then dividing by the 1.637 average ratio of unlinked-to-linked trips from the 1991-1993 Southern California Rapid Transit District "On-Board Survey," produces annual added unlinked trips of 3,169,587. Dividing this by the Annual-to-Weekday day conversion factor of 320.5 obtained from the Form 406 MB DO and PT produces weekday added linked trips of approximately 10,000 (while the above computations are carried to more significant digits, it is obvious that any high degree of exactitude in the rendering of the final product is not justified). (This is specifically intended to be a "low" projection to be on the "safe" side. The "two-thirds" factor could arguably easily be doubled, or more, given the extremely high transit usage in this area.)

32.E

If we combine the values above, we have annualized costs of \$17.4 million and 3.2 million added linked trips, we have a added cost per added linked bus-only trip of \$5.43.

Again, for service in this highly transit-dependent area, this value appears far too high, with a value of half that not at all unreasonable, and actually still probably too high. Therefore, we are going to make a further adjustment – to *increase* the cost per new bus rider to \$10. Working backwards, this produces 1.74 million new bus-only linked trips if these funds were utilized for bus alone, with *no* Light Rail costs in the Light Rail option.

We will utilize these values later in this presentation.



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We have already discussed the Whittier/Wilshire Rapid Bus line (Line 720) above. What we are left with, therefore, is, in the TSM option, "additions in bus service frequencies to the major east-west and north-south existing transit routes" to be compared to the far more detailed description for the Light Rail option.

32.E

Because of the great difference in the degree of detail provided, it is not possible to make precise, quantitative comparisons of bus service changes between these two additions. However, any reading of these two leads to a conclusion that it is likely that more bus service is being added in the Light Rail option than the TSM option. At a minimum, the Light Rail option description includes two new bus lines, neither of which is mentioned in the TSM option description.

It is important to recognize that the comparative results of the TSM and the Light Rail options are *not*, "Add light rail and the difference is ..." The differences are the changes between the two transit *systems* that were modeled. Since the Light Rail option appears likely to have a significantly higher increase in *bus* service and ridership, this must be understood in analyzing the results.

4. Let us now turn to Table 5-7, "Cost-Effectiveness Calculation: Incremental Values Over No-Build," page 5-8. Here we have the following data elements (for Option 1, the lowest cost Light Rail option):

Annualized Capital Cost	\$51.45 million
Annual O&M Cost	22.5 million
Annual Linked Trips (increase)	3.074 million

32.F

In Table 5-8, "Cost-Effectiveness Of LRT Alternative: Annualized Cost Per New Daily Transit Trip," we see a Cost Per New Rider (over that of the No-Build option) of \$24.02 for LRT Option 1 (the lowest cost of the three Light Rail options).

Going back to our analysis above, where we projected the costs and ridership for bus alone in the Light Rail option, we produced values of:

Annualized Capital Cost	\$ 2.4 million
Annual O&M Cost	15.0 million
Annual Linked Trips (increase)	1.74 million
Cost Per New Rider	\$10.00

Now let us subtract the bus data from the Light Rail option total (which includes both bus and rail data) to produce the Light Rail only data:

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32.F

Annualized Capital Cost	\$49.05 million
Annual O&M Cost	7.5 million
Annual Linked Trips (increase)	1.334 million
Cost Per New Rider	\$42.39 <sup>11</sup>

<sup>11</sup> The 1.334 million Linked Trips value shows why we had to arbitrarily increase our cost per added bus rider to \$10. We had to decrease the number of added linked trips. Our original calculation produced 3.2 million added linked trips for bus *alone*, while the *total* added linked trips in the Light Rail option runs was only 3.074 million.

In the world of the MTA Light Rail option, what is probably happening is that MTA is planning on operating a far lower level of bus service than we assumed. Note that in the above, fully two-thirds of the operating costs are *bus* operating costs.

On page S-23, under "LRT Service Characteristics," we see: "The operating plan for the LRT build Alternative is comprised of two components: 1) the LRT operating line between Union Station and Beverly/Atlantic Boulevards with five-minute peak service and 12-minute off-peak service; ... Because the individual cars can be "trained" together, the train lengths can then vary from one to three cars depending upon the demand and time of day." From MTA's 1999 NTDB From 406 LR DO, we see that there are eight hours of peak and approximately 11 hours of off-peak service for light-rail per working weekday. Assuming twelve trains/hour during peak and five during non-peak periods produces approximately 152 trains/working weekday in each direction, or 304 in both directions. Also on S-23, we have travel times of 15.5 minutes for Options 1 and 2 and 15 minutes for option 3. Using the lower figure of 15 minutes per one-way trip, this works out to 76 revenue train hours/day. (Normally, it would be necessary to add the "recovery/turnaround" time at the end of each trip to the actual running time. However, since the Eastside Light Rail Line will be operated as an extension of the Pasadena Blue Line, there is already a recovery time included at each end of each trip on that line. Therefore, assuming that MTA is correctly costing the additional costs of the Eastside Line as the difference between the costs of operating the Pasadena Line and that for the Pasadena + Eastside Line, there is nothing to add in here for recovery time.)

Now we have to determine the average train "consist," or the number of trains per car. While the above states that trains from one to three cars are possible, one-car trains are extremely unlikely on this line. MTA has never run one-car trains on the Long Beach-Los Angeles Blue Line and, if the ridership on the Pasadena and East Side lines match MTA's projections (which I have doubts about, but it would be illogical to assume that MTA would use one set of ridership projections for purposes such as deriving cost per new passenger and a different set for determining the required level of service), it does not appear likely that one-car trains would *ever* be utilized on the Pasadena/Eastside line. Since it is difficult and time-consuming to change train consists on trains that are in service all day during the day, the common practice is to operate the same consists all day long. Therefore, I will assume all service in 2025 will be operated with three car consists. This produces 228 daily revenue vehicle hours

(continued...)

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Therefore, even using assumptions that are extremely unfavorable to bus as an option, it appears that it costs well over four times as much to add transit trips by light rail, or by a combination of light rail and bus, as by bus alone in this corridor.

Is this a proper analysis for these purposes? Given the scarcity of detail in regard to these vital considerations in the Draft SEIS/SEIR, this cannot be guaranteed. However, we do believe that our calculations and presentation above are not at all unfair to Light Rail – indeed, we believe that we above were extremely unfair to *bus*. Even if there were extensive errors that worked against Light Rail, it would still likely be far less productive and cost-effective than other options. There is one very simple way to settle this – do a proper analysis of TSM and comparison to the Light Rail options.

32.F

In addition to doing the TSM analysis in the proper manner, it also would be quite enlightening for MTA to do two additional model runs: (1) the light rail option *without* light rail (that is, *only* the bus improvements), and (2) the amount of funding devoted to bus service improvements in the Light Rail model runs, but with the funding reallocated, most likely to more East-West service roughly paralleling the Light Rail route (although service to Union Station, hardly a significant trip generator to/from the Eastside in its own right, should be downplayed in favor of service to other points of more interest to Eastside residents).

From the definition of TSM in the Draft SEIS/SEIR quoted above, we have, “The TSM should represent *the best that can be done to improve transit mobility* [emphasis added] in

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<sup>11</sup>(...continued)

of service. Using the ratio of annual-to-daily revenue vehicle hours of 335.7 from MTA’s 1999 NTDB Form 406 LR DO, this results in a projection of approximately 76,540 annual revenue vehicle hours. From the MTA 1999 NTDB Forms 301 LR DO and 406 LR DO, we have an average cost per revenue vehicle hour of \$306.49. For 76,000 hours per year, the annual operating cost at this rate would be approximately \$23.5 million.

32.F

However, \$23.5 million exceeds the \$22.5 million shown in Table 5-7 for the Annual O&M Cost for the Eastside Light Rail line *and* the increase in bus service. There are a number of possible explanations for this difference, including, but not limited to: (1) MTA is planning on extensive service with trains shorter than three cars, (2) Because the Eastside line will be operated, for all practical purposes, as part of the Pasadena Line, and there will be little or no additional costs for certain pre-existing MTA light rail functions, such operating the Union Station light rail station and the train control room, the cost per hour of adding this line will be lower than that for service that is operated now, (3) MTA has significantly underestimated operating costs.

There is not sufficient data available to delve further into this issue at this time. However, there are many important unanswered questions.

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32.F | the corridor without the construction of major new transit facilities.” The TSM option that is presented in this document hardly satisfies this requirement.

5. | We also find it interesting that in Section 5.0, *Financial Analysis and Comparison of Alternatives*, there is absolutely no mention of the TSM option, let alone a comparison of the costs and benefits of the TSM option compared to that of the No-Build and Light Rail options. This clearly is not acceptable. What is the purpose of requiring a TSM option to be done if there is no comparative data presented?

32.G |

6. | Let us now look at the Annualized Cost per New Daily Transit Trip for light rail and for a bus option. For light rail, for Option 1 (the lowest of the three presented), it is \$24.02. As we have discussed above, it appears that the cost per new passenger for the actual light rail trips is likely far higher, as the \$24.02 value appears to be lowered by averaging high light rail trip costs with far lower bus trip costs. However, ignoring this for the current purpose, let us compare this \$24.02 value with the added subsidy per new trip that MTA has provided for Line 720 Wilshire/Whittier. Since the Line 720 value is subsidy, and the Light Rail value is cost, we must first make an adjustment. From 1999 MTA NTDB Forms 201 and 406 LR DO, we have an average fare per light rail trip of 38¢. Deducting this from the \$24.02 cost produces a subsidy per new light rail trip of \$23.64, which is *over 38 times the 62¢ subsidy per new trip on Line 720.*<sup>12</sup>

32.H |

This comparison speaks for itself. No commentary is required.

7. | The emphasis of the Draft SEIS/SEIR process, and its evaluation criteria, is improper. Because the Light Rail option that MTA favored prior to commencing this process only provided significant benefits for travel in the small study corridor and to the West, the process was set up to study this travel, and this travel only. The only benefits to travelers who begin their trips in the corridor who wish to travel in any other direction are from the bus enhancements.

32.I |

A far superior study methodology would have been to study how *all* travel in Los Angeles County could be improved – this should have been the emphasis of the LRTP, which MTA failed to utilize, and which we have commented on under separate cover. For this corridor, the study should have been on travel to and from *all* areas and in *all* directions, not just from the corridor to the West along the proposed light rail alignment, or even the travel improvements to the North, East, and South that Rapid Bus would provide, as discussed

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32.H | <sup>12</sup> Because MTA does not provide detail to back either of these figures, there is significant possibility that there are not presented on a comparable basis. However, even if this true, there is a very significant possibility that the ratio is far *higher* than what is shown above.

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32.I above, but in *all* directions, which includes an overall upgrade in bus service and connections throughout the County.

8. We find the Title VI analysis in the Draft SEIS/SEIR particularly offensive. Because this corridor has a high minority population, it must follow that any improvements that are made to transportation in this area – no matter how ineffective – will primarily benefit members of the minority communities. MTA has seized upon this simple fact to attempt to claim that the proposed Light Rail line is a fine project as measured by Title VI implications.

32.J

However, the test that *should* be applied is quite different – how can the members of the minority communities within the study corridor – and *outside* of the study corridor – *best* be served? What can be done to do the *most* to improve their travel conditions? The answer to these questions are not extremely expensive, short rail lines that provide only transportation in one direction – a direction that is now very well served by existing bus service – but rather in improved transit in all directions. The improvements should include faster service (such as Rapid Bus and freeway express lines), shorter headways, reduced overcrowding, and lower fares, among other improvements. The high costs and low utilization of light rail provide minor benefits to a handful of residents at costs far out of proportion with the benefits provided.

32.K

In concluding our remarks, we request the right to respond to any MTA replies to the points we have made above. We have far too much experience with MTA “spin control” to allow MTA the uncontested “last word.” In addition, we are making a Public Records Act requests for the financial models and output reports and the detailed specifications and output reports for MTA’s transportation model runs.



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**SCANNED  
IN RMC**

**RE: Comments to Eastside Corridor Draft Supplemental Impact Statement/  
Draft Subsequent Environmental Impact Report ("DSEIR")**

Dear Mr. Brye:

The following are comments from the Legal Aid Foundation of Los Angeles ("LAFLA") regarding the Eastside Corridor SEIR for the Light Rail Project ("project"). LAFLA is the frontline law firm for low-income people in Los Angeles and as such is committed to promoting access to justice, strengthening communities, combating discrimination, and effecting systemic change through representation, advocacy, and community education.

**33.A**

Our comments to this DSEIR are limited to the topic of local hiring. We were very glad to see that the DSEIR mentioned local hiring (p.4.5-6), but were disappointed at the lack of detail. The mere existence of a local hiring plan ("plan") does little good to the immediate community; it is the details of that plan that matter, and they must be in place before any contracts are awarded. We realize that the MTA most likely has not written a detailed plan yet, and therefore would like to offer the following recommendations to ensure that, should this project be built, a good local hiring plan is put into effect that truly benefits the East Los Angeles communities.

**I. GENERAL PRINCIPLES**

**33.B**

There are several general principles that should guide how a detailed local hiring plan is written. The first consideration is who is intended to benefit from the plan. We believe special consideration should be given to the low-income residents who live within the project area. The second consideration is what the plan should address. We believe the plan should include a training component, but be tied to actual jobs. It is important that

33.B

the plan address both construction (temporary) and post-project (permanent) jobs. All relevant labor organizations, Community Based Organizations ("CBO"s) and recognized public agencies that can refer residents from the Eastside Corridor ("corridor") such as One-Stop Career Centers ("OSCC") should be involved in the development of the plan from the onset. There should be a minimum goal (Local Worker goals, eg. 30-50% measured in work hours) set for new (not transfer) hires on a craft by craft basis and details regarding the percentage of part-time versus full-time jobs, as well as the duration of employment. The plan should address: whether there will be preferences for long-term residents (and if so should state how such residents with no fixed address will be included); the geographic boundaries of "local" (how "local" is defined); income requirements; what the outreach effort will look like; what kind of monitoring will occur; and what enforcement, such as penalties for non-compliance, will be put in place. In terms of reporting requirements, there must be data on pre-existing employees for each firm involved, in order to evaluate how many new local workers were hired. The reports should be broken down by craft, and the hours of each new hire must be reported. Another provision we would like to see would be third-party beneficiary status granted to the public to ensure that compliance can be sought or enforced by the people meant to benefit from the plan. Lastly, the MTA should offer support services to low-income workers such as transportation and childcare subsidies. The MTA might consider partnering with CALWORKS offices that offer such assistance, in which case the MTA should still supplement those workers who are not enrolled in CALWORKS so that they may have the same opportunity to take part in the local hiring program.

In order for a local hiring plan to work, the MTA must ensure that there is adequate funding set aside for developing and implementing the plan, meaning there will be money available for outreach, training, actual hiring and monitoring.

## II. SPECIFIC CRITERIA

### A. PERMANENT JOBS

33.C

The MTA should create provisions for permanent jobs with the MTA, following the general principles outlined above. A starting point may be making special outreach efforts to the corridor communities for present job openings, and contacting relevant labor organizations regarding recruitment of corridor residents. The next section contains specific provision regarding construction contracts; many of the same provisions could apply to an MTA local hiring plan for permanent jobs within the MTA.

### B. CONSTRUCTION JOBS

33.D

There are both pre-award and post-award criteria that the MTA must establish for the local hiring program. A good sample is the Alameda Corridor Transportation Authority provisions, most of which are outlined below. Any provisions adopted by the plan should be included in any contract executed by the MTA and their contractors.



1. PRE-AWARD

Before awarding any contracts, the MTA will demand of each applicant contractor a preliminary plan for job training and hiring that includes:

- Local Worker Hiring Plan
  - A preliminary listing of all workers, including apprentices, identified by trade or job classification that the contractor and any listed subcontractor will utilize and any unlisted subcontractor is projected to utilize for the project and the anticipated number of work hours required for each position.
- Coordination with Trade Unions
  - The initial efforts the contractor will undertake to:
    - ❖ Coordinate with trade unions, CBOs, OSCCs to locate a training center(s) for existing pre-apprenticeship programs in the project area;
    - ❖ Obtain agreement from trade unions to increase union membership and enrollment in union apprenticeship programs by accepting qualified trainees/graduates from the contractor's pre-apprenticeship program; and
    - ❖ Encourage unions to assign graduates to union apprenticeship programs, to the project, and to other regional projects.
- Contractors Pre-Apprenticeship Program
  - The initial efforts the contractor will undertake to:
    - ❖ Establish a new pre-apprenticeship program for the relevant occupations from which workers will be utilized for the project, in conjunction with CBOs and OSCCs;
    - ❖ Ensure accountability, quality of training, and maximum job opportunities for graduates of its pre-apprenticeship program;
    - ❖ Support and recruit community enrollees in its pre-apprenticeship program from local CBOs, OSCCs;
    - ❖ Refer graduates to union apprenticeship programs; and

33.D

- ❖ Ensure that the first pre-apprenticeship program class is ready to commence no later than sixty (60) days after the initial Notice to Proceed.

➤ Non-Trade (construction support) Job Training

- The initial efforts the contractor will undertake to:
  - ❖ Establish non-trade training programs or link to existing programs sponsored by CBOs, OSCCs;
  - ❖ Recruit local residents to non-trade training programs;
  - ❖ Obtain cooperation from CBOs, OSCCs with existing programs to modify their programs to fill the non-trade positions required for the project;
  - ❖ Identify job opportunities and refer graduates of non-trade job training programs to the project, and other jobs in the region; and
  - ❖ Ensure that the first non-trade job training program class is ready to commence no later than sixty (60) days after the initial Notice to Proceed.

33.D

➤ Affidavit

- An affidavit signed by a responsible company official of contractor, agreeing to perform all necessary and reasonable steps to implement the approved job training and development program

2. POST-AWARD

After the MTA has awarded the contracts, there should be post-award requirements such as:

➤ Job Training Officer

- The contractor will designate a job training officer who has the responsibility for and must be capable of effectively recruiting, administering and promoting the job training and development program and who would be assigned adequate authority and responsibility to do so. contractor will provide an organization flow chart identifying the name and duties of each person responsible for administering each component of the job training and development program and the relative management authority of each.
- All members of the contractor's staff who are authorized to recruit, hire, supervise, promote, and discharge employees, or who recommend such action,

or who are substantially involved in such action, will be made fully cognizant of and shall implement, the contractor's job training and development program. A set of minimum required actions should be required such as:

- ❖ Periodic meetings of supervisory and human resource personnel will be conducted before the start of work and then not less often than once every two months, at which time the contractor's job training and development program and its implementation should be reviewed, explained and evaluated. All new supervisory or human resource personnel will be given a thorough indoctrination by the job training officer, covering all major aspects of the contractor's job training obligations within thirty (30) days following their first day of employment;
- ❖ All members of contractor's staff who are engaged in direct recruitment for the work will be instructed by the job training officer in the contractor's procedures for locating, recruiting and monitoring job training applicants and local workers;
- ❖ Notices and posters setting forth the contractor's job training and development program will be placed in areas readily accessible to employees, applicants for employment and potential employees; and
- ❖ The contractor's job training and development program and the procedures to implement such program will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

33.D

➤ Recruitment of Trainees and Local Workers

- Contractor will establish procedures to identify the number of job opportunities arising on the project and to recruit job training applicants and local workers in order to meet MTA's goals. A set of minimum required actions should be required such as:
  - ❖ Enumeration, in detail, of the efforts the contractor will undertake to meet the local worker goals;
  - ❖ When advertising for local workers, the contractor will include in all advertisements a description of contractor's pre-apprenticeship program, contractor's non-trade job training programs and other available job training programs and the entrance requirements for each. All such advertisements to be placed in publications having a large circulation among corridor communities residents;

- ❖ The contractor will conduct systematic and direct recruitment for construction trade labor and non-trade services through public and private labor referral sources likely to yield applicants from the corridor communities. To meet this requirement, the contractor will identify sources of potential workers and training, including CEOs, OSCCs and recognized public agencies and establish procedures whereby applicants from the corridor communities may be referred to the contractor for job training and employment opportunities;
- ❖ The contractor will coordinate its recruiting efforts with the MTA;
- ❖ The contractor will encourage its present employees to refer residents of the corridor communities for job training and to discuss referral procedures with its employees; and
- ❖ The contractor will periodically review the recruitment needs and shall encourage eligible residents from the corridor communities to apply for such training and employment through the use of workshops, job fairs and similar outreach efforts.

33.D

➤ Pre-Apprenticeship Program

- Identify the entity that will administer the pre-apprenticeship program.
- State the location of the training center(s) within one or more corridor communities.
- If contractor elects to create its own pre-apprenticeship program, provide for coordination with other existing job training programs in the corridor communities including jointly implementing job development, referrals to union apprenticeship programs, referral to non-union employer outreach activities and entering into agreements to pay or share the costs of training services.
- If the contractor utilizes an existing CBO, OSCC or recognized public agency that has the capacity or proven experience to implement a pre-apprenticeship program, include evidence of its existing and ongoing relationship with the organization to ensure the quality of instruction provided. The contractor may provide its own instructor to achieve this objective. Additionally, the contractor may implement an agreement of cooperation with the organization that outlines the program requirements.
- Consistent with the contractor's work force requirements and as permissible under federal and state regulations provide for utilization of existing training

programs.

- Describe linkages established with appropriate agencies designed to enhance the provision of job training, transportation, and child care support services and to avoid duplication.
- Include procedures for identifying, recruiting and selecting pre-apprenticeship program participants.
- Describe -
  - ❖ The assessment process that will identify participants' entrance skill levels;
  - ❖ The process for providing information and referrals for applicants and participants relating to appropriate program and service providers;
  - ❖ The services to be provided, including the means for involving labor organizations, CEOs, OSCCs and recognized public agencies in the provision of services and the estimated duration of service;
  - ❖ The competency levels to be achieved by participants as a result of program participation and the procedures for evaluating the progress of that achievement; and
  - ❖ The procedures for referring program graduates to union apprenticeship programs.

33.D

➤ **Union Apprenticeship Programs and Member Referrals.**

- The contractor will use its best efforts to obtain the cooperation of trade unions to accept graduates from contractor's pre-apprenticeship program for union membership and to encourage the referral and utilization, to the extent permitted by law of qualified residents from the corridor communities as journeymen and apprentices on the project *and* on other corridor projects. The contractor will endeavor to secure agreement from unions to accept enrollees from the contractor's pre-apprenticeship program referred by contractor and subcontractors, without regard to whether the contractor or subcontractor performs work at other sites on either a union or non-union basis, and without regard to whether employees of the contractor or subcontractor are or are not members of any union. Actions by the contractor either directly or through a contractors' association, acting as agent to include procedures such as:
  - ❖ The contractor will use best efforts to facilitate enrollment of graduates of

contractor's pre-apprenticeship program in union apprenticeship programs;

- ❖ The contractor will use best efforts to incorporate a job training clause and core group referral clause into each union agreement so that such union shall be contractually bound to refer graduates of contractor's pre-apprenticeship program to the project, to other corridor projects and to other projects in the region;
- ❖ The contractor will use best efforts to incorporate a job training clause and core group referral clause into each union agreement so that such union shall be contractually bound to refer members from the corridor communities to the project and to other corridor projects, including, but not limited to, obtaining agreement to designate residents of corridor communities as a name request for selection of workers;
- ❖ The contractor will obtain information as to the referral practices and policies of the labor unions except that, to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor. The contractor will so certify to the MTA and will set forth what efforts have been made to obtain such information;
- ❖ The contractor will implement procedures to require all subcontractors who will be performing work for six (6) months or more to indicate how many apprentices will be indentured throughout the course of the work as part of the subcontractor's bid and to provide this information to the MTA before award of the subcontract; and
- ❖ Establish a joint agreement of the contractor, trade unions and governmental agencies for the training and employment of persons who have not previously qualified to be employed on construction projects of the type of the corridor. The contractor will agree to make good faith efforts to assist in the proper implementation of such orders, regulations or agreements for the general benefit of the residents of the corridor communities.

33.D

➤ Non-Trade Job Training

- Identify the entities that will administer the non-trade job training programs.
- Include procedures for identifying, recruiting and selecting program participants.

- Describe:
  - ❖ The assessment process that will identify participants' entrance skill level;
  - ❖ The services to be provided, including the means for involving labor organizations, CBOs, OSCCs and recognized public agencies in the provision of services and the estimated duration of service;
  - ❖ The competency levels to be achieved by participants as a result of program participation;
  - ❖ The procedures for evaluating the progress of participants in achieving competency; and
  - ❖ The procedures for referring program graduates for employment opportunities.

➤ Referrals

33.D

- Graduates of the contractor's pre-apprenticeship program and graduates of non-trade job training programs will be referred for employment to: 1) The contractor and project subcontractors; 2) contractors and subcontractors on other corridor projects; 3) other construction projects in the region; and 4) union apprenticeship programs in the case of pre-apprenticeship program graduates.
- Graduates of the contractor's pre-apprenticeship program, graduates of contractor's non-trade job training program and corridor communities residents will, if appropriate, be referred for enrollment to other job training programs sponsored by local CBOs, OSCCs and recognized public agencies.
- Qualified corridor communities residents to be referred for employment to: 1) the contractor and project subcontractors; and 2) contractors and subcontractors on other corridor projects.

➤ Subcontractor Implementation.

- All subcontractors will be required to accept and be bound by the terms of these specifications, including, but not limited to, local worker requirements, and the approved job training and development program. Such requirements will be included in any subcontractor contract, or if no contract, subcontractors shall evidence their acceptance by executing a letter of assent to the job training and development program concurrently with execution of the subcontract.

➤ Records and Reports

- The contractor and each of its subcontractors will keep such records as necessary to document compliance with the job training and development program requirements set forth in these specifications. Such records will be retained for a period of three (3) years following completion of the work and to be available at reasonable times and places for inspection by authorized representatives of MTA and upon proper request by the public.
- The contractor will provide progress reports to MTA in January, April, July and September of each year including the following information on a current and cumulative basis:

❖ Local workers on the project

- ◆ The name and address, including ZIP code of each local worker including identification of graduates from contractor's pre-apprenticeship program and non-trade job training program:
- ◆ The job classification, rate of pay and number of work hours for each:
  - local worker;
  - non-local worker;
- ◆ A comparison of the total number of local workers versus the total number of non-local workers;
- ◆ A comparison of the total number of work hours performed by local workers:
  - versus the total number of work hours performed by non-local workers;
  - as a percentage of total work hours;
- ◆ The total number of work hours performed by:
  - graduates of contractor's pre-apprenticeship program;
  - pre-apprenticeship program graduates as a percentage of total work hours;
  - graduates of contractor's non-trade job training program; and
  - graduates of contractor's non-trade job training program as a percentage of total work hours.

33.D



33.D

❖ Union membership

- ◆ The number of union members who reside in corridor communities;
- ◆ The number of corridor communities resident union members:
  - employed on the project;
  - employed on other corridor projects;
  - employed on other projects in the region; and
- ◆ The number of union members who reside in the Los Angeles basin.

❖ Contractor's pre-apprenticeship program

- ◆ The number of corridor communities residents who:
  - apply for the pre-apprenticeship program;
  - enroll in the pre-apprenticeship program;
  - apply for the pre-apprenticeship program and are referred to other programs;
- ◆ The number of graduates from the pre-apprenticeship program;
- ◆ The number of pre-apprenticeship program graduates:
  - enrolled in union apprenticeship programs;
  - employed on the project;
  - employed on other corridor projects; and
  - employed on other projects in the region.

❖ Contractor's non-trade job training

- ◆ The number of corridor communities residents who:
  - apply for the non-trade job training program;
  - enroll in the non-trade job training program;
  - apply for the non-trade job training program and are referred to other programs;
- ◆ The number of corridor communities graduates:
  - from the non-trade job training program;
  - from the non-trade job training program employed on the project;
  - from the non-trade job training program employed on other Corridor projects; and
  - from the non-trade job training program employed on other projects in the region.

### III. CONCLUSION

33.E

We have outlined above both some general principles we would like to see applied to any local hiring program enacted by the MTA, as well as specific criteria taken from the Alameda Corridor project. Neither of these lists is exhaustive. The MTA should provide ample opportunity for residents of the impacted communities to participate in the development of their local hiring plan. It is very important that, between now and the time the final SEIR is released, the MTA devote adequate time and funding to develop a good, detailed local hiring plan that meets the needs of the East Los Angeles communities.

Thank you for this opportunity to comment.

Sincerely,



Barbara J. Schultz  
Attorney-at-Law  
Legal Aid Foundation of Los Angeles

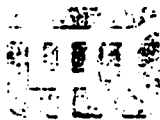
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Steve Brye  
Project Manager  
MTA  
One Gateway Plaza  
Los Angeles, CA 90012

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90012/2852



Little Tokyo Community Council  
 369 East First Street  
 Los Angeles, California 90012  
 213 830.5651 Fax 213 625.1770

April 12, 2001

Mr. Steve Brye  
 Project Manager  
 Los Angeles County  
 Metropolitan Transportation Authority  
 One Gateway Plaza, Mail Stop 99-22-2  
 Los Angeles, CA 90012-2952

Dear Mr. Brye:

We appreciate the ongoing work by the Metropolitan Transportation Authority to design the Eastside Light Rail Project. The Little Tokyo community continues to support the efforts by the MTA to include Little Tokyo in the MTA plans. We are grateful for the time that MTA staff have taken to update the Little Tokyo Community Council and to hold community hearings in Little Tokyo.

I am writing on behalf of the Little Tokyo Community Council to respond to the EIR Report which was issued by the MTA. The Little Tokyo Community Council reviewed the Report. We are writing to express concern over the impact on First Street vehicular traffic in the current design. The current traffic with two lanes of traffic going east and west is very heavy. First Street is an important thoroughfare into Little Tokyo by vehicular traffic. The Council has asked that I convey the community's concerns that a reduction to one lane in each direction over the First Street bridge would have detrimental impact on the businesses in Little Tokyo.

We recognize that the MTA has proposed this alternative in order to provide a station near the corner of First and Alameda Streets. However, the resulting reduction in traffic lanes over the First Street bridge is not supported by the Council. We respectfully request that alternative solutions be developed. We would be pleased to meet together with you and representatives of the Transportation Department of the City of Los Angeles. We know that the City's Transportation Department have been actively providing input on alternatives that would minimize the impact on Little Tokyo and adjacent downtown areas.

Thank you again for your willingness to work with the Little Tokyo Community Council and its members. We look forward to meeting with you soon.

Sincerely,

Chair, Little Tokyo Community Council

cc: The Honorable Lucille Roybal Allard

- 100th/442nd/AMS
- WWII Memorial Foundation
- California Bank & Trust - Little Tokyo Branch
- Contemporary United Methodist Church
- Christian Church Federation of So. Calif.
- East West Development
- East West Players
- Friends of the Little Tokyo Public Library
- Higashi Hongwanji Buddhist Temple
- Honda Plaza Merchants
- Japan Business Assoc.
- Japanese American Citizens League
- Japanese American Cultural & Community Center
- Japanese American National Museum
- Japanese American Optimist Club
- Japanese Chamber of Commerce of So. Calif.
- Japanese Community Health, Inc.
- Japanese Community Pioneer Center
- Japanese Restaurant Assoc./Maaji Suisen
- Japanese Village Plaza Merchants Assoc.
- Jodo Shu Buddhist Temple
- Keiro Services
- Kumamoto Associates Community Development Corp. Sales Artzara
- Los Angeles River Arts & Business Assoc.
- Little Tokyo Business Assoc.
- Little Tokyo Recreation Center
- Little Tokyo Lions Club
- Little Tokyo Public Safety Assoc.
- Little Tokyo Residents Assoc.
- Little Tokyo Service Center
- Los Angeles Buddhist Church Federation
- Manufacturers Bank
- Maryknoll Japanese Catholic Center
- Miyato Inn & Spa
- Museum of Contemporary Art/The Geffen Contemporary
- Nanka Kanjinrai Kyogitai
- Nikkei for Civil Rights & Redress
- New Otani Hotel & Garden
- Nikkei Bridge
- Nikkei Internatn Fellowship
- Nisei Week Japanese Festival
- Nishi Hongwanji Buddhist Temple
- So. Calif. Gardeners Federation
- So. Calif. Japanese Women's Society
- The Roku Shippo
- Tokai Bank of Calif. - Little Tokyo Branch
- Tokyo Villa Homeowners Assoc.
- Union Bank of Calif. - Little Tokyo Branch
- Union Church of Los Angeles
- Travel Bureau
- Merchants Assoc.
- Zenstoji Soto Mission

34.A

# BOYLE HTS MEJORAMIENTO

March 31, 2001

Mr. Steve Brye  
 Project Manager  
 L.A. County Metropolitan Transportation Authority  
 One Gateway Plaza  
 Los Angeles, Ca 90012  
 (213) 922-9078, fax (213) 922-3005

Margarita Sanchez  
 Boyle Hts Mejoramiento  
 2474 E. 7<sup>th</sup> Street  
 Los Angeles, Ca. 90023  
 (323) 260-7790

**Re: Request for a 90 Day Extension of the Review Period of the Los Angeles Eastside Corridor Draft Supplemental Environmental Impact Report by the Federal Transit Administration U.S. Department of Transportation and the Los Angeles County Transportation Authority.**

Dear Mr. Brye,

35.A

We of Boyle Hts Mejoramiento request a 90-day extension of the Review Period for the L.A. Eastside Corridor Draft Supplemental Environmental Impact Report. The planned Los Angeles Eastside Corridor Transit Improvements (Light Rail) Project is not only an enormous commitment of public monies, but is also a disruption of our community integrity during the 4-7 years construction and forever thereafter.

Thank you for the speedy delivery of this report to my home. However, this delivery came after a number of phone messages to your office, and left me with only about 30 days to review and respond by the April 17, 2001 deadline. This draft is over 600 pages of detailed technical research, and must have taken a highly professional team many, many months to complete. Persons with such level of expertise are rare; and as of yet I have not encountered any such expert person residing in Boyle Hts, the project area. For this reason alone, a 90-day extension should be granted us residents of Boyle Hts. (In addition to the Draft Supplemental Report, I have become aware that there is an original report to which this is the supplemental, as well as an Executive Summary, which should have been offered to me, and which I now request both.)

35.B

Of primary concern to us is the disruption integrity of our community. We feel that most likely there will be a Boyle Hts community-wide negative impact with the addition of yet another transportation structure midway between the East-West Freeways that have already severely impacted our community. In the interests of the well-being of our community we feel that an intensive review of the environmental impacts of the planned Light Rail is necessary. We hereby officially request a 90-day extension to review and respond to the Los Angeles Eastside Corridor Draft Supplemental Environmental Impact Statement / Draft Subsequent Environmental Impact Report of March 2001.

Sincerely,

Mesa Directiva, Boyle Hts Mejoramiento

Margarita Sanchez  
 Olivia & Jose Rendon  
 Alejandra Davila  
 Belia Lagma  
 Leo & Guadalupe Vidrio  
 Maria & Alfonso Barba  
 Patricio Sanchez

*Margarita Sanchez*  
*Olivia Rendon*  
*Alejandra Davila*  
*Meadohuse Vidrio*  
*Calliequis Barba and Maria Barba*  
*Patricio Sanchez*

# Fax

Please deliver immediately to: Project Mgr Steve Brye

of: MTA

Fax number: 1213 9223005

Voice number: 1213 9229078

Fax received from: Margarita Sanchez

of: Boyle Hts Mejoramiento

Fax number: 323 2607799

Voice number: 323 2607799

Date: 4/2/2001

Time: 12:15:54 PM

Number of Pages: 3

Subject: Request of Extension for Light Rail Environ. Rpt.

## Message:

Saludos.

We and other Community Organizations are requesting an extension to review & respond to the Draft Environmental Report of the Eastside Light Rail Project. The current deadline is April 17, 2001 and we request at least 90 days extension. As many of us stated at the Public Hearing on March 29, 2001, it appears there will be severe environmental impact on our community...even as there was in Hollywood, and we community persons need time to review this extensive report. Please support us on this matter. Thank You, Margarita

# BOYLE HTS MEJORAMIENTO

Anril 13. 2001

Mr. Steve Brye  
Project Manager  
L.A. County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, Ca 90012  
(213) 922-9078, fax (213) 922-3005

Margarita Sanchez  
Boyle Hts Mejoramiento  
2474 E. 7<sup>th</sup> Street  
Los Angeles, Ca. 90023

**Re: Public Comments on the Los Angeles Eastside Corridor Draft Supplemental Environmental Impact Report by the Federal Transit Administration U.S. Department of Transportation and the Los Angeles County Transportation Authority.**

Dear Mr. Brye and MTA,

We of Boyle Hts Mejoramiento requested a 90-day extension of the Review Period for the L.A. Eastside Corridor Draft Supplemental Environmental Impact Report, which was not granted. The planned Los Angeles Eastside Corridor Transit Improvements (Light Rail) Project is not only an enormous commitment of public monies, but is also a disruption of our community integrity during the 4-7 years construction and forever thereafter. This disruption of the integrity of our community is of primary concern to us. We feel that most likely there will be a Boyle Hts community-wide negative impact with the addition of yet another transportation structure midway between the East-West Freeways that have already severely impacted our community. **In the interests of the well-being of our community we still feel that an more intensive review of the environmental impacts of the planned Light Rail is necessary.** We hereby submit our community perspective comments on the Draft EIR.

## I. ALTERNATIVES: NO-BUILD VS. LIGHT RAIL

- No alternative to the Light Rail is offered. EIR 1.2 Background and Context, p.1-6 "The MTA Restructuring adopted in May 198 called for the agency to study 'viable and effective options' for all parts of Los Angeles County, with an emphasis on the corridors in which the rail lines had been suspended." The No-Build "Alternative" leaves the community with the pre-existing deficiency of services, and cannot be considered a viable and effective option, nor be considered as an alternative counter option. Per EIR 4.21.6, p.4-21-6 "The No-Build Alternative would not involve a short-term use of environment but would allow long-term conditions to worsen, such as poor transit access, particularly for transit dependent portions of the population, and increased traffic congestion, and associated air quality problems." A realistic Alternative such as Rapid and Dash Services should be explored.
- EIR S.2.3 The Mobility Problem p. S-4: "Adequate transit services are not being provided to locations of higher demand." Also, EIR 1.3.3 Transportation System Performance, p.1-22 "The existing system of bus lines in the Eastside Corridor does not sufficiently serve the daily needs for mobility of those that are dependent on the system of public transit services."
- EIR 2.4 ALTERNATIVES CONSIDERED IN THIS DRAFT SEIS/SEIR, TABLE 2-1 p. 2-11, indicates that increased services will only be offered with the LRT Build option. MTA has been aware of needed services, has been under a Consent Decree for years, and has neglected to provide needed services, and will continue to deny such services if the No-Build "Alternative" were selected. We suggest that the needed services be immediately provided in the form of Rapid and Dash Lines.

36.A

36.B

- The LRT Proposed Platforms are similar to a needed Rapid Line, which should have been provided.
- EIR Appendix E Drawings show a total of nine (passenger loading) Platforms at:
  - Union Station (route origin)
  - 1<sup>st</sup> St./Alameda St.
  - 1<sup>st</sup> St./Utah St.
  - 1<sup>st</sup> St./Boyle Ave.
  - 1<sup>st</sup> St./ Soto St.
  - 1<sup>st</sup> St./Lorena St.
  - 3<sup>rd</sup> St./Rowan Ave.
  - 3<sup>rd</sup> St./Mednik Ave.
  - Beverly Blvd./Atlantic Blvd. (end of route)
- There are seven bus stops for the 720 Metro Rapid Bus from Downtown L.A. to Whittier Blvd./Atlantic Blvd. according to the 6/24/00 Timetable Brochure at:
  - 5<sup>th</sup> or 6<sup>th</sup> Sts./Broadway (one way streets)
  - 5<sup>th</sup> or 6<sup>th</sup> Sts./Main St.-Los Angeles St. (one way streets)
  - Whittier Blvd./Soto St.
  - Whittier Blvd./Indiana St.
  - Whittier Blvd./ Herbert,St.
  - Whittier Blvd./Arizona Ave.
  - Whittier Blvd./Atlantic Blvd.

36.C

- Similarly, needed Dash Services intended to feed into the Light Rail, could have already been servicing the community feeding into Union Station and Rapid Lines.
- The 720 Rapid Bus has noticeably improved services with improved travel time and decreased passenger overload of the regular #18 bus line.
- A Rapid Bus on the proposed LRT route would similarly improve the currently deficient bus services for routes 30/31 and routes 40, 341, 342, 343 (see EIR TABLE 2-1).

36.C

- **Non-Diesel Rapid and Dash Routes as a “viable and effective option” would eliminate the problem of excessive Air Quality PM<sub>10</sub> and NO<sub>x</sub> emissions during the EIR 4.19.1.2 General Construction Scenario “... approximate 48-54 month period.”, of construction. EIR 4.19.2.6 Air Quality p. 4.19-17 problem of “NO<sub>x</sub> and PM<sub>10</sub> emissions are anticipated to exceed SCAQMD significance thresholds during the construction period.”. Also see p.4-19-19 TABLE 4-19-5, CONSTRUCTION PHASE DAILY PM<sub>10</sub> “As indicated above, even with application of best available control measures, PM<sub>10</sub> emissions are anticipated to exceed the SCAQMD significant threshold of 150 ppd during the tunnel boring (202 ppd) and at grade platforms and rail installation construction phases (181 ppd).” (Simultaneous 319 ppd and 193 ppd). (Italicized ppd numbers inserted from amounts shown in TABLE 4-19-5.)**
- **Buses emitting diesel fumes contribute greatly to the current PM<sub>10</sub> levels in our community. Routes of Non-Diesel Rapid, Dash and Regular Buses as a “viable and effective option” would most likely reduce the existing problem of Air Quality PM<sub>10</sub> and NO<sub>x</sub> emissions as compared EIR 4.7.3.2, p. 4.7-9 (the LRT) “When compared to the No Build Alternative, ...NO<sub>x</sub> and PM<sub>10</sub> emission reductions would be negligible.”**

36.D

- **Non-Diesel Rapid and Dash Routes as a “viable and effective option” would avoid the problem of added traffic congestion and decreased parking on the eliminated street lanes of the LRT route, as well as the non-addressed problem of crossing traffic congestion near the platforms during loading and unloading of passengers and the additional traffic added to other busy E-V streets due to the decrease lanes of the LRT route. EIR2.4.2.3 LRT Service Characteristics p. 2-19 “It is expected that the streets where the LRT tracks are located will become more ‘transit’ oriented and through traffic will be reduced and shifted to other streets within the corridor... The reduction of**



one traffic lane in each direction would impact the level of service and possible ease of access by automobile to commercial buildings and other public activities.” Also, EIR 4.4.4 Mitigation, p. 4.4-11 “One impact on neighborhoods, worsening of conditions at several traffic intersections under all options, cannot be mitigated.”

## II. EQUITY AND ENVIRONMENTAL INJUSTICE

- 36.E
- The LRT Project with construction period of 48-52 or more months, and thereafter, operational impact is planned for a low-income, minority community already excessively impacted by previous transportation projects. EIR 4.5.1.3 Major Issues of the Eastside Communities, pp. 4.5-2 and 4.5-3, “After World War II, the Boyle Heights and East Los Angeles communities were subjected to 30 years of freeway construction as a result of implementing the current regional freeway network. Five freeways traverse these communities, mostly through residential areas, resulting in impacts on neighborhood cohesiveness, pedestrian and traffic circulation impacts, visual, and noise impacts on nearby residences, schools, parks, and other public facilities. In addition, the area has been exposed to automobile and truck traffic due to the location of freeway on- and off-ramps and the East Los Angeles freeway interchange. It has been estimated that about 2,900 housing units were removed and 10,000 persons were displaced as a result of the freeway construction in the Boyle Heights community alone. Because the freeways were built prior to enactment of NEPA and CEQA, no environmental impact documentation was prepared for any of these freeway projects. Current provisions for relocation benefits to displaced persons were non-existent. These issues are of major concern to both current and former residents of the Boyle Heights and East Los Angeles communities, who bore the burden of the major transportation investments without receiving the benefits of improved mobility and enhanced regional connections.”
  - The LRT Project of a planned 48-54 month construction period is similar to a new freeway placed midway between the I-10 and I-60 freeways, and will also result in “impacts on neighborhood cohesiveness, pedestrian and traffic circulation impacts, visual, and noise impacts on nearby residences, schools, parks, and other public facilities.”
  - The SCAG 2001 RTP Update, Technical Appendix Vol. 1, p.D-18 (copy enclosed) lists an Eastside Light Rail (Study) from Atlantic & Beverly to Norwalk & Whittier Blvd. If the long range intent is to provide service from Norwalk & Whittier Blvd., and likely also promote decrease of automobile traffic over the I-5 freeway, why was there no alternative plan considered utilizing the larger 4-8 lane inner-city commercial streets such as Washington Blvd, or even Olympic Blvd. east to Norwalk? (According to SCAG Regional Transit Trends of 1984-1998, the passenger trends are very similar with an approximate 20% rider increase of both over 1986-1998. Norwalk also provides about 200,000 more trips/year than Commerce.(SCAG 2001RTP Updated, Vol.1, p.D-3, enclosed)
- 36.F
- MTA has neglected to implement needed bus, rapid and dash services to our community, and now intends to run the LRT through our residential community, midway between two high polluting freeways, is unable to mitigate traffic, noise, vibration and air pollutants, and offers no more feasible alternative plan. To our heavily impacted community in Boyle Hts/East L.A., the Environmental Injustice is evident. We recommend that more feasible options be considered.
- 36.G
- Since about the 1960's the 5 freeways running through Boyle Hts/East L.A. have spewed pollutants upon our residents with noticeable dust filth upon our living environment and cancers, asthmas and pollution related ailments of the population. Only during these current few years are we finally able to gain sound walls, which affluent communities such as Brentwood and Westwood have had for many decades. Most of the Freeway embankments
- 36.G

have deficient foliage and water sprinkling. EIR 5.2.4.1, p.5-9 states "In addition, the corridor has borne the disproportionate effects of a regional freeway system that has cut through its neighborhoods to reach suburban destinations. Implementing LRT service in the corridor would help restore the balance of regional capital transportation expenditures as well as compensate for the adverse impacts that previous transportation planning decisions have caused." The disadvantages to the community by yet another transportation system seem to outweigh benefits and should be more thoroughly considered.

36.G

- Why not balance the regional capital transportation expenditures by providing the long needed non-diesel Rapid and Dash buses? Pushing more traffic on to our other busy streets only increases the non-mitigatable congestion increasing the noise and particulate pollution, and will not "compensate for the adverse impacts that previous transportation planning decisions have caused." EIR 4.4.4 Mitigation, p. 4.4-11 "One impact on neighborhoods, worsening of conditions at several traffic intersections under all options, cannot be mitigated." Study of clean-up measures to compensate for the adverse impacts of previous transportation planning and existing diesel soot producing buses is recommended.

36.H

- Studies and information should be included, available and analyzed regarding the impacts of several simultaneous projects occurring during these 5 years. Some projects are the Alameda Corridor, traffic impacts, container stations, container movements and city deliveries, 3 different 1,000 unit project constructions in the project nearby areas, the listing of several Bove Hts community streets as "truck routes" by SCAG/DOT, as well as the LRT construction.

36.I

### III. CONSTRUCTION AND OPERATIONAL HAZARDS

#### A. VIBRATION

- Preferred use of TBM for the mining work, drilling continuously 24 hours per day is indicated but not assured. EIR 4.19.2.7 Noise and Vibration, p. 4.19-21 states, "The primary conclusions of the study are: -Vibration from the tunnel excavation will rarely be a significant problem in adjacent communities, although the vibration can be sufficient to cause several hours of intrusive low level ground-borne vibration at residential buildings above the tunnel. -Although well below any damage thresholds, vibration from mine trains has the potential of causing intrusive ground-borne noise inside buildings above the tunnel.
- EIR TABLE 4.8-6 GROUND-BORNE VIBRATION ANALYSIS: STREET-RUNNING SEGMENTS p.4.8-16 shows only 10 of the 52 locations are predicted to be under the FTA Vibration Criteria (VdB) of 72-75.
- EIR TABLE 4.8-7 GROUND-BORNE NOISE AND VIBRATION ANALYSIS: UNDERGROUND SEGMENTS, p.4.8-17, shows 9 of the 42 locations predicted to be less than 71 VdB, with FTA Vibration Criteria (VdB) of 72-75.
- EIR 4.19.2.7 Noise and Vibration, p. 4.19.20 states "The criteria levels, presented in Table 4.19-6 would be used to judge the potential risk of damage to historic buildings or cultural resource structures during construction of the project... These levels are significantly greater than the FTA vibration criteria of 72-75 VdB for LRT operations and are also greater than the maximum vibration levels projected from the LRT operations at any structure along the alignment." It would seem that lower levels not higher levels would be used to judge potential risk. Additionally, no meaningful mention is made that the homes in this area

36.J

are 50 to 100 years old, grand-fathered to current building and safety codes, and in fact, many have walls and foundations without footings, rebar or current cement composition. Experience of living near freeways and truck routes, have necessitated continuous inspection of foundations. Additionally, hairline cracks of lath and plaster walls and ceilings occur with current traffic vibrations. 24-54 months of 24 hour per day vibration can very likely cause damage to homes within the entire project area. **This will likely become another negative impact upon our community caused by this project. Residents and Homeowners should receive bi-lingual literature advising them 1) how to continuously inspect their walls, ceilings and foundations, 2) of reporting procedures, 3) of assistance available, of compensation, etc.**

36.K

- Existing Vibration levels should be measured and available.
- **AN EQUITABLE, SIMPLE AND EXPEDIENT REPAIR/REPLACEMENT PROCEDURE SHOULD BE AVAILABLE PRIOR TO CONSTRUCTION TAKING PLACE.**

36.L

- EIR 4.19.2.7 Noise and Vibration, p. 4.19.22, "If vibration levels at residences located above the subway segment disrupt daytime activities or nighttime sleep, MTA will provide hotel accommodations for those residents during the short time that the equipment is expected to tunnel underneath their residences." **Just compensation should be immediately available and given for losses, hardship and inconvenience caused.**

#### B. NOISE

36.M

- EIR 4.19.2.7 Noise and Vibration, p. 4.19-23: **Significance of Impacts Remaining After Mitigation:** "Although mitigation would be implemented to minimize the impacts, it is possible that the noise and/or vibration levels during construction at some locations still may not be reduced to the applicable criteria. Therefore, impacts remaining could be potentially significant."
- **EIR TABLE 4.8-7 GROUND-BORNE NOISE AND VIBRATION ANALYSIS: UNDERGROUND SEGMENTS, P.4.8-17 shows only 9 of the 42 locations predicted noise levels will be beneath the FTA Ground-Borne Noise Criteria (dBA) of 35-40dBA. This indicates a future continuous level of unacceptable noise pollution.**
- The NOISE STUDY REPORT for Interstate Route 5 Freeway from Euclid Ave. to Boyle Ave. in the City of Los Angeles in Los Angeles County by California Department of Transportation District 7 Noise Investigations Section Office of Environmental Engineering and Feasibility Studies of January 2001 (copy enclosed), **Analysis Summary – Table 1, EA 07-03511, shows Existing Noise Levels (dBA) of 68-74 along the I-5 in Boyle Heights. Predicted Noise Levels in dBA for the Year 2020 range from 69-74 dBA without Sound Walls to 60-67 dBA with Sound Walls.** Page 4 lists "A range of noise levels associated with common activities is shown in the table below.": "Noisy urban area, daytime 75 dBA, **Commercial area heavy traffic at 90m (300 ft) 60 dBA**, Quiet urban, nighttime 40 dBA, vs a Quiet suburban, nighttime 35 dBA likened to the Common Indoor Activities of a Library, bedroom at night." **Boyle Heights is already an excessively noise polluted area with significant impact, any additional impacts should not be considered as acceptable.**
- No existing noise levels measurements are supplied, or mentioned. As the area is impacted by freeway and traffic noise, there can likely be a greater cumulative effect than is indicated in EIR Table 4.8-7.
- **Exterior Noise is not addressed.** When neighbors close their doors and remain indoors to avoid the noise, **neighborhood cohesiveness is negatively effected.** Public places are

negatively impacted. Noise samplings of existing conditions should be done and made available prior to approval.

36.M

- A bare mention is made in the EIR of exterior sound walls. Exterior sound walls on a community street further destroys the neighborhood cohesiveness, traffic flow and visual relationships. Exterior sound walls also follow the pattern of community division by the freeway system and increases the likeness of the LRT to a freeway.
- LA TIMES article dated January 28, 2001 pages B1 and B7 of the METRO section states "Acoustical studies show that ambient noise above federal standards of 52 decibels inside classrooms and 67 decibels on the school grounds may impair speech perception, interfere with learning to read, cause annoyance and aggravate hearing problems in children. One study likened 67 decibels to the noise generated by an old car idling."... "David Lubman, a Westminister-based acoustical engineer who is working to lower federal noise standards inside the nation's classrooms, said the ability of non-English-speaking children to adapt to a new language is also hindered by such excessive noise. In predominantly immigrant areas such as Boyle Heights, "it's especially important for children who are just learning to speak or read to be in a quiet environment," Lubman said. "There are some phonemes in English that are not in Spanish. If you can't hear these phonemes, then you can't speak them. If you don't learn them when you're young, the chances are poor you'll learn them when you're older." (Article enclosed.)

### C. POLLUTION: AIR QUALITY

36.N

- There will be excessive Air Quality PM<sub>10</sub> and NO<sub>x</sub> emissions during the EIR 4.19.1.2 General Construction Senario "... approximate 48-54 month period.", of construction. EIR 4.19.2.6 Air Quality p. 4.19-17 problem of "NO<sub>x</sub> and PM<sub>10</sub> emissions are anticipated to exceed SCAQMD significance thresholds during the construction period.". Also see p.4-19-19 TABLE 4-19-5, CONSTRUCTION PHASE DAILY PM<sub>10</sub> "As indicated above, even with application of best available control measures, PM<sub>10</sub> emissions are anticipated to exceed the SCAQMD significance threshold of 150 ppd during the tunnel boring (202 ppd) and at grade platforms and rail installation construction phases (181 ppd)." (Simultaneous 319 ppd and 193 ppd). (Italicized ppd numbers inserted from amounts shown in TABLE 4-19-5.)
- The BOYLE HEIGHTS MICROSCALE AIR QUALITY STUDY by SCAQMD, Report prepared October, 2000, 7.3 Elemental Carbon, p. 12 states, "The levels at Boyle Heights is slightly above those measured in Los Angeles and Burbank which are considered in the influence of central Los Angeles County..." FIGURE 5 - PM<sub>10</sub> COMPARISON - FOUR COMMON SAMPLING DATES: JUNE/JULY 2000 shows a level of 42 PM<sub>10</sub>-ug/M<sup>3</sup> for Boyle Hts. (Document enclosed.)
- No existing levels of PM<sub>10</sub> nor NO<sub>x</sub> levels where indicated by the EIR Draft. As noted by the SCAQMD report of October, 2000 Boyle Heights levels of PM<sub>10</sub> are currently slightly above those measured in Los Angeles and Burbank. A 48-54 month Construction Period of excessive levels will increase the current impact.
- FINAL REPORT - MATES-II, by SCAQMD on March 2000, 4.1 On-Road Mobile Sources, p. 4-1 states, "On-Road Mobile Sources include cars, trucks, buses and motorcycles....The above process produces the emissions inventory for criteria pollutants (VOC, NO<sub>x</sub>, PM, CO, SO<sub>x</sub>). Toxic compound emissions inventory is obtained by applying latest ARB speciation profiles to the VOC and PM emissions. The diesel particle emissions are of special interest to this study since the California EPA has

classified the particle portion of diesel exhaust (from internal combustion engines) as a toxic air contaminant.” And 4.4 Summary of Toxic Emissions, p.4-3 states “Diesel emissions account for 80 percent of the overall cancer risk ...”. (Document enclosed.)

- EIR 4.19.2.6 Air Quality: Mitigation, p.4.19-18, states, “The contract will require specific stipulations that the contractor must follow to meet criteria included in MTA’s Systems Design Criteria and Standards, Volumes I through IV, to minimize adverse affects during construction. The following measures are options available to mitigate construction-related air quality impacts: Diesel Equipment Usage. Minimize use of on-site diesel construction equipment, particularly unnecessary idling.” Minimal usage of on-site diesel construction should be mandatory. Alternative Fuel Medium and Heavy Equipment does exist and should be mandated at every opportunity. Incentives for decreased diesel emissions should be given. Baffling of exhaust systems and conversions should be mandated and encouraged by incentives. Monitoring of emissions and compliance should be mandatory. Several water-mistings daily should be done at all pertinent sites.

36.O

#### E. HAUL ROUTES

- EIR 4.19.2.2 Traffic: Impacts: p. 4.19-14 states, “Haul and delivery truck routes will affect residents and commuters along the alignment. Tunnel spoil hauling, rail and catenary deliveries, and general construction traffic will affect traffic patterns as well. In addition to affecting traffic patterns, there may be slight physical damage to the roads from haul trucks.”
- EIR 4.19.2.7 Noise and Vibration: Mitigation: p.4.19-22, states, “Avoid residential areas when planning haul truck routes.” This should be mandatory, no haul trucks should be wandering around in our residential community!

36.P

#### E. GEOLOGIC AND SEISMIC CONDITIONS

- EIR 4.9.1.1 Geologic Setting, p.4.9-1 states: **“The study area is underlain by the Elysian Park Thrust, which is generally accepted as the source of the 1987 Whittier Narrows earthquake...The result of the fault investigations along the Coyote Pass Escarpment performed for the project indicate that *this structure is active...*”** Also according to EIR TABLE 4.9.1 MAJOR NAMED FAULTS CONSIDERED TO BE ACTIVE OR POTENTIALLY ACTIVE IN SOUTHERN CALIFORNIA, P. 4.9-4, under **“Considered Active”**, is the **“Elysian Park Thrust”** with **“0.0” miles of “Approximate Distance From LRT Build Alternative (Miles)”**, and **“Considered to be Potentially Active”** is **Coyote Pass with “0.2” miles from the LRT.**
- EIR 4.9.3.2 LRT Build Alternative: Ground Deformation, p. 4.9-7 states, **“The LRT Build Alternative does not appear to cross the Coyote Pass Escarpment. However, in the area of 1<sup>st</sup> Street and Soto Street, the escarpment approximately parallels 1<sup>st</sup> Street. Therefore, ground deformation is anticipated to have a potentially significant impact under CEQA on the LRT Build Alternative.”**
- EIR 4.9.1.4 Groundwater, p. 4.9-2 states: **“Based on available information, groundwater levels in the area of 1<sup>st</sup> and Lorena Streets are approximately 80 to 100 feet beneath the existing ground surface. Groundwater levels west of the Los Angeles River, between Union Station on the north and 1<sup>st</sup> Street on the south, are reportedly 30 to 45 feet beneath the existing ground surface.”** EIR 4.19.1.4 Underground Construction, p. 4.19-5 states, **“Conceptual design depths range from about 50 to 60 feet.”**
- EIR 4.9.1.5 Subsurface Gases, p.4.9-2, states, **“Also, based on available publications and subsurface information from previous geotechnical investigations in the vicinity of the**

proposed tunnel segment, there is documented subsurface methane and hydrogen sulfide gases, as well as free oil and tar, and petroliferous bedrock in the area between Union Station and the Los Angeles River.”

- EIR 4.19.2.14 Hazardous Materials: Boyle Heights Oil Field, p.4.19-34, states: “However, based on previous investigations, methane gas appears to be present (1% to 20% LEL) in potentially hazardous concentrations in several areas, including 1<sup>st</sup> Street and Boyle Street, and near the former Boyle Heights oil field. Previous environmental reports do not have sufficient field data near the 1<sup>st</sup> Street and Soto Street area of the LRT Build Alternative to completely assess the environmental concerns. ...Investigations are planned for the Preliminary Engineering phase and are expected to be completed in February 2001. Why is the completed investigation report not provided? What is the potential for an explosion?”
- EIR 4.9.1.6 Corrosivity, p.4.9-2, states, “Based on results of chemical testing performed as part of the previous investigations...subsurface materials along the LRT Build Alternative are classified as corrosive to severely corrosive to metals and moderately corrosive to metals and moderately deleterious to concrete.”
- EIR 4.19.2.13 Geologic and Seismic: Significance of Impacts, p.4.19-31, states, “Ground surface settlement, excessive sloughing and localized caving in poorly graded, poorly cemented sand and gravel, and groundwater may have a potentially significant impact under CEQA on the construction of the LRT Build Alternative.”
- 1<sup>st</sup> Street and 1<sup>st</sup> St. & Soto St. are located on the Elysian Park Thrust and the Covote Pass Escarpment Active Faults, have Groundwater Levels of 30 to 45 feet beneath the existing ground surface, methane gas present (1% to 20% LEL) in potentially hazardous concentrations, and subsurface materials corrosive to severely corrosive to metals and moderately corrosive to metals and moderately deleterious to concrete...and no viable alternative option is being considered! Investigation of routes along Washington Blvd/Olympic Blvd or Valley Blvd or a Rapid-Dash-Bus (non-diesel) alternative should be considered.
- Information related to the similar and dissimilar conditions of the Hollywood tunneling should be available and included in the EIR.
- 36.Q | • Does Boyle Heights, in fact, have comparable conditions which led to the Hollywood cave-ins?
- 36.R | • What are the issues of litigations filed due to the Hollywood tunneling? Where there any explosions?
- 36.Q | • Was the TBM utilized in Hollywood and/or other tunneling, and what were the limitations and problems encountered?

#### IV. STREET CLOSURES DURING CONSTRUCTION

- EIR 4.17.2.1 Parks and Recreation Property, p.4.17-2 Mariachi Plaza: Application of Section 4(f) Criteria for Use: “The section of street, Mariachi Plaza de Los Angeles, between Boyle Avenue and 1<sup>st</sup> Street would be closed for the duration of station and tunnel construction (estimated three to four years).”
- EIR 4.19.1.3 Surface Construction, p.4.19-3: “Depending on allowable working hours, full blocks may require closures during excavation, preparation of subgrade, and track foundations placement.”

## V. EMPLOYMENT OPPORTUNITIES

- EIR 4.5.3.2 LRT Build Alternative: Employment Opportunities: p.4.5-6, states, "The LRT Build Alternative is anticipated to generate approximately 47,000 (Options 1 and 2) to 54,000 (Option 3) new construction jobs and, within the first 14 years of operation, 1,000 permanent jobs to operate and maintain the LRT line. In addition, MTA is formulating a local hiring policy for the corridor that will be reviewed by the Eastside Corridor Review Advisory Committee. MTA will provide resources to train people in the community, as needed, to employ as many local residents as possible in the construction and operation jobs generated by the Eastside Corridor project."
- Under-employed applicants of the Boyle Heights/E.L.A./Japanese community project area should be the only recipients of the job training.
- All job training should lead to real full-time jobs within 2-4 months after training completion.
- All new permanent jobs should be given to under-employed area residents (e.g. new hires not transfers).
- Assistance in the form of stipends, bus passes, child care allowances, clothing and equipment/book allowances should be given all trainees.
- Training and jobs should only be given within the inner-city and E.L.A. areas. Recruitment and Community Outreach programs should be given reasonable operational grants and/or minimal \$250.00 per person recruited.
- Bi-Lingual Public Notices should include home delivery with the mail, high-school, occupation/trade school and college counselor notifications, radio and newspapers.
- Entry requirements should be reasonable, with no more than a two week initial, stipend paid orientation.
- (Alameda Corridor training, although available to Boyle Heights residents, was not publicized, did not have built in stipends or bus fare, extended orientation, and low level of immediate job placements after training. Few Alameda Corridor jobs were actually available to trainees, many waited extensively on lists for Union apprenticeships, and no training was done in the E.L.A./Inner City Area. Required orientations were done in the Lennox area!
- Policing of the LRT should require bi-lingual officers, with incentives for residence in the E.L.A./Boyle Hts/Japanese community area.

## VI. RESIDENTIAL AND COMMERCIAL DISPLACEMENTS

- Residential and Commercial Displacements cause a loss in community integrity. Any displaced individual suffers much more than financial moving and replacement costs. Displacement causes severe stress, spent time, and hardship of reestablishment. Such hardship should receive compensation to each individual of no less than \$10,000 each adult and \$2,500 each child!
- Commercial Displacements should be insured against any losses during the typical 3-years of non-profit during starting and/or relocating a business. Additionally, commercial displacements should be insured against various cost increases (taxes, rents, transport, etc.) associated with relocation.
- The 2.6 million revolving loan fund, should not deduct monies used for the cancelled Red Line Extension.

## VII. NEW GROWTH

- 36.U
- EIR 4.21.4 Growth-Inducing Impacts, p.4.21-5, states, "Station locations would be the most likely areas where future growth could occur... To the extent that measures to promote revitalization efforts are successful, new growth resulting from the proposed project is likely to be directed to areas most suitable for more intense land uses and is likely to occur in the form of high density, multi-unit development."
  - Our elementary schools are already over-crowded.
  - New growth should be mandated to offer rentals which correlate precisely and proportionately with the current rental rates and income levels.

## VIII. OTHER COMMENTS

- 36.V
- 36.W
- Community Impact Data is insufficient.
  - No Thresholds of Significance were included.
  - No viable and Effective Option to the LRT was presented.
  - Monitoring and Contract Requirements are insufficient.
  - Community Notices of Detours and Changes of Bus Lines should require a 10-day notice at the locations and bus stops. All notices should be at least 10-days in advance.
  - Various investigations related to the construction phase are not yet available or completed.
  - The community environment polluted by the freeways over the past 40+ years has not been cleaned up and needed bus services have not been provided, but MTA is investing public monies in the LRT with it's many areas of excessive pollution after mitigation efforts! This logic should be reconsidered.

Sincerely,  
Mesa Directiva, Boyle Hts Mejoramiento

*M Sanchez*

Margarita Sanchez  
Olivia Rendon  
Alejandra Davila  
Belia Laguna  
Leo & Guadalupe Vidrio  
Maria & Alfonso Barba  
Patricio Sanchez

Encl: SCAG Draft 2001 RTP Update, Technical Appendix Vol. 1, pp.D-3 & D-18  
NOISE STUDY REPORT for I-5 Frwy, CALTRANS District 7, Jan.2001, p.4 & TABLE 1  
LA TIMES Article "Struggle to Study in Peace", Jan. 28, 2001, METRO, pp. B1 & B7  
Boyle Heights Microscale Air Quality Study, SCAQMD, October 2000  
Final Report: MATES II, SCAQMD, March 2000



Southern California Association of Governments

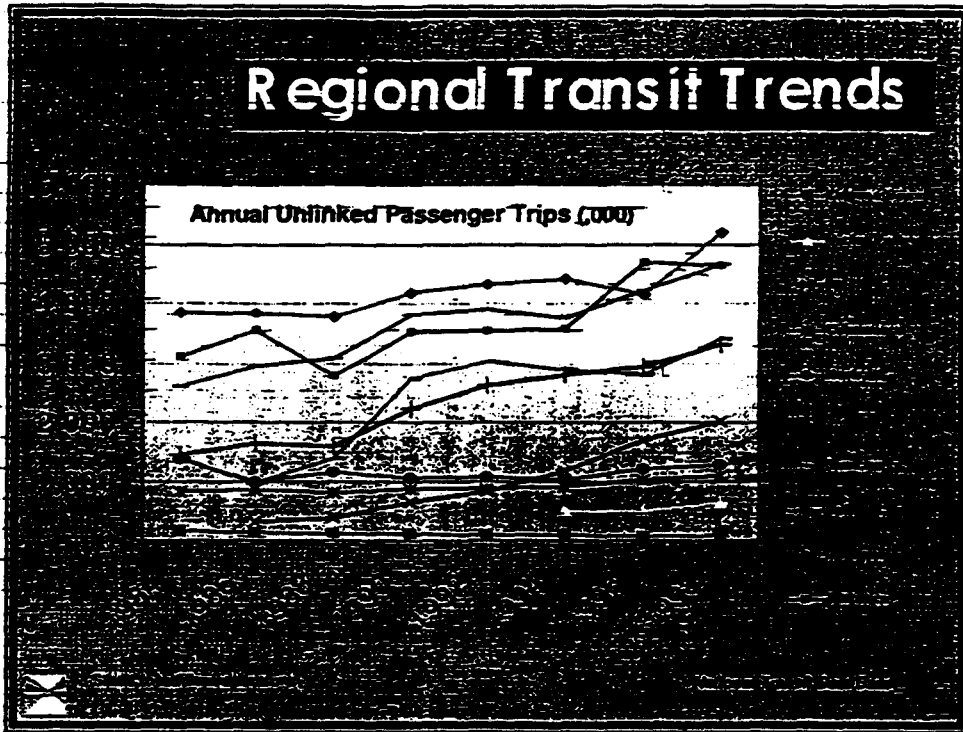
Draft 2001 RTP Update

**TECHNICAL  
APPENDIX**

VOLUME 1

*The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). Additional financial assistance was provided by the California State Department of Transportation.*

FIGURE 4



Small to Medium Operators	Annual Unlinked Passenger Trips							
	1984	1986	1988	1990	1992	1994	1996	1998
Laguna Beach	169,000	180,000	142,000	118,000	106,000	104,000	74,000	83,000
Victor Valley	-	-	-	-	-	508,000	508,000	643,000
Antelope Valley	-	320,000	394,000	661,000	829,000	1,174,000	1,704,700	2,010,700
* Commerce	824,000	862,000	799,000	877,000	871,000	916,000	1,031,000	1,086,000
* Norwalk	1,381,000	988,000	1,164,000	1,059,000	1,082,000	1,082,000	1,204,000	1,284,000
SCAT	1,354,000	1,641,000	1,589,000	2,239,000	2,825,000	2,798,000	2,939,000	3,309,000
SunLine	1,402,000	975,000	1,390,000	2,737,000	3,026,000	2,891,000	2,809,000	3,407,000
Calver City	2,607,000	2,954,000	3,089,000	3,817,000	3,893,000	3,773,000	4,211,000	4,652,000
Gardena	3,578,000	3,847,000	3,782,000	4,185,000	4,321,000	4,422,000	4,150,000	5,193,000
Torrance	3,110,000	3,570,000	2,797,000	3,533,000	3,541,000	3,582,000	4,690,000	4,644,000

TABLE 2

**Long-Range Corridors**

The Transit Corridor Task Force members and other transportation authorities submitted constrained and long-range transit corridors for the 2001 Regional Transportation Plan (RTP). The constrained list, those in the Governor's Plan or in the Regional Transportation Improvement Program, were the corridors included in the 2001 RTP. The following table contains all of the unconstrained or long-range corridors submitted by the counties within the SCAG region.

Los Angeles County		
Transit Corridor Title	Origin	Destination
West LA/Pico	Hollywood at Vine Red Line	Santa Monica
Colorado Blvd/Los Feliz	Hollywood at Highland Red Line	Colorado & Hill
Garvey Ave.	Union Station	Santa Anita & Ramona
Long Beach Blvd.	4th & Hill	Delamere Mall & Sepulveda
San Fernando Rd.	Union Station	San Fernando Metrolink
Western Ave.	Western at Hollywood Red Line	Green Line at Vermont
Pasadena Blue Line Extension (Study)	Sierra Madre	Central & Arrow (Metrolink)
Eastside Light Rail (Study)	Atlantic & Beverly	Norwalk & Whittier Blvd.
Pacific Electric ROW (Study)	Downtown Los Angeles	Orange Co. Line at La Palma
Taylor Yard (Metro Station)	Union Station	San Fernando Rd. & Fletcher

Orange County		
Transit Corridor Title	Origin	Destination
Pacific Electric ROW (Study)	Orange Co. border in La Palma	CenterLine Broadway & Chestnut
San Diego Freeway	Blue Line W. 7th & State St.	Cost Mesa
North Extensions (CenterLine)	Fullerton	Brea & Norwalk
South County Extension (CenterLine)	Irvine	San Juan Capistrano

# NOISE STUDY REPORT

FOR

INTERSTATE ROUTE 5 FREEWAY

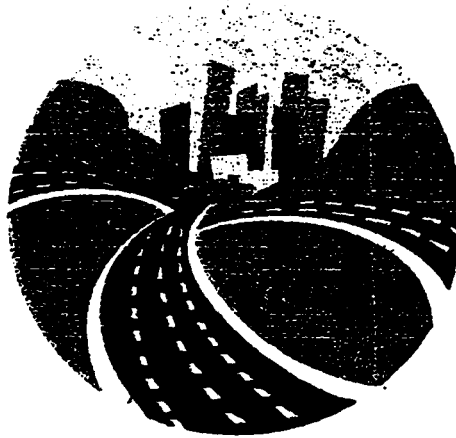
FROM EUCLID AVE. TO BOYLE AVE.

IN THE CITY OF

LOS ANGELES IN LOS ANGELES COUNTY

07-LA-5

KP 25.9/27.0 (PM 16.1/16.8) EA 053511



*California Department of Transportation*

*District 7*

*Noise Investigations Section*

*Office of Environmental Engineering and Feasibility Studies*

Under the Direction of..... Jin S. Lee  
Supervised By..... Jin S. Lee  
Analysis By..... Arnold J. Parmar  
Field Work By..... Arnold J. Parmar, Hamid Sarraf,  
Arpi Kiledjian, Sharif Mohammad

JANUARY 2001

A range of noise levels associated with common activities is shown in the table below.

<b>COMMON OUTDOOR ACTIVITIES</b>	<b>NOISE LEVEL dBA</b>	<b>COMMON INDOOR ACTIVITIES</b>
Jet fly-over at 300 m (1000 ft)	105	Rock Band
Gas lawn mower at 1 m (3 ft)	95	
Diesel truck at 15 m (50 ft) at 80 kph (50 mph)	80	Garbage disposal at 1 m (3 ft)
Noisy urban area, daytime	75	
Gas lawn mower, 30 m (100 ft)	70	Vacuum cleaner at 3m (10 ft)
Commercial area heavy traffic at 90 m (300 ft)	60	
Quiet urban, daytime	50	Dishwasher, adjacent room
Quiet urban, nighttime	40	Theater, large conference room
Quiet suburban, nighttime	35	Library, bedroom at night
Quiet rural, nighttime	25	
	10	Broadcast / recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Changes in noise levels are perceived as follow: 3 dBA barely perceptible, 5 dBA readily perceptible, and 10 dBA perceived as a doubling or halving of noise.

A number of descriptors have been devised by acousticians to rate noise on the basis of such things as annoyance, loudness, short term, long term and by statistical levels. All Caltrans highway traffic noise analysis is currently for the of worst noise hour  $L_{eq}(h)$  which is the equivalent steady state noise level in a stated period of time that would contain the same acoustic energy as the time varying sound level during the same period. In this descriptor the instantaneous noise energy levels are averaged over a period of time. The result is the average acoustic energy for that period of time, which is converted back to sound pressure level.

# NOISE ANALYSIS SUMMARY

LA-5-KP 25.9/27.0 (PM 16.1/16.8)

**TABLE 1**

Between Euclid Ave. and Boyle Ave.

o.	Dir.	Limits	** Begin / End Wall Stations (METRIC)	Wall Location	Existing Noise Level (dBA)	Predicted Noise Levels in dBA for the Year 2020					
						No Wall (dBA)	Barrier Height Alternatives				
							[8'] 2.44m	[10'] 3.05m	[12'] 3.66m	[14'] 4.27m	[16'] 4.88m
	SB	West of Mott St. to Orme St.	"LINE I" Sta 5+35 to 7+40	EP	68	71	67	66	65 *	(64)	N/A
	SB	Orme St. to Euclid Ave. O.C.	"LINE Q" Sta 2+80 to 8+00	EP	69	72	64	62 *	(61)	60	N/A
	SB			EP	66	69	61	59 *	(57)	56	N/A
	SB			EP	68	70	63	61 *	(60)	58	N/A
	NB	Between Euclid Ave. and Camulos St.	"LINE N" Sta 4+00 to 6+90	R/W	69	72	67 *	66	66	(65)	64
	NB	Between Camulos St. and Marietta St.	"LINE N" Sta 3+20 to 4+00	R/W	73	75	65 *	(63)	61	60	59
	NB	Between Marietta St. and Mott St.	"LINE C" Sta 1+75 to 3+65	R/W	74	75	65 *	(63)	61	60	59
	NB			R/W	71	73	66 *	(64)	61	60	59
	NB	Soto St. Overcrossing	"LINE D" Sta 2+05 to 2+80	EP	71	73	67	(65) *	64	63	N/A
	NB	Soto St. O.C. to Breed St.	"LINE D" Sta 0+40 to 2+05	EP	71	73	67	65*	(64)	63	N/A
	NB	Along I-5 NB Onramp from 7th St.	As shown on Attachment B	R/W	73	74	67 *	65	(63)	60	58

Caltrans wall height recommendations

Edge of Pavement R/W = Right of Way

and minimum requirements: 5dBA (Leq) noise reduction, 2.44m (8') wall height, achievement of less than 67dBA (Leq)

and breaks line-of-sight to 3.50m (11.5') truck stacks.

\* = Lowest height that breaks line-of-sight between 3.50m (11.5') truck stack and receptor.

\* = All stations are considered plus or minus with reference to Freeway (or Connector) center line.

LOCAL NEWS / WEATHER

# METRO

SECTION  
**B**

SUNDAY

JANUARY 26, 2003

Los Angeles Times

## Struggle to Study in Peace

■ **School:** Some parents and teachers look for ways to cut traffic noise from an adjacent interchange, saying it inhibits learning. Transportation officials don't plan quick action.

By ANTONIO OLIVIO  
Times Staff Writer

During lunch in the shadow of a four-freeway interchange in Boyle Heights, children at Soto Street Elementary School must deal with road dust blowing onto their hot dogs and sandwiches.

Their teachers urge them to focus while classroom windows rattle and a relentless stream of commercial trucks clang, screeches and groans, sometimes less than 20 yards away.

Their parents worry as they come home complaining of difficulty breathing and about having to strain to be heard above the freeway noise.

*The traffic noise is like living with a rock in your shoe. It's a constant irritation.*

Many would like to traffic the racket, which exceeds federal standards for noise pollution allowed at public schools, according to recent Los Angeles Unified School District tests.

But a growing campaign to do so has only sparked a feud

involving parents, the district and state transportation officials over how and whether the noise and air pollution should be addressed.

As at several other area schools nestled next to one or more of the four freeways that slice through Boyle Heights, such conditions have long been accepted as a fact of life at Soto.

"I don't think there is a prob-



ANNIE WILKS / LOS ANGELES TIMES

A big rig rumbles by bungalow classrooms at Soto Street Elementary School. An effort to get a sound wall has fallen on deaf ears.

lem here," said Principal Elva Reyes. "I don't think going to school here is different than anywhere else."

Sound but grazing quickly the

campus of 498 students faces noise nuisance concerns, she said, such as a spate of coughs and fluing illnesses, as well as

Please see NOISE, B7

# NOISE: Battling the Freeway Roar

Continued from B1  
to raise standardized test scores out of the bottom 20% among California elementary schools.

But several parents and teachers at Soto—backed by environmentalists and sound experts—believe that the constant noise hinders the students' ability to learn and affects their health.

"It's like living with a rock in your shoe," said Margarita Sanchez, a nurse and parent of two Soto students who has been leading the effort to improve conditions there.

"It's a constant irritation. They have to play out there, have assemblies, exercise," she said. "Then, they come home, using raised voices because they're used to talking over the noise. That's a level of stress that continues."

Acoustical studies show that ambient noise above federal standards of 52 decibels inside classrooms and 67 decibels on the school grounds may impair speech perception, interfere with learning to read, cause annoyance and aggravate hearing problems in children. One study likened 67 decibels to the noise generated by an old car idling.

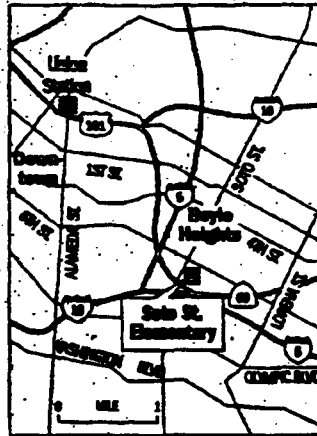
Recent district tests at Soto revealed that noise in one classroom is louder than is federally accepted, while in several others it is near the maximum standard. On the playground and outside the school buildings, several spots had readings higher than the federal standard, the tests showed.

David Lubman, a Westminster-based acoustical engineer who is working to lower federal noise standards inside the nation's classrooms, said the ability of non-English-speaking children to adapt to a new language is also hindered by such excessive noise.

In predominantly immigrant areas such as Boyle Heights, "it's especially important for children who are just learning to speak or read to be in a quiet environment," Lubman said. "There are some phonemes in English that are not in Spanish. If you can't hear these phonemes, then you can't speak them. If you don't learn them when you're young, the chances are poor you'll learn them when you're older."

Propelled by such assertions, the parents and teachers have proposed several steps to deal with the problem, but with little success so far.

They were recently joined by district officials in a campaign to persuade state transportation officials to extend a \$7.2-million sound-wall project to a Pomona Freeway offramp that runs less than 20



Los Angeles Times

yards from eight bungalow classrooms at Soto. Currently, the only barrier between the offramp and the classrooms is a chain-link fence.

But officials at the state Department of Transportation say an extension is unlikely.

Neighbors and area legislators are already urging Caltrans to move up the start date in 2004 for sound walls along portions of the Golden State and Pomona freeways surrounding Soto.

But Caltrans spokesman Eusebio Viñar said: "They no longer qualify for the sound wall program."

After the Pomona Freeway offramp was built next to Soto Street Elementary in the 1960s, the agency tried to muffle the noise by paying to install double-paned windows, air-conditioners and heaters in classrooms, he said.

## Trucks Make Thin Walls Vibrate

The eight bungalow classrooms—installed to accommodate a swelling student body while meeting lower student-teacher ratios mandated by the state—were not there when the improvements were made, Viñar said.

Equipped with often unreliable heaters and air-conditioners, those rooms have thin walls that tend to vibrate when heavy trucks lumber by and do little to muffle the car and truck horns, teachers said.

District officials added that Caltrans still has a responsibility to help muffle the noise at the school, as well as in the surrounding neighborhood.

"Had this been in a suburban community, they would have fixed the problem already," said Fabian Nuñez, an L.A. Unified government liaison who has urged Caltrans to build a sound wall near So-

to Street Elementary.

Students call the din frustrating. "When they do the noise outside, they don't let us do our homework," complained Jimena Rosa, a second-grader. "It makes me mad. Then I go home and there is more noise. Then I stop doing my homework."

During a recent morning writing lesson inside fourth-grade teacher Augustin Gonzales's bungalow classroom, students occasionally glanced at a rattling window that Gonzales had covered with a black "Writing Process" diagram.

"Pay attention," he warned, before the window and diagram quivered again.

The school has other problems as well, teachers say.

Gonzales is among several teachers who have been helping parents circulate a petition demanding that the district build a cafeteria or auditorium at Soto. Walking door-to-door with their kids, the parents have collected more than 400 signatures so far.

The students explain to their neighbors that they eat their lunches beneath a recently constructed outdoor pavilion that offers little protection against foul weather, blowing dust or birds looking for leftovers.

When it rains, they take their lunches inside the classrooms, which teachers say has caused a recent problem. During bimonthly assemblies on the school playground, speakers equipped with bullhorns must compete with the traffic speeding nearby.

"If you're forced to go outside for any type of announcement and can't hear what's going on, that's not right," said Don Toliver, a fifth-grade teacher who has been at Soto about 20 years.

School orchestra concerts held outside are "useless," he said.

But, with an already small playground and little space for anything else at Soto, a new cafeteria or auditorium seems unlikely, said L.A. Unified administrator Geri Herrera, who oversees elementary and middle schools feeding into nearby Roosevelt High School.

"Our highest priority has to be in terms of seats available at the school," she said.

While the adults work it out, Jimena said she and her friends will continue to throw their food away, whenever they find that dust or other debris has blown on their lunches.

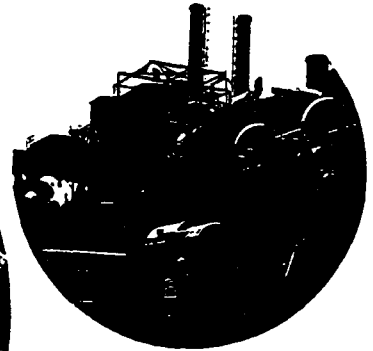
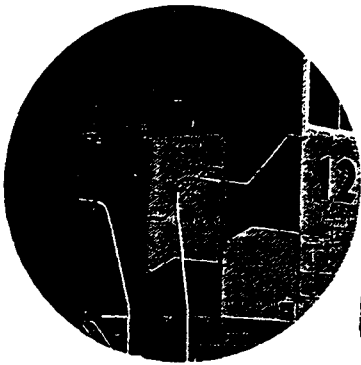
Although the 7-year-old admitted she later gets hungry, she shrugged and uttered a Spanish word familiar to working class children in the area: *Aguantamos*, or "We bear it in silence."



# FINAL REPORT

Multiple Air Toxics Exposure Study  
in the South Coast Air Basin

# MATES-II



MARCH 2000



South Coast Air Quality Management District

21865 E. Copley Drive,  
Diamond Bar, CA 91765-2079

Report # MA2000-07

# **Boyle Heights Microscale Air Quality Study**

South Coast Air Quality Management District

Report Prepared

October, 2000

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**Project Manager**  
**L.A. County Metropolitan Transportation Authority**  
**One Gateway Plaza**  
**Los Angeles, Ca 90012**  
**(213) 922-9078, fax (213) 922-3005**

**Margarita Sanchez**  
**Boyle Hts Mejoramiento**  
**2474 E. 7<sup>th</sup> Street**  
**Los Angeles, Ca. 90023**

**Re: Supplemental to April 13, 2001 Public Comments on the Los Angeles Eastside Corridor Draft Supplemental Environmental Impact Report by the Federal Transit Administration U.S. Department of Transportation and the Los Angeles County Transportation Authority, submitted by us.**

**Dear Mr. Brye and MTA,**

**We hereby submit these additional public comments:**

- 37.A • **Street and Intersection Closures during construction; all, especially Mariacha Plaza, will negatively effect community pedestrian and auto access to schools, homes, parks, businesses and other facilities for an estimated three to four years. Some other alternative should be investigated**
- 37.B • **Safety: We are very concemed with this new element of unsafeness to be introduced to our residential community by a LRT. According to a Pasadena based group, the Long Beach Blue Line has seen 425 injury resulting accidents since 1990 (345 from train vehicle accidents and 80 involving pedestrians): and 44 people have died (29 of those deaths were pedestrians) ([www.noblag.org/consequences/safety.htm](http://www.noblag.org/consequences/safety.htm)). There are 29 schools within half a mile of the proposed project, about 14 of which are near an above-ground segment, we are seriously worried about the safety of our children in particular, including the children crossed in strollers by young mothers of Ramona School. We believe the at-grade crossings are dangerous and detrimental to our community and should be eliminated.**
- 37.C • **Possible Elimination of Rapid and Dash Buses: We would like a guarantee that these routes will not be eliminated prior to, during or after construction.**
- 37.D • **Adjudication of Claims for Damages: We support a system of prompt adjudication of any claims arising from the future construction of the LRT; specifically through Little Tokyo and E.L.A. We support the proposal submitted by RAC Member, Att. Amita L. Castellanos. (copy enclosed). We feel her proposal will enhance mitigation of damages suffered.**
- **We agree with the Orange County, California Grand Jury's Report on Light Rail, May 27, 1999, (copy enclosed), whose "analysis strongly suggests that Orange County will experience that:**
  - *Light rail will have negligible impact on traffic congestion because it attracts few automobile drivers from their cars.*
  - *Demographic trends will make light rail much less effective than predicted by planners.*
  - *Light rail is expensive. The most cost-effective, federally funded systems have required subsidies of \$5,000 and more per new ride. New rides are those riders brought out of their cars and into the transit system.*
  - *Light rail is inflexible once in place. The OCTA's bus system routes are adjusted three times a year.*

- *Light rail cost and ridership forecasts will be erroneous and biased in favor of light rail.*
- *Light rail will not spur development. Development along light rail corridors is spurred by tax subsidies, not light rail.*
- *Light rail will not improve commuter travel times, energy conservation and safety."*

Sincerely,  
Mesa Directiva, Boyle Hts Mejoramiento

*M. Sanchez*

Margarita Sanchez  
Olivia Rendon  
Alejandra Davila  
Belia Laguna  
Leo & Guadalupe Vidrio  
Maria & Alfonso Barba  
Patricio Sanchez

Encl: Proposal for Adjudication of Claims for Damages, Letter April 4, 2001 by Att. Castellanos  
Orange County, California Grand Jury Report on Light Rail, May 27, 1999



# Orange County, California Grand Jury Report on Light Rail (Presented Without Alteration)

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*Begin: Grand Jury Report*

Report of the Orange County Grand Jury, May 27, 1999

## ORANGE COUNTY TRANSPORTATION AUTHORITY AND LIGHT RAIL PLANNING

### Summary

The Orange County Transportation Authority's (OCTA) Board of Directors is scheduled to decide in December 1999 whether to proceed with the construction of a multi-billion dollar, 28-mile light rail system in the central Orange County "Corridor". That critical decision could commit the county to a significant financial and policy course and set the future of transit systems in Orange County. The Grand Jury has studied the process for that decision and found it wanting.

The OCTA has implicitly characterized the need for light rail as to lessen traffic congestion and pollution, and to promote economic development along the proposed line. The proposed light rail system is estimated by OCTA to carry, at best, a daily ridership of 60,000. Total Orange County daily ridership in 2020 is expected by OCTA to be 10 million people, up 2 million from today's ridership. The light rail portion would be less than 1% (0.6%) of total county ridership in the year 2020.

The national experience with urban light rail systems' ability to solve traffic congestion, air pollution and related urban problems has been poor. The Grand Jury examined the last 12 urban light rail systems developed in the U.S. The Grand Jury analysis strongly suggests that Orange County will experience that

- Light rail will have negligible impact on traffic congestion because it attracts few automobile drivers from their cars.
- Demographic trends will make light rail much less effective than predicted by planners.
- Light rail is expensive. The most cost-effective, federally funded systems have required subsidies of \$5,000 and more per new ride. New rides are those riders brought out of their cars and into the transit system.
- Light rail is inflexible once in place. The OCTA's bus system routes are adjusted three times a year.
- Light rail cost and ridership forecasts will be erroneous and biased in favor of light rail.
- Light rail will not spur development. Development along light rail corridors is spurred by tax subsidies, not light rail.
- Light rail will not improve commuter travel times, energy conservation and safety.

There is a promotion of light rail by OCTA in its public Outreach/Center Line documents and briefings, rather than a process of study, analysis and evaluation as to light rail's merits and cost benefit.

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The Grand Jury recommends that:

- The OCTA Directors be made aware of the national experience in light rail over the past 18 years and light rail's documented inability to solve urban transit problems such as traffic congestion and pollution. Along those lines, we further suggest that disinterested experts from academia be invited to provide the historical perspective to the Directors.
- The Directors instruct the OCTA staff to amend Outreach Programs to include data regarding the recent and ongoing national experience regarding the cost-efficiency and efficacy of light rail in failing to solve urban problems of traffic congestion, pollution, etc.
- The OCTA establish and publish in their Outreach literature measurable goals for light rail regarding the amount of traffic congestion reduction, pollution abatement, and cost effectiveness issues which will be used as "build-no build" criteria for the development decision process.

## Introduction And Purpose

The OCTA Board of Directors is scheduled to decide whether to proceed with the development and construction of a 28 mile light rail system in the central Orange County "Corridor" by the end of 1999. This is a significant decision that will commit the county on an important long-term financial and transit policy course. Large amounts of tax dollars are at stake. The capital and right-of-way costs from this project will run into billions of dollars. Annual ridership operating subsidies will run into the millions of dollars. The source of these funds is not clear.

The citizens and their representatives who make the "build-no build" decision should receive full disclosure of all the perceived benefits, drawbacks, costs and impacts that this project would have before it is approved or disapproved. This decision should not be based on public relations fluff; it should not be a "done deal" followed by a search for its justification. Rather, it should be an open, unbiased, rational search that takes into account economics, utility, and record of performance of recent light rail developments. The historical record of municipal light rail in the U.S. should not be ignored as it yields the accumulated experience of some 12 cities that built light rail recently for many of the same reasons Orange County is considering.

The 1998-99 Grand Jury studied the process by which this decision will be made, and how the information will be made available to the Board of Directors who will have to make the decision and the taxpaying public who will ultimately have to bear the cost burden.

## Method

The Grand Jury gathered data from many sources including: the federal government, cities and agencies that have developed light rail, OCTA, academia, and technical sources listed in the

Bibliography. The Grand Jury analyzed transit performance data and past forecasts to derive the actual performance of the light rail segment of transit systems as compared to past projections of that performance. Past projections compared to actual performances establish what Orange County could expect from a similar light rail system. The Grand Jury conducted interviews with the OCTA, transportation and economics experts in academia, and Los Angeles "Blue Line" operators and planners.

## Background

### Urban Rail Systems

Urban rail systems such as light rail, commuter rail, or heavy rail are often proposed as a solution to the urban problems of air pollution and traffic congestion. The most significant traffic congestion occurs during weekday peak travel periods when the majority of workers' travel to and from work. A major test of urban rail's success is the extent to which it reduces traffic congestion during weekday peak hours. Additionally, urban rail systems are given the positive attributes of promoting unsubsidized urban development along the rail corridors and offering energy savings compared to automotive alternatives. These rail systems are considered a significant portion of the entire transit system, which consists of buses, road and freeway enhancements, and rail systems.

There are three types of urban rail:

- **Light Rail (surface rail)** which generally operates without grade separation (usually at street level) though it may have grade separation. Light rail cars are the current name for streetcars or trolleys that used to operate in most large U.S. cities from the late 19th century to the mid-20th century. Light rail cars are powered by electricity that is collected from overhead lines. The average speed for new U.S. systems is a little over 16 miles per hour. Light rail can theoretically carry up to 15,000 to 25,000 riders per hour in each direction in 3-car trains. Some examples of new light rail include the St. Louis Metrolink, Portland MAX, Los Angeles "Blue Line", and the San Diego Trolley.
- **Commuter Rail (regional rail)** operates over freight railroad rights-of-way to downtown railroad stations. Propulsion is either diesel or electric. The average operating speed is 33.2 miles per hour.

Trains are often up to 10 cars long or more and may be double deck. Examples of commuter rail systems include the Los Angeles Metrolink, the Chicago Metro, and New York's Long Island Railroad.

- **Heavy Rail (rapid rail)** operates with grade separation and is often in subways or elevated structures. Heavy rail is normally electricity powered from a third rail and operates at an average speed of 19.5 miles per hour. Heavy rail is expensive to build. For example, costs in Los Angeles approached \$300 million per mile before the project was cancelled. Rapid rail can carry up to 40,000 riders per hour in each direction in trains made up of 10 cars. Examples of heavy rail include the New York subway system, the Chicago El, Washington (DC) Metrorail, the Paris METRO, and the London Underground.

This Grand Jury report concentrates on light rail systems because light rail is the primary urban rail system under consideration by OCTA for development in central Orange County. There are no technical barriers to light rail development.

### History of OCTA

The OCTA was created by merging eleven transportation-related entities and funds into a single agency. This step was initiated by the passage of state legislation, and OCTA began serving the public on June 20, 1991. Eleven voting directors form the governing body of the Authority. The eleven voting members include 4 County Supervisors, 6 city council representatives, 1 public member, and 3 alternates. In addition, a representative appointed by the Governor of California serves in a non-voting capacity.

The OCTA defines its mission as "to create, coordinate, finance, and deliver an easy to use transportation network which keeps Orange County moving and meets the public needs." The OCTA, according to its Long-Range Financial Plan, is responsible for "providing coordinated, efficient, and comprehensive transportation planning and services within Orange County." OCTA's long term strategy is to help meet future transportation demands in central Orange County and is based on the Corridor Major Investment Study (MIS) completed in July 1997. The OCTA Board of Directors approved a Locally Preferred Strategy (LPS) on June 9, 1997. Implementation of the LPS is to occur over the next 22 years.



The following three elements comprise the LPS (as described by the Long Range Financial Plan 1999 Edition):

1. Implementation of the Transportation Systems Management alternative, a 49 % increase in bus service.
2. Significant expansion of the Metrolink commuter rail system.
3. Advancement of a 28-mile urban rail system into the Preliminary Engineering/Draft Environmental Impact Statement phase to conclude with a final decision by the OCTA Board in December 1999 on whether to proceed with building the urban rail system.

The OCTA has established a Public Involvement Program (PIP) also known as the Outreach Program and, more recently, CenterLine. The PIP, as described in the OCTA Major Investment Study Final Evaluation Report (June 1997), "...provide(s) for the selection of transportation improvement alternatives for analysis which attract public support. The PIP also assure(s) these alternatives were evaluated according to criteria the general public viewed as important."

One of the goals of the PIP's Outreach/CenterLine program is to get public feedback and evaluation of the transportation alternatives. The Grand Jury scrutinized the PIP Outreach/CenterLine material and briefings from 1998 to date. The PIP furnished no cost effectiveness data regarding the alternatives presented in the Outreach literature and briefings brought to the public for evaluation. OCTA's Outreach/CenterLine program has not articulated or documented what the tangible goals of light rail should be for the County except in broad, nebulous generalities.

Similarly, the OCTA Outreach has not described what the tangible economic and environmental performance criteria should be for building light rail nor established what is the decision criteria for making such a large financial commitment. The Grand Jury can only speculate what those criteria might be:

- Efficiency as to how light rail removes congestion from the County's freeways and streets.
- Amount of pollution removed from County air.
- Amount of unsubsidized development that can be expected along the light rail tracks.

Additionally, the OCTA PIP has furnished citizens little or no data regarding the efficacy and cost effectiveness of urban light rail systems built recently in other cities over the past 18 years. The national experience regarding the cost effectiveness and the efficiency of urban light rail systems has been poor. The philosopher Santyana has commented that those who ignore history are doomed to repeat it.

The OCTA Long Range Financial Plan (LRP) identifies capital funding sources for urban rail system as federal grants, State Transportation Improvement Program funds, and Measure M. The OCTA estimates today that the "low cost alternative" light rail system will cost \$1.316 billion (\$47 million per mile) exclusive of right of way costs. Measure M funds identified for light rail will be about \$340 million over the life of the Measure, leaving sources external to Orange County as the major contributor of capital. The OCTA cannot finance light rail unless it drastically amends its LRP or attempts a light rail ballot tax measure.

Operating revenues for urban rail are identified as "...measure monetary endowment, congestion management and air quality funds, fares and endowment interest earnings." In other words, it must be heavily subsidized since fares will probably recoup about 30% of the operating expenses of light rail based on previous light rail experiences.

**Measure M Funds and Expenditures**—Orange County voters approved the Orange County Traffic Improvement and Growth Management Plan (Measure M) in November 1990. Financing for projects identified in the plan is provided by the one half percent state sales and use tax, which became effective April 1, 1991 and sunsets in 2011. The implementing Measure M Ordinance No. 2 requires that sales tax revenues be spent only on projects included in the ordinance. The Revised Traffic Improvement and

6

Growth Management Plan of that measure regulates Measure M expenditures.

The plan specifically details the percentage of sales tax expenditures allocated for transit mode projects. That percentage is 25% and includes expenditures for light rail. The revised Expenditure Plan in OCTA's 1999 edition of the Long Range Financial Plan identifies some \$340 million (in 1988 dollars) for rail transit spending over the 20-year life of Measure M. The LPS identified costs to develop "the Corridor" at from \$1.3 billion (street level alternative) to \$1.8 billion (for the elevated version) in 1998 dollars.

### What is Orange County Light Rail's Job?

Light rail is being studied by the OCTA to service a 28-mile segment of Orange County from Fullerton to Irvine (the MIS "Corridor"). A plan to this end is undergoing conceptual engineering study that is to be completed by November 1999. The costs to build a street level alternative compared to an elevated alternative of the light rail project are projected by OCTA at this time to be \$1.376 billion to \$1.876 billion (\$47 million to \$67 million per mile), not counting right of way acquisition costs.

The proposed system is estimated by OCTA to carry, at best, a daily ridership of 60,000. Total Orange County daily trips in 2020 is expected by OCTA to be 10 million people, up 2 million from today's ridership. The light rail portion would be less than 1% (0.6%) of total county ridership in the year 2020.

The OCTA Outreach literature is silent on the goals of Orange County light rail. The OCTA Outreach literature states that today the County has "an extensive highway system, very little open space for new or expanded highways, a successful and growing bus system, Metrolink..." and poses a question "Is this sufficient for 2020?" The same Outreach literature poses a rhetorical question, "Why is congestion a problem?" and answers it by stating, "increasing congestion leads to declining travel flexibility, economic vitality, tourism, appeal as a business center, property values, local investment, workforce productivity, quality of life." It is left as an exercise for the reader to determine that the reduction of congestion is one of light rail's goals. "Build-no-build" thresholds are not described. Just how much traffic congestion will be reduced in Orange County to merit the development of light rail is not stated.

### National and Local Demographic Trends

The documented failure of new light rail systems to make a material contribution to improving traffic congestion and air pollution isn't a failure of rail technology. Light rail can theoretically carry a lot of people that are attracted from their autos or other modes of transit. The reality is that it doesn't because light rail is obsolete with respect to the needs of most American urban commuters.

Urban areas have suburbanized considerably since World War II with residences and employment sprawling over larger areas at much lower densities (population or employment per square mile). Since 1950, the nation's top urbanized areas have experienced population growth of about 35%. At the same time, the land area covered by the same urban areas has increased six times as fast (214%). The result is a 45% decline in population per square mile from 6,400 to 3,500 in 1990. Central city population has declined 51%, while suburbs have increased 218%. Even worse, among the central cities that have not made significant annexations, there has been a 22% population loss from 22.1 million to 17.3 million. Their suburbs have increased population by 18.7 million.

As residences dispersed, employment tended to increasingly relocate to the suburbs. Downtown areas employ a smaller percentage of the work force. Therefore, work trip travel patterns are more random. In the past, a large percentage of work trips were from outlying central city or suburbs to the central area. Now, twice as many people commute from suburb to suburb as from suburb to a central city. Travel patterns are also more complex. Many of the work trips are segmented - they have more than one purpose. These segmented trips do not lend themselves to transit because speedy point-to-point service is generally not available for the trip segments.

These trends take a heavy toll on transit, especially high capacity modes such as light rail. Rail transit is most effective in moving large numbers of people traveling to and from the same general locations. Little of contemporary urban travel consists of that type of movement. As a result nationwide:

- Transit's share of land travel in the U.S. has dropped from approximately 6 % to less than 1% since 1950.
- Public subsidies have failed to reverse transit's trends. Transit subsidies have risen to nearly \$20 billion a year from nearly zero in 1970. Yet in 1995, transit ridership dropped to its lowest level in 20 years.
- Percentage of work trips by transit has fallen from 13 % in 1960 to 5.1 % in 1990, a 60 % reduction.

### Light Rail and Consumer Mismatch

Light rail may have been effective for the pre-World War II city, but it has been rendered obsolete by the demographic forces that have produced contemporary Orange County. Light rail's ability to move large numbers of people has virtually no value to the modern urban area because it doesn't match the needs of the modern urban traveler. Demographic studies have shown the following factors important to the peak hour commuter:

- Proximity - Consumers want service that is conveniently close to both their trip origin and destination. The trip by auto or transit must begin near home and end near work.
- Frequency - Consumers want freedom to travel whenever they want or need. That equates to service that is frequent and available virtually all day, every day.
- Travel time - Consumers want to get where they are going as quickly as possible. Additionally, riders dislike transferring from one route to another.
- Segmented trips - The work trip has increasingly become segmented. A segmented trip is one with more than one purpose. Frequent and convenient point-to-point transit service is simply not available for those trips.
- Cost - Work trips must be affordable.

Proposed light rail lines are often criticized for "not going to the right place". Residential or employment densities in Orange County suburban areas are so low there is little difference between routes in their ability to generate traffic. Studies have shown that transit is exceedingly unattractive for the work trip to suburban areas. Transit has no advantage for those consumers who can afford to make a choice in deciding how to make peak hour trips in the urban area. The auto, on the other hand, provides the on-demand, rapid service point to point transportation commuters to suburban jobs want.

### The National Experience With Light Rail

Before any rational discussion can be made on the future of light rail for Orange County, a look should be taken at all the new light rail systems developed within the last 18 years and see how their performance matched up with expectations and predictions. Such historical perspective allows reasonable expectations of what a light rail system might do or not do for Orange County's urban transportation problems.

Light rail's historical experience has been disappointing in every case except one (San Diego), although disappointments have occasionally been trumpeted as victories by light rail proponents. The San Diego exception will be discussed separately. The OCTA occasionally uses the Portland experience as a light rail poster child. Portland realities are also discussed in this section.

Twelve new light rail lines have been built in the U.S. over the past 18 years. Unhappily, they have provided virtually no reduction of traffic congestion and, consequently, no reduction in air pollution. The percentage of people using transit to get to work has declined in all major metropolitan areas, and the decline has been as significant in the metropolitan areas that built light rail as in the ones that did not.

## Light Rail Objectives and Claims

### Objectives

Light rail has been proposed as a solution to our urban transportation problems. The OCTA planners imply that light rail can reduce traffic congestion (and thereby air pollution?) and do so for lower costs than other alternatives (e.g., freeway expansion or bus line expansion). This principal benefit has been implied in Outreach literature and public meetings to obtain voter or public agency approval for the proposed light rail system currently under study.

### Benefits Claimed

The following claims are made for the adoption of light rail.

- **Reduction of Traffic Congestion:** Light rail's theoretical capacity for traffic reduction is considerable. Advocates frequently point out that a single light rail line has the capacity to carry the same number of people as six lanes of freeway. Capacity, however, does not equate to usage.
- **Reduction of Air Pollution:** Autos (private vehicles) are the principal mobile sources of air pollution. To the extent that light rail is successful in reducing traffic congestion and the number of autos on the road, air pollution may be reduced by a corresponding amount.
- **Cost Effectiveness:** Because it can carry higher passenger volumes per vehicle and per transit employee, light rail is claimed to be more cost effective than other transit alternatives, including buses. For example, a single driver can operate a bus with up to 60 to 75 passengers; a two-car light rail train can carry up to 400 passengers.
- **Additional Benefits Claimed:**
  - ▶ —Encouragement of more dense commercial and residential development which would also reduce overall levels of auto usage
  - —Improved travel times
  - —Improved safety
  - —Reduced transit deficits (subsidies) as higher passenger volumes on light rail improve the percentage of total costs recovered from passenger fares.

The Grand Jury examined and studied each of the claimed benefits in light of the experiences of the 12 light rail systems developed recently. They had no merit for solving urban transportation problems in Orange County.

## Light Rail Realities in the United States

Twelve new light rail lines have been opened in the United States in the past 18 years. Those light rail systems were located in Baltimore, Buffalo, Dallas, Denver, Los Angeles, Miami, Pittsburgh, Portland, Sacramento, San Diego, San Jose, and St. Louis. For example:

- The Los Angeles Blue Line which carries approximately 50,000 riders per day.
- San Diego carries about 60,000 riders on its two new light rail lines.
- St. Louis carries more than 45,000 riders per day on two light rail corridors.
- Lines in Portland, Buffalo, Sacramento, San Jose, and Baltimore carry more than 20,000 riders per day.
- Denver's light rail line carries more than 15,000 riders per day.

The OCTA documents estimate an Orange County Corridor system will carry 45,000 to 60,000 daily riders. Based on other cities' experience, this daily ridership prediction appears high and unlikely to be achieved. However, even if realized, that represents less than 1% of the daily trip requirement in Orange County for the 2020 time period.

Nationally, light rail carries from a maximum of 30% of total transit ridership (Sacramento) to less than 5%

(4)

(Los Angeles). Therefore, the capability of light rail to reduce traffic congestion in peak hours is necessarily less than the overall capacity of transit to reduce traffic congestion.

### Traffic Congestion and Light Rail

According to OCTA's Outreach documents, a fundamental purpose of light rail appears to be the reduction of traffic congestion. Daily trips in Orange County are expected to reach 10.0 million by the year 2020, an increase of 2.0 million over the 8.0 million trips made now. The proposed light rail system is estimated by OCTA to carry at best, a daily ridership of 60,000. Total Orange County daily ridership in 2020 is expected by OCTA to be 10 million people, up 2 million from today's ridership. The light rail portion would be less than 1% (0.6%) of total county ridership in the year 2020.

The most intractable and predictable traffic congestion occurs during the weekday morning and evening peak periods. Rush hours are generally 7 AM to 9 AM, and 4 PM to 6 PM. Traffic congestion can occur at times other than rush hour, but is less predictable, more geographically confined and often the result of temporary disruptions due to accidents and construction. Peak hour traffic congestion results from the fact that the majority of work trips occur during peak periods without these work trips, peak hour traffic congestion would be as infrequent as during off-peak times.

A test of light rail's success is not how many people are on the trains; it is how many cars light rail has removed from the road, especially during peak hours. Unfortunately, light rail does not reduce traffic congestion because it attracts few auto drivers. For example, approximately 20% of Washington, D.C. rapid rail ridership formerly drove autos for their trips, while 25% of San Diego's light rail riders were former auto drivers. The majority of new light rail riders are:

- Former bus riders who have been forced to transfer to rail because their bus routes now feed rail stations instead of the former destinations (usually downtown).
- Riders in "free fare" downtown zones (such as Portland, St. Louis, and Buffalo). For example, all light rail and bus service in downtown Portland is operated without fares.
- Drivers who use free downtown peripheral parking at rail stations to avoid downtown parking charges and ride short distances to their jobs. This reduces auto use by a very small amount and has little positive effect on pollution as well.
- Former car pool riders whose car pools continue to operate or have become single-occupant trips. The autos stay on the road.

Light rail has not reduced traffic congestion on nearby freeways.

- For example, in Portland, traffic on the adjacent freeway has continued to grow and is now at least 58% higher than before light rail was opened. During rush hour, adjacent freeway lane carries seven times as many riders as light rail inbound to downtown. In the reverse direction, a single freeway lane carries over 80 times the passengers on the light rail line.
- In St. Louis, freeway traffic in the light rail corridor has continued to grow at rates twice as fast as the total St. Louis metropolitan area. Since light rail opened, 1 out of 33 new passenger miles has been traveled on transit, or, to say it another way, 32 out of 33 new passenger miles have not been on transit of which light rail is an integral part.

### Air Pollution and Light Rail

Considerable progress has been made in improving air quality in the United States and California's Los Angeles basin. From 1970 to 1992, annual road travel increased by more than 100%. At the same time, transportation-related carbon monoxide emissions fell 32%, volatile organic compound emissions fell 53%, and nitrogen oxide emissions rose only 1%. Unhealthy air quality days dropped by more than two thirds in U.S. metropolitan areas from 1987 to 1996, and auto pollution is expected to drop about 25% more from 1996 to 2010 despite continuing growth in miles traveled. The best year for air pollution in the Los Angeles area for the past 50 years was 1997 despite a tripling of the basin's population. Most of the improvement in air quality is improved vehicle emission technology. Virtually none of the pollution improvement is attributable to transit. Because light rail does not appreciably reduce auto use, U.S. Department of

Transportation reports state it cannot materially reduce air pollution. For example:

- The Washington, DC, rapid rail system, which carries more than twice as many riders as the combined new light rail lines in nine urban areas, is credited with removing about 1% of emissions in the area.
- ~~New light rail systems make only modest air quality improvements because only part of the additional ridership of these systems is drawn from single occupant vehicle users. Others are drawn from buses, car pools, and latent demand (new riders who are riding because the rail system is now available and couldn't use autos or buses). Attracting riders from autos does not reduce air pollution. Of the few auto drivers attracted to light rail, many drive to rail stations (Park and Ride). The shorter trips to the stations may produce nearly as much pollution as the former longer trips. The shorter trips still entail cold starts and subsequent engine cool down. This portion of a driving trip generates the bulk of hydrocarbon emissions because of the auto's relative inefficiency and higher emission rates while warming up and higher gasoline evaporation rates while cooling down.~~

### Light Rail and Cost Effectiveness

~~Since the early 1970s, public transit operating costs per mile have risen at more than double the rate of the Consumer Price Index. Transit is the only passenger or freight transportation mode that has not improved its cost effectiveness since 1990. As a result, transit has become much more expensive than even the auto. In 1995:~~

- ~~The full cost per passenger mile of operating an auto was \$0.16. Transit expenditures per passenger mile were \$0.60 - nearly 4 times that of the auto.~~
- ~~Transit fares, exclusive of subsidized costs, have become more costly than the full cost of the auto - \$0.17 per passenger mile.~~
- ~~Light rail is expensive relative to other transit modes-1996 light rail expenditures per vehicle revenue mile in urbanized areas exceeding 200,000 population were twice the bus rates per mile.~~

~~Cost per New Ride index, as described by the Federal Transit Administration, captures the annual capital and operating cost of a transit project in relation to the increase in ridership attributable to the project. (If a rider transfers his ridership from a bus to light rail, this does not count as a new ride since it is effectively a transfer of ridership internal to the transit system.) The fewer new riders, the higher the cost per new rider. The cost per new ride can be used to estimate the cost per each new individual rider traveling to and from work by light rail. Up until the early 1990s, The Federal Transit Authority considered \$6 per ride to be a maximum reasonable cost-effectiveness index for new transit development. The daily cost per new rider is double the cost per ride since the worker has to get to and return from work. The cost per new ride for recently developed light rail systems has averaged nearly \$17.89, or about \$8,040 annual cost per new commuter rider in 1994 dollars. By comparison, in 1995, the full cost per average auto commute was estimated to be \$2.88 each way - \$5.76 per day, \$ 1,300 per year. All of the auto cost is borne by the user. The cost per new ride of new light rail systems is heavily subsidized since fare box recovery tends to be about a third of the cost - around \$4.00 to \$6.00 per round trip.~~

~~The bottom line is that the high cost per new ride reflects the fact that new urban light rail systems attract relatively few new riders, and as a natural result, few trips are attracted from autos.~~

### Light Rail and Energy Consumption

~~Public transit is less fuel efficient than the auto. Only commuter rail, such as Metrolink, is more energy efficient than the auto. In 1995, light rail consumed 13 % more energy than the auto per passenger mile. A principal factor in the energy intensiveness of the electric rail modes (light rail and heavy rail) is the great amount of energy needed to produce electricity. For instance, coal generation of electricity consumes three times as much energy as it produces in electricity.~~

### Commercial and Residential Development and Light Rail

Light rail has been credited with encouraging new development. For example:

- Portland claims that light rail played an important part in the placement of a new basketball arena and a new convention center in central Portland.
- St. Louis claims that light rail was important in the placement of a new domed football stadium, a new basketball and hockey arena, and a new convention center in downtown St. Louis.

These claims are less persuasive when examined closely. All the sports facilities above were partially or fully tax funded arising from governmental decisions, not by the decisions of private investors who were attracted to develop land along light rail lines. Convention centers are normally built with tax subsidies and in metropolitan areas near the central business district adjacent to hotels and downtown shopping.

Portland, Oregon is offering 10 years of property tax forgiveness for qualifying projects within walking distance of light rail stations because there has been virtually no high-density development adjacent to most light rail stations. If light rail drove development, it would not be necessary to subsidize private developments along the route. The critical element in such development is tax subsidies.

If light rail were having significant positive effects on development, it would follow that the areas best served - namely the downtown areas - would be thriving with rising employment share and lower office-vacancy rates than in the suburbs. However, the central areas of some new light rail cities are having difficulty. For example:

Portland's central-city employment has risen 1,000 jobs from 1990 to 1994 while suburban Portland grew by nearly 94,000 jobs. The central city share of metropolitan employment fell by 9% over that period. Downtown office vacancies continue to be higher than in the suburbs. The city of Portland has recently relaxed parking development restrictions to make downtown more competitive and at least three multi-story parking structures have been recently constructed along the light rail line. It would seem that a downtown area that had been transformed by light rail would have an excess of parking, not a shortage.

- Downtown Baltimore has experienced major job losses during the 1990s. Downtown population loss rate has more than doubled.
- Downtown St. Louis' office-vacancy rates are among the highest in the country and triple the rate in the suburbs. The population loss rate has accelerated since light rail opened.
- Dallas opened three light rail lines in 1996 and continues to have the nation's highest downtown office-vacancy rate, triple that of its suburbs and double that of Ft. Worth which is not served by light rail.

If light rail were driving regional development trends, then the downtown areas they service would be prospering relative to their suburban areas. As of 1997, downtown office vacancies were above suburban vacancies in all reported light rail urban areas except Sacramento. The downtown vacancy rate averaged 70% above the suburban rate. The average, non-rail, downtown-area vacancy rate was 15% below that of the light rail downtowns.

Light rail is not a catalyst for private developments except where governments provide subsidies to developers.

### Travel Times and Light Rail

A principal reason that urban light rail has not attracted significant numbers of commuters from autos is its slower operating speed. Light rail does not improve commuting speeds for auto commuters because the national experience has been that few riders abandon their cars for light rail.

Light rail is slower than the auto. The average commuter speed is 34.7 miles per hour for autos. This is more than double that of new light rail systems. There also is a waiting time associated with light rail, which increases the advantage of the auto. The average transit commute trip is some 31 minutes longer than the average commute by auto - more than an hour a day. The average auto work trip is about 19 minutes while the average transit work trip is 50 minutes.

Light rail offers no advantages over express buses. Express buses have an average operating speed of 26 miles per hour, which is about 60 % faster than light rail's 16.2 miles per hour. Two factors make express buses faster than light rail: 1) buses carry passengers from residential areas to downtown, making fewer stops than rail; and 2) express buses operate on freeways. Light rail routes are fixed, while buses can adjust with passenger demand—the OCTA adjusts bus routes three times a year.

## The San Diego Exception

The San Diego light rail was the earliest rail system developed (1982) that was analyzed by the Grand Jury for historical relevance to Orange County. It was built under a mandate to minimize costs and has emphasized tight management since opening. San Diego made a decision not to seek federal funds on the initial southbound phases of construction. This allowed lower costs to be incurred in the construction process by avoiding federal mandates on all aspects of planning and construction. The "Tijuana Trolley" portions of San Diego light rail were completed under budget at \$116.6 million. Fare box recovery has been up to 70 % for the San Diego to Tijuana segment of the transit system. Overall San Diego transit system farebox recoveries are 47 % for bus services. San Diego has the unique advantage, not available to other light rail cities, of connecting a large, densely populated city (San Diego) with a densely populated border city that provides much of San Diego's labor force. The San Diego model does not apply to Orange County.

## Findings

According to Penal Code §933 and §933.05, responses are required to all findings. The Orange County Transit Authority Board of Directors is required to respond to all the findings presented below.

1. The national experience regarding the cost effectiveness and the efficacy of urban light rail systems to solve traffic congestion, air pollution and other urban problems has been poor. No mention of these performances has been found in OCTA Outreach literature or briefings.
2. The OCTA Outreach/CenterLine documentation is alleged to "... educate the public as to the transportation choices available to Orange County..." One of the goals of Outreach/CenterLine is to get public feedback and evaluation of the transportation alternatives. However Outreach/CenterLine documentation does not describe what the light rail system is supposed to do in a quantitative environmental, economic, or financial sense.
3. There is a promotion of light rail by OCTA in its Outreach/CenterLine documents and briefings, rather than a process of study, analysis and evaluation as to its merits and cost benefit.

## Recommendations

In accordance with Penal Code §933 and §933.05, responses are required to all recommendations. The Orange County Transit Authority Board of Directors is required to respond to all the Recommendations below. Based on the findings, the 1998-99 Orange County Grand Jury recommends:

1. The OCTA Directors be made aware of the national experience in light rail over the past 18 years and light rail's documented inability to solve urban transit problems such as traffic congestion and pollution. Along those lines, we further suggest that disinterested experts from academia be invited to provide the historical perspective to the Directors. Inputs should come from a variety of sources, especially experts in economics, transit and light rail, who do not have a vested interest in the promotion of light rail for the County. (Finding Number 1)
2. The Directors instruct the OCTA staff to amend Outreach Programs to include data regarding the recent and ongoing national experience regarding the cost-efficiency and efficacy of light rail in



failing to solve urban problems of traffic congestion, pollution, etc. (Findings 1 and 2)

3. The Directors instruct OCTA staff to develop, and publish in a timely manner, quantifiable "build-no build" criteria on light rail's effect on, for example, urban traffic congestion, pollution abatement and ability to support unsubsidized developments in Orange County. These criteria should be approved and in place for the Directors and the taxpaying public so they can be utilized in the "build-no build" decision processes scheduled for December 1999. That information will enable reasoned and meaningful citizen evaluation on the various transportation alternatives, including light rail, that OCTA has presented for public support. To date, that data has not been forthcoming in the OCTA Outreach Program. (Findings 1, 2 and 3)

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# *Fax*

**Please deliver immediately to: Project Mgr Steve Brye**

**of: MTA**

**Fax number: 1213 9223005**

**Voice number: 1213 9229078**

**Fax received from: Margarita Sanchez**

**of: Boyle Hts Mejoramiento**

**Fax number: 323 2607799**

**Voice number: 323 2607799**

**Date: 4/17/2001**

**Time: 12:36:45 PM**

**Number of Pages: 17**

**Subject:**

## *Message:*

HP OfficeJet  
Personal Printer/Fax/Copier/Scanner

Fax History Report for  
Margarita Sanchez  
323 2607799  
Apr-17-01 12:41pm

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Last Fax

<u>Date</u>	<u>Time</u>	<u>Type</u>	<u>Identification</u>	<u>Duration</u>	<u>Pages</u>	<u>Result</u>
Apr 17	12:40pm	Sent	1213 9223005	0:00	0	No answer

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Committee Against the Adelante Redevelopment Project  
3118 Wabash Ave., Apt. # 5  
Los Angeles, CA 90063-2740

Ernestina Montellano, CAARP Chairperson

Mr. Steve Brye  
Project Manager  
Los Angeles County, MTA  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Brye:

The people signing this letter are addressing this to you, Mr. Brye, to request an extension of at least 6 months of the public comment period for the Draft of the Supplemental Environmental Impact Report for the Light Rail Eastside Project. We are sure it took the MTA's full time staff at least two years or so to put this big book together. Therefore, our community should also have enough time to read it and make its comments.

38.A

We are enclosing the letter We got from Joe Coria, Chairperson of the Review Advisory Committee for the Light Rail Project as an example of the need of the extension we are requesting. In this letter we are told that the March R.A.C. meeting was postponed to give the RAC members the opportunity to get themselves prepared for the SEIR Public Hearings. This letter proves that the MTA's deadline (April 17<sup>th</sup>) has created so much pressure in members of our community that important events such as the RAC Meetings have to be suspended. This is unacceptable because in the most important moment of this process (Public Comments to the DSEIR) when the need for the community to get informed is the greatest, the meetings are canceled. This shows no respect and it is another violation to our rights.

The Light Rail Project going through First Street will have a great negative impact on a convalescing Home, the First Street Elementary School, the Evergreen Cemetery, etc. The digging, closure of streets, and the narrowing of sidewalks and roads are going to jeopardize the safety and well being of

Page 2, Mr. Brye

our people. Is there any money set aside in case of any accident? The Red Line Eastside Extension took away homes and businesses from our community. We do not need the light rail to exacerbate the damage already done by the failed Red Line Project. What we need is more homes and more buses (Rapid ones and Dash ones). Never mind your light rail and tunnel that actually is intended to get profits for contractors, big businesses, and politicians. The Light Rail Project is not for the betterment of our community, but for the removal of our people. This is greed.

Thus, we are demanding a 6 months extension of the public comment period of the DSEIR and we are looking forward to get a response to this demand as soon as possible.

Best regards,

*Ernestina Montallano*  
Ernestina Montallano

*Hermenegildo Medina* Spoke Person

*Gerardo Salas*  
Gerardo Salas

List of very concerned residents of Boyle Heights and East Los Angeles.



March 16, 2001

Dear Resident:

We are writing to notify you that the March RAC meeting at the Knights of Columbus is postponed. In the interest of the project it is best to use this time to prepare for the public hearings for the MTA Eastside Light Rail Project DEIS public comment. We are scheduling the next RAC meeting on April 11, 2001 at the Downtown Play House in the Little Tokyo Arts District. The location is 929 E. 2<sup>nd</sup> Street #5. Street Parking is available along 2<sup>nd</sup> Street between Alameda and Santa Fe. We will be sending you a notice for this meeting. The rescheduled Knights of Columbus RAC meeting will be on May 9, 2001 at 6:00 pm.

As a reminder we are having our public hearings on:

Thursday, March 29, 2001 at 6:00 pm  
Japanese American National Museum  
369 E. First Street  
Los Angeles, CA 90012

Wednesday, April 4, 2001 at 6:00 pm  
Roosevelt High School  
456 S. Mathews St.  
Los Angeles, CA 90033

Thursday, April 5, 2001 at 6:00 pm  
Garfield High School  
5101 E. Sixth Street  
Los Angeles, CA 90022

Please join us on these days and we will be available to assist you in obtaining further information regarding this project. If you have any questions please feel free to call Luzmaria Chavez 323.726.7734 ext. 25.

Cordially,

Joe Coria, Chairman  
Review Advisory Committee

Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

Petition for a 6 month extension of the Public Comment Period for The Supplemental Environmental Impact Report for the Light Rail Project.

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Maricela Jarama	" 263-1363	
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Corinne Chang	523 267-1536	Corinne Chang
Benny Chang	323 267-1536	Benny Chang
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Petition for a 6 month extension of the Public Comment Period for The Supplemental Environmental Impact Report for the Light Rail Project.

NAME	PHONE	SIGNATURE
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Juana Martinez	268-7555	
Reynalda Samayoa	323, 481-9735	Reynalda Samayoa
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Maria Espinoza	323 268-5506	Maria Espinoza



Ernestina Montellanos  
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Mr. Steve Brye  
Project Manager  
Los Angeles County, MTA  
One Gateway Plaza  
Los Angeles, CA 90012

Committee Against the Adelante Redevelopment Project  
3118 Wabash Ave., Apt. # 5  
Los Angeles, CA 90063-2740

Ernestina Montellano, CAARP Chairperson

Tuesday, April 17, 2001

Steve Brye  
Project Manger  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

RE: Comments to Eastside Corridor Draft Supplemental Impact Statement/  
Draft Subsequent Environmental Impact Report (DSEIR)

Dear Mr. Brye:

I am writing on behalf of Committee Against the Adelante Redevelopment Project. We are a local community based organization with a mission to help residents in our community better understand the impacts of land use and transportation development in Boyle Heights. The following are some of the ideas we have regarding the DSEIR.

In its Chapter 1 (Policy) CEQA law establishes the following: "(g) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment." Therefore, the same Chapter declares:

**21001.1. Review of Public Agency Projects**

"The (California) Legislature further finds and declares that it is the policy of the state that projects to be carried out by public agencies be subject to the same level of review and consideration under this division as that of private projects required to be approved by public agencies".

Well, Mr. Brye, we are making these comments hoping that this time a truthful public review of the Light Rail Project will begin. Until this day, public participation has been

39.A

only a tool for the MTA to have promotional events to sell the Light Rail Project. Instead of having a process of study, analysis and evaluation of the LRT project, what we have had is a very dull advertising campaign.

Mr. Brye, in the various meetings held by the MTA we repeatedly asked for details of the LRT project. The main reason why we never got those important details was the elaboration of the DSEIR. "Wait to the release of the DSEIR", we were told over and over. But after the release of the DSEIR, we found out that the DSEIR is also part of that same advertising campaign. Let us mention just one example of this discouraging situation: the mitigation offered by the MTA to address the lost of affordable housing due to the proposed property acquisitions of the Light Rail Project is the \$2.6 million revolving loan fund agreed upon as a result of the settlement arising out of Fonseca et al..w. LAMTA (case number BC195151). This lawsuit was intended to make the MTA comply with the CEQA law in the elaboration of a proper Supplemental Environmental Impact Report after significant modification carried out by the MTA to the original design of the Metro Red Line Eastside Extension. After numerous meetings a settlement was reached to create a \$2.6 million revolving loan fund to help in the replacement of the units demolished by the MTA during the failed construction of the Metro Red Line Eastside Extension. Thus, this fund cannot be used to mitigate the lost of affordable housing that the new Light Rail Project will bring to our community.

39.B

It seems to us that, as usual, the MTA is not going to pay any attention to this request. Actually, the name of this EIR (Draft Supplemental Environmental Impact Report) is telling us that the MTA is regarding this document and therefore the LRT project as a continuation of the failed Metro Red Line Eastside Extension Project. The fanny thing is the fact that for the purpose of mitigation the DSEIR mention things done and agreed for the old project, but for the purpose of assessing significance of environmental impacts the DSEIR neglects the following two things:

39.C

1. In order to build the subway stations, the MTA, according to its own accounts, spent \$ 17,885,784 to acquire "a total of 24 properties containing 21 buildings on 7.3 acres". These acquisitions were done between 1996 and 1998 at the corners of 1<sup>st</sup> Street/Boyle Avenue, Cesar Chavez Avenue/Soto Street, and 1<sup>st</sup> Street/Lorena Street. As a result of that purchases, 123 families were removed from Boyle Heights, and 24 businesses were relocated (most of them just disappeared).
2. The Rancho Market is still functioning. Before the Metro Red Line Eastside Extension, this company owned the place where it is located. Now it is renting the place. The Light Rail Project is going to displace this business because that property is needed for the project.

If the DSEIR is going to take into account the \$2.6 million revolving fund as a part of its mitigation program, it must take also into account the negative impacts describe in paragraph # 1 above. It also has to add the future disruption that the Mariachi Plaza will undergo after the removal of the Rancho Market (paragraph # 2). These two things must be considered for a proper assessment of the significance of impacts caused by the Light Rail Project. So the new data should be as follows:

- 39.C**
1. Between 52 and 128 person will be displaced + 123 families already removed by the Metro Red Line East Extension (let's say and average of 4 people by family), we have a total between 544 and 620 displaced persons.
  2. Between 9 and 14 businesses will be removed + 24 removed by Metro Red Line East Extension, + the Rancho Market, we have a total between 34 and 39 business displacements
  3. Between 8 and 28 jobs will be lost + 60 lost due to the Metro Red Line East Extension, + 35 that will be lost by the removal of the Rancho Market, we have a total between 103 and 123 jobs lost by our community.

If this DSEIR is to be a useful document, it must add the figures above described. It is up to the MTA to make this document a boring pamphlet or a serious assessment of the pros and cons of the Light Rail Project.

**39.D**

What we are saying above is just one complaint of so many that can be made regarding the DSEIR. We would like to point out another thing. In page 4.9-8 of the DSEIR it is said: "Since soil conditions can vary significantly within the same city block, only the data from specific tested area (where the LRT Build alternative intersects or is coincident with the previous alignment of the suspended Metro Red Line Project) is reliable enough to utilize for the LRT Build Alternative." We have been asking for a serious assessment of the conditions of the Evergreen Cemetery during the construction period of the LRT. As far as we know, that same area (First Street/South portion of the Evergreen Cemetery) was part of the alignment of the failed Metro Red Line Project. Thus, according to the DSEIR, data should be available on the soil conditions. There is no such a data in the DSEIR, but just big speculations which do not help to make an educated guess of what could happened to the Evergreen Cemetery. We demand that information because it is stated in the DSEIR that you already have it. Thus, what is the purpose of not releasing that data?

**39.E**

The geology section does not analyze possible impacts from erosion. The Draft LA CEQA thresholds guide states that a project would have significant impacts if it would "Constitute a geologic hazard to other properties by causing or accelerating instability from erosion" (p. c.2-3). Due to large-scale earth movement required by this Project, the DSEIR should include a section on erosion.

Considering all the problems run into by the Metro Red Line tunneling in Hollywood, including a 70' by 80' sinkhole and a tragic collapse that killed workers, the Eastside community needs detailed analysis explaining why this will not happen in the Evergreen Cemetery, the resting place of our loved ones.

In page S-4 of DSEIR we find a remarkable description of the conditions of the public transit in Los Angeles Eastside Corridor: "There are approximately 40,000 weekday transit boardings in the area with several heavily used bus transit corridors that include Soto street, Cesar Chavez Avenue, 1<sup>st</sup> Street, Whittier Boulevard, and Olympic Boulevard... The average speed for all bus routes in the area is 12.9 MPH, and the typical passenger trip length for transit riders is between one and three miles... The existing bus system has very high ridership on many routes during peak periods and moderate to low levels of ridership on other routes during peak as well as off-peak periods. Adequate transit services are not being provided to locations of higher transit demand." In page S-5 we also found the following idea: "Nine percent of work trips from the Eastside Corridor were destined for the Los Angeles CBD, 36 percent for areas north and west of the CBD, 13 percent for the South Bay region of the County, 24 percent for locations within the corridor, and 18 percent for areas in the remainder of the County". In page S-6 there is another very interesting statement: "SCAG forecast data for the year 2020 show an increase in the number of trips generated in the study area as the population grows. The forecast results indicate that there will be less reliance on the Los Angeles CBD and a greater number of trips being made to other sub-areas of the Los Angeles region. Work trips to the West Los Angeles area are projected to increase by 57% from the study area, and work trips to the southern part of the County are expected to increase by 42%. While work trips to the San Fernando Valley are expected to decrease by 46%, work trips to the San Gabriel Valley are expected to increase by 100%. Work trips destined for Orange County are expected to increase by 50%. As employment and activities in the region decentralize, greater reliance will be placed upon modes of travel that provide relatively convenient and timely service, especially in light of the increase in the amount of traffic congestion and resulting public transit delays that will be experienced in the coming 20 years". These are some of the statements in the DSEIR that we agree upon. The MTA has made a right diagnosis, but has come out with a troublesome solution. The long paragraphs that we quoted show what is a national trend: the decentralization of employment, commercial areas and homes. Without big employment and commercial hubs, the LRT project is going to fail to address the transportation needs of the Eastside corridor. Technologically speaking, a light rail is able to carry lots of people. Capacity is not an issue here. The problem with light rail arises from the mismatch between its capacity and USA demographic trends that the DSEIR depicted very well in the quoted paragraphs above. A decentralized growth requires a solution that meets the various needs that this growth imposes over transit. That solution has to have one main characteristic: flexibility. The LRT project has one big disadvantage: it is a fixed guideway that once in place cannot be adjusted to meet any change in the transportation needs of the Eastside Corridor.

39.F

39.G

Another very important problem with the LRT project as a solution of the transit problems describe by the MTA is that the people of Los Angeles Eastside Corridor have to wait for about 8 years to see any improvement. Actually, what is certain to happen is a further deterioration of the public transit service due to the negative impacts that the construction period will have in the area. In page 2-13 the DSEIR declares: "As a major component of implementing Light Rail Transit service in the Eastside Corridor, MTA has designed a corresponding increase in feeder bus and increased service to existing routes that would serve the LRT stations"... "This increase in bus service will require an increase of over 40 peak period buses. The capital cost of these improvements as well as the increased bus operating costs are included in the costs for the LRT Build Alternative...". The increase of bus service is something that has been needed since a long time ago. The description of the conditions of public transit given in the DSEIR proves that. Actually, the MTA should have increased the bus service long before. Now as a part of the LRT project an increase is offer but within 8 years and after 4 to 6 years of construction impacts. The fact that the MTA has not allocated any money to increase the bus service in Los Angeles Eastside Corridor even though it knows about the urgent need for improvements, leaves room to think that the proposed increase in bus service is intended to secure a ridership big enough to justify the project, but not to address public transit needs. To disprove this conclusion, the MTA must increase the bus service before the construction of the LRT project. Once the construction begins, the mitigation plan must encompass the increase of at least 6 routes of bus service: 68, 31, 30, 251, 252, and line 40 (Montebello City Service). The congestion produced by years of construction will need a significant improvement of the bus service in these routes.

39.H

Another issue is the California's electricity crisis. A light rail uses huge amount of power. How such a big amount of power is going to be generated? What are the strains that the whole power system will undergo in order to meet the huge demand of power for the LRT? Data have to be included regarding this issue. There is also another related problem. It is true that the use of electricity makes the light rail environmentally speaking safer. However, it should be clarified how that power is generated and what kind of fuels are used to do it so. There is the chance that the generation of the clean electricity could involve the burning of fuels that actually pollute the environment. The DSEIR must include data about this.

## CONCLUSION

As we have stated at the beginning of this document, the DSEIR is just another expression of the promotional campaign that the MTA has undertaken in order to gain acceptance of its project. Unless the MTA take into account the public comments and make the changes (we do not want only responses) sugested by our Committee and the comments and sugestions of many other concerned residents of Los Angeles Eastside

Page 6, Mr. Brye

Corridor, this document cannot be accepted as a proper environmental assessment. **Our conclusion is that the DSEIR is not an accurate and serious study to allow the public to make a smart choice.** Thus, we believe the DSEIR should be re-drafted and re-circulated.

Sincerely,

*Ernestina Montellano*

Ernestina Montellano  
Chairperson,

CC: Gloria Molina, Supervisor, First District, Los Angeles County.

Ernestina Martellano  
3118 Wabash ave. apt 5  
Los Angeles, CA 90063



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**CERTIFIED MAIL**



7000 0600 0024 6115 9375

Steve Bruge  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
one Stateway Plaza  
Mail Stop: 99-22-2  
Los Angeles, CA 90012





**MELA**  
Mothers of East Los Angeles

April 20, 2001

Steve Bbye, Project Manager  
MTA  
One Gateway Plaza  
Los Angeles, CA 90012

Subject: Response to Draft Environmental Document Eastside Light Rail

Dear Mr. Bbye:

I am responding to your Draft Environmental Impact Supplemental Report on behalf of the Mothers of East Los Angeles. We are a non-profit group who has been a strong advocate for a safe mass transit system in the East Los Angeles Community. We fought as hard as we could against Proposition A, but unfortunately the voters were unaware of the final impact and the Proposition passed. Now we are left with a light rail system instead of the promise given to this community of the Metro Red Line Extension. **Broken Promises.** This is the motto we have for the MTA. I hope this will not continue and this system we have been working with you for the past year and a half will be built.

We will continue to follow the progress and for that reason we have taken time to review this entire document. Our major concern is pedestrian safety especially all of the various intersections in which Children, their parents and grandparents will be crossing to and from the schools. Ramona High School is a big concern since Indiana Street is so narrow for the at grade train.

40.A

The environmental document in Section 3.2.2.3 states the current intersection at First Street and Alma Avenue has an "F" grade. As a schoolteacher I give MTA the "F" grade for not thinking logically of exacerbating this problem around Ramona High School. MTA needs to place the tunnel extension past Ramona High School to lessen the traffic levels around the school. We must provide a safe environment for our children and grandparents to walk and cross these large highly traffic area intersections.

40.B

This community fought to keep El Mercadito to a limit and not increase the traffic and provide additional impacts to the adjacent residential uses. Option 1 & Option 2 will provide an impact of traffic, loss of housing and loss of parking for this neighborhood. Option 3 is what is best for the transition from First Street to Third Street. During your next design phases give this option a serious consideration and look to see other cost savings available to make this Option 3 a viable option.

Cordially,

Mary Lou Trevis,  
President



**MELA**

**Mothers of East Los Angeles**

3354 E. Olympic Boulevard • Los Angeles, CA 90023

**Steve Brye, Project Manager**

**MTA**

**One Gateway Plaza**

**Los Angeles, CA 90012**



## LATINO URBAN FORUM

*improving the quality of life in latino communities*

April 30, 2001

Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza  
MS 99-22-5  
Los Angeles, CA 90012  
Attn: Mr. Jim de la Loza

RE : Eastside Light Rail

The Latino Urban Forum (LUF) approves the Draft Supplemental Environmental Impact Report/Statement for the Eastside Light Rail. This report does a very good job in addressing CEQA/NEPA requirements and assessing community needs.

LUF is dedicated to improving the quality of life in Latino communities' through the built environment. We believe that the Eastside Light Rail will improve the quality of life for residents in Boyle Heights and East Los Angeles Unincorporated by providing them with a safe, clean energy, quality public transportation system.

41.A | LUF would like to advocate urban design as a top priority for the project. Latino communities are very unique in their urban design and the light rail project has a tremendous opportunity to enhance the existing built environment. LUF recommends that at each station have one-day design charette with local residents, urban planners and architects.

41.B | Please ensure that all safety and environmental mitigations are implemented as agreed upon at the conclusion of the public hearing process and approval by the MTA Board.

Sincerely,

Dr. Ramon Garcia  
Latino Urban Forum



Friends 4 Expo Transit  
 P.O. Box 64943, Los Angeles, CA 90064  
 310.393.9025 fax 310.393.9810  
 friends4expo@aol.com  
 www.friends4expo.org

May 2, 2001

Mr. Steve Brye  
 Project Manager  
 MTA  
 One Gateway Plaza  
 Mail Stop 99-22-2  
 Los Angeles CA, 90012-2952  
 Fax 213-922-3005

42.A

Friends 4 Expo Transit is an independent citizens group, volunteering for effective transit on the Westside. We would like to state our emphatic support for the Eastside light rail project during the Eastside Draft SEIS/SEIR process.

The Eastside Light Rail Corridor project will bring electric rail mass transit to a low income, transit-dependent corridor in vibrant East Los Angeles. This project will greatly benefit and enhance Boyle Heights and East Los Angeles unincorporated.

One of the densest parts of Los Angeles, the 2000 U.S. Census documents this corridor's 15,127 people/square mile within 1/2 mile of the line (10,214 people/square mile within 2 miles). This is 20% denser than even the Long Beach Blue Line's 12,607 people/square mile within 1/2 mile - which is considered the most successful light rail line in the United States.

It will also add another vital core corridor to the emerging Los Angeles rail network.

Darrell Clarke  
 Co-Chair



# CATELLUS

May 1, 2001

Metropolitan Transportation Authority  
Mr. Steve Brye  
One Gateway Plaza - Mail Stop: 99-22-2  
Los Angeles, CA 90012-2952

**RE: LOS ANGELES EASTSIDE CORRIDOR  
DRAFT SEIR/SEIS COMMENTS**

Dear Mr. Brye:

As the owners of Los Angeles Union Station, and the steward of the region's transportation hub, Catellus Development Corporation has long been a proponent of transit development in the region and the extension of a light rail system to the eastside in particular.

We look forward to working with the MTA to develop a more detailed understanding of the broad range of issues required to assure the success of the Eastside Corridor. Based on our preliminary review of your document, we have identified several issues that relate to adopted land use plans and the alignment of the proposed transit extension, which we would anticipate exploring in greater detail with the MTA. These include the following:

1. SURFACE STREET SYSTEM ISSUES

43.A

- As a function of the at-grade alignment of the proposed Eastside Light Rail Extension along Alameda and First Streets, the Draft EIR document identifies conditions that could affect traffic on the segment of Alameda between Union Station and 1<sup>st</sup> Street. The Los Angeles City's adopted *Alameda District Plan* is the land use program for Union Station, a component of which is to assure certain levels of transportation mobility in and around Union Station. As one of the stated goals of the light rail extension program is to "...support land use and development goals as stated in the City of Los Angeles and County of Los Angeles plans for community plan consistency..." we have a number of questions as to how the traffic conditions will be addressed. We anticipate the need to review existing and anticipated traffic movements to assure appropriate coordination with Alameda District Specific Plan development at Union Station.

2. TRANSIT/HOV ISSUES

43.B

- The MTA Board recently approved a feasibility analysis using federal funds to study connecting Union Station and the El Monte Busway to the Harbor Freeway Transitway via surface improvements (e.g., peak hour HOV lanes, some grade separations) along Alameda Street and the I-10 freeway. The proposed at-grade alignment for the Eastside line along Alameda Street may cause conflicts with and may affect the feasibility of this critical regional connection. We would appreciate understanding how the light rail extension and this important regional program can work together as opposed to one component precluding the other.

3. ALAMEDA DISTRICT SPECIFIC PLAN MITIGATION ISSUES

43.C

- The Alameda District Plan sets forth a series of transportation requirements linked to the phasing of development at Union Station and Terminal Annex. The proposed alignment of the light rail extension, as we understand it, could preclude and/or eliminate some of these transportation mobility improvements. We need to understand how these surface street mobility improvements will be able to be implemented along with the light rail extension.

Metropolitan Transportation Authority  
Mr. Steve Brye  
Page 2

Catellus has worked for more than a decade in partnership with the City of Los Angeles, the MTA, and other agencies to strike an appropriate balance between land use planning and transportation infrastructure development. We look forward to continuing this dialogue to assure that the Los Angeles Eastside Corridor is built in an alignment that serves the City and the people of Los Angeles as well as the land use program adopted under the Alameda District Specific Plan.

Thank you for the opportunity to provide these comments.

Sincerely,

Catellus Urban Development Corporation, LLC



Dean Perton  
Associate Vice President

cc: Doug Gardner

800 NORTH ALAMEDA STREET, SUITE 100  
LOS ANGELES, CALIFORNIA 90012



CATELLUS

Metropolitan Transportation Authority  
Mr. Steve Brye  
One Gateway Plaza - Mail Stop: 99-22-2  
Los Angeles, CA 90012-2952

**Shoji Shimizu Architect**  
A Professional Corporation

Date: April 17, 2001  
Project No: 1114-70

**LETTER OF TRANSMITTAL**

To: Los Angeles County Metropolitan Transportation Authority Delivered Through:  
One Gateway Plaza  
Los Angeles, CA 90012  U.S. Mail  Hand Delivery  
Attn: Mr. Steve Brye, Project Manager  U.P.S.  Pick-Up  
Project Name: Mangrove Estate Project  Federal Express  Messenger  
Re: \_\_\_\_\_  Other \_\_\_\_\_

We are sending you the following items:

- Originals
- Renderings
- Samples
- Progress Print
- Shop Drawings
- Change Order
- Copy of Letter
- Floppy Disk
- Other \_\_\_\_\_
- Specifications
- Estimates

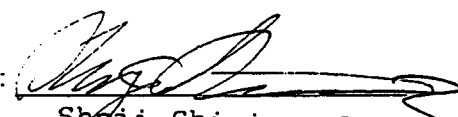
Copies	Sheet No.	Date	Description

These are transmitted as indicated below:

- As Requested
- For Approval
- Coordination
- For Your Use
- For Your Files
- For Your Action
- For Review and Comment
- Other \_\_\_\_\_

Remarks:  Please return the floppy disk  
Please find enclosed three (3) copies of Comments to DSEIS/  
DSEIR for the Los Angeles Eastside Corridor dated April 17, 2001.

CC: \_\_\_\_\_  
\_\_\_\_\_

Signed By:   
Shoji Shimizu, A.I.A.



**Shoji  
Shimizu  
Architect**

A Professional Corporation

201 S. Santa Fe Avenue, Suite 101  
Los Angeles, CA 90012

---

**TO:**

**Mr. Steve Brye  
Project Manager  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012**



Comments to:

**DSEIS  
DSEIR**

Los Angeles Eastside Corridor

Mangrove Estate, B.V.

April 17, 2001

**Shoji  
Shimizu  
Architect**  
A Professional Corporation

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# Shoji Shimizu Architect

A Professional Corporation

April 17, 2001

Mr. Steve Brye, Project Manager  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

Re: Comments to Draft Supplemental Environmental Impact Statement/  
Draft Subsequent Environmental Impact Report -  
Los Angeles Eastside Corridor

Dear Mr. Brye:

This letter is written on behalf of Mangrove Estate, B.V., the owner of approximately 10 acres of property located within a portion of the block bounded by Alameda Street, First Street, Vignes Street and Temple Street in the City of Los Angeles, to submit comments and corrections to the Draft Supplemental Environmental Impact Statement and Draft Subsequent Environmental Impact report for the proposed project.

44.A

Our specific comments are organized in relation to the sections in the Draft EIS/EIR. In summary, our comments are that the document does not recognize the vested development entitlements on the subject property and does not adequately address the impacts of the proposed surface fixed guideway project on the access and circulation to the subject property. The owner has obtained approval from the City of Los Angeles for the development of a mixed use project with 2.7 million square feet, consisting of 1,200 residential units, 600 hotel rooms, 234,800 square feet of commercial/retail space, 495,650 square feet of office space, 15,020 square feet of recreational space, and 4,987 parking spaces. (Refer to the Site Plan and bird's eye view of the project included in this document.) These development rights were approved by the City Council on December 15, 1995, under a General Plan Amendment and zone and height district change, which redesignated the property as Regional Commercial and

rezoned the property to permanent [T][O]C2-OD zoning. Further, the City approved Vesting Tentative Tract Map Nos. 52007 and 52008 to subdivide the property into lots and to vacate portions of Banning Street and Turner Street within the subject property.

As a part of entitlement process the Owner demolished 33 existing brick and concrete structures ranging from one to five story high consisting total floor area of 706,765 s. f. These structures have been vacant for many years and were becoming public nuisances. The property was contaminated with 15% diesel fuel and 85% fuel oil. 80,000 c. y. of soils were excavated, treated, back filled and re-compacted.

44.B These entitlements were conditioned upon the provision of additional dedication and street improvements on First, Alameda, Temple and Banning Streets surrounding the property. Development of the property to its full entitlement requires significant, direct driveway access to all of these streets in order to achieve adequate access and circulation for the property. The proposed lightrail transit alternative would result in a substantial reduction in the traffic carrying capabilities of the adjoining streets, as well as the turning movements into and out of driveways from the subject property.

Specifically, the following revisions and corrections should be made to the documents:

44.C Page 3-21: The top two paragraphs regarding Alameda Street and First Street should be revised to include more specifics regarding the limitations to be placed upon adjoining properties along Alameda and First Streets, with regard to driveway access, particularly the prohibition of left turn movements.

44.D Pages 3-29 and 3-30: Table 3-12 and the last paragraph on page 3-30 clearly indicate that the three intersections serving the subject property, Temple Street and Alameda Street, First Street and Alameda Street, and First Street and Vignes Street will all operate substantially above the threshold for level of service F. Additional information should be included in the EIR to indicate the impact of this reduced vehicular traffic capacity on these streets to the surrounding properties.

Page 3-33, Section 3.2.4.2: The paragraph indicates that the same four streets will still be impacted, after proposed mitigations and Table 3-16 clearly indicates that the level of impacts

access and circulation to the adjoining commercial properties.

- 44.E **Figure 4.1-2:** Indicates that the subject property is designated on the City's Central City North Community Plan as commercial Manufacturing and Heavy Industrial. The map and accompanying text should be corrected to indicate that the property is now designated on the Central City North Community Plan as Regional Commercial. This redesignation was approved by the City Council on January 8, 1996, at the same time the City Council rezoned the property from CM-1 and M3-1 to permanent [T][Q]C2-2D.
- 44.F **Page 4.1-11:** Table 4.1-1 identifies the subject property as Mangrove Estate's project, but does not indicate the level of approved development which is 2.7 million square feet of mixed use, including 1,200 residential units. Further, the chart indicates that the project is proposed, when in fact, the project is vested by the City Council's actions and the approved vesting tentative tract maps.
- 44.G **Page 4.1-12, Section 4.1.3.2, Compatibility with local plans and policies.** This section should be revised and corrected to indicate that the proposed LRT build alternative would not be totally compatible with the policies of the Central City North Plan, in that it would reduce accessibility to the subject property, which is designated as a Regional Commercial site.
- 44.H **Page 4.1-14, Section 4.1.4.1, Significance of Impacts Remaining After Mitigation.** The paragraph should be revised to indicate that impacts on land use policies relating to the subject property would be significant.
- 44.I **Page 4.3-5-6, Non-Residential Displacement.** The two paragraphs relating to Alameda between commercial and First, and First/Alameda intersection should include reference to the fact that the subject property is approved and vested for a major mixed use development of 2.7 million square feet and that impacts would occur, due to the reduction in access and circulation and therefore, development density of the property.
- 44.J **Page 4.21-1, Section 4.21-1, Unavoidable Significant Adverse Impacts.** This paragraph should include specific reference to the impacts of reduced access and circulation to the subject property and the resulting reduction in development density.

should include specific reference to the impacts of reduced access and circulation to the subject property and the resulting reduction in development density.

44.K | Pages S1 thru S52, Executive Summary: The summary should be revised to reflect the revisions, additions and corrections noted previously; specifically the significant impacts to the subject property resulting from the reduced access and circulation of the adjoining streets, caused by the at-grade fixed guideway construction and operation within the existing public streets at Alameda and First Streets.

44.L | Since design and construction of permanent rail road system is a long term investment, it is essential to consider distant target for projecting future needs in the area. The study did not recognize the future development potential within the study area. Mangrove Estate, First Street South Plaza and other projects adjacent to directly east of Alameda Street and north and south side of First Street together we have development potentials of approximately up to 5 million s.f. of building including over 2000 dwelling units and place for over 6,000 jobs. This is based on current zoning and General/Community plan.

44.M | This type of project is essential to properly support public transportation system such as Eastside Light Rail system. Facilitating low density area with expensive transportation system does not efficiently contribute to the improvement of environment, economy nor community.

44.N | The SEIS/SEIR clearly indicates drastic reduction of traffic handling capabilities of the streets in the area which would destroy or diminish the development potential of needed housing and commercial facility in the area. The concept of Mangrove Estate is to provide housing where the job is. About 60% of allowable floor area is allocated for housing consisting of 1200 dwelling units.

44.O | We will support public transportation systems provided that the system will promote development of the area which ultimately contribute to increase of rider ship. But we can not support a system conflicting with surrounding establishments as it is built. Only solution to the problem is to go underground. If there are no sufficient funds to build an underground system, we should chose no-build alternative. If we chose build alternative, we will be facing problems for several decades to come due to conflicting transportation modal and other daily activities sharing the same surface space which will create more accidents, noise and vibration and aesthetically does not contribute to the surrounding community.

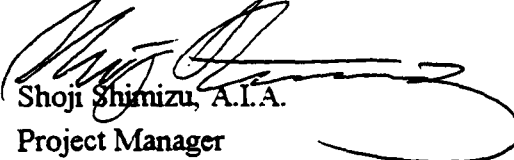


Mr. Steve Brye, Project Manager  
Los Angeles County Metropolitan  
Transportation Authority  
Comments to Draft EIS/EIR

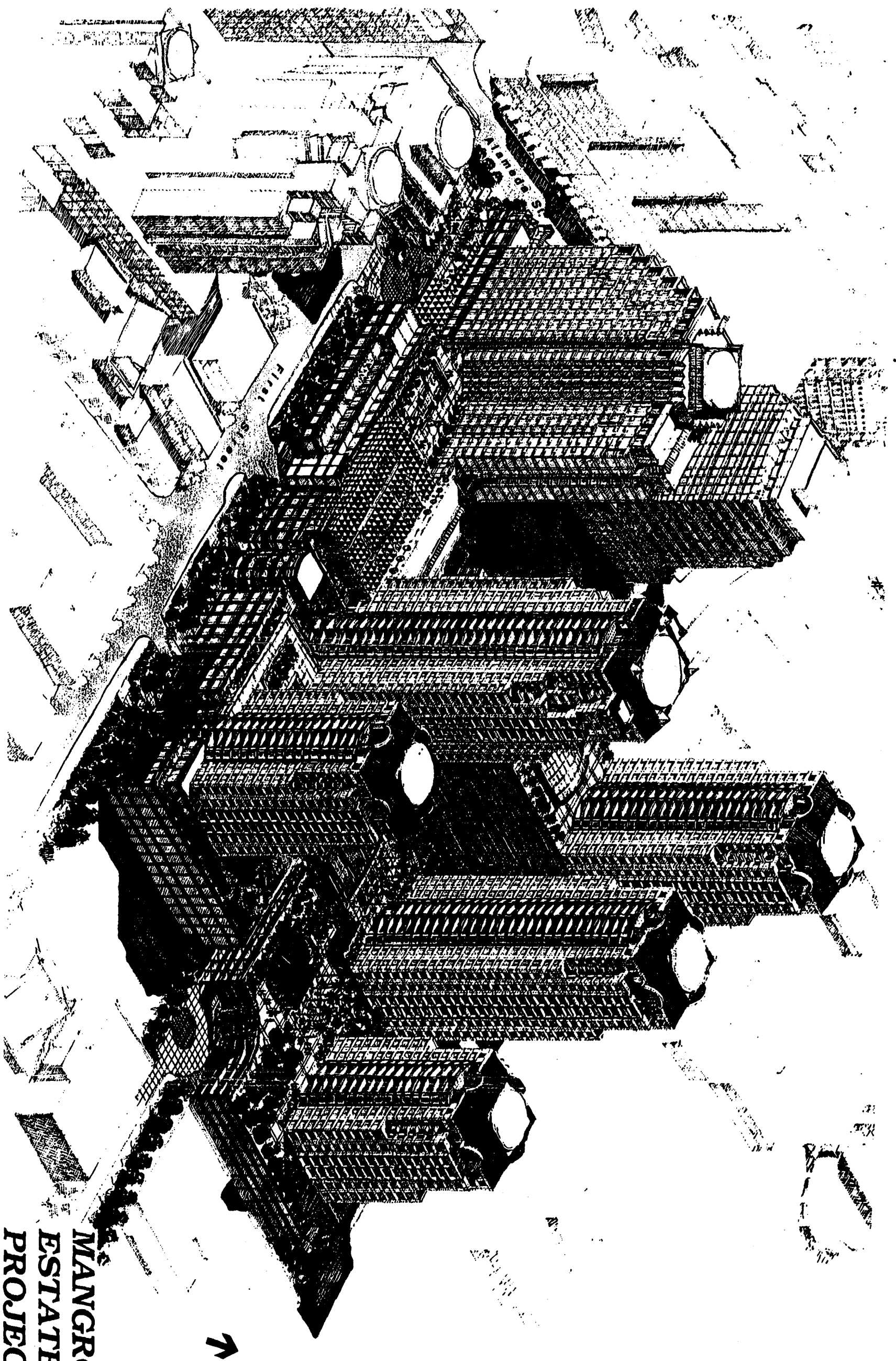
Page 5  
April 17, 2001

Thank you for the opportunity to present our comments, corrections and additions to the subject Draft EIS/EIR. Should you need additional information or documentation, please contact Mr. Shoji Shimizu at (213)628-0800.

Very truly yours,

  
Shoji Shimizu, A.I.A.  
Project Manager



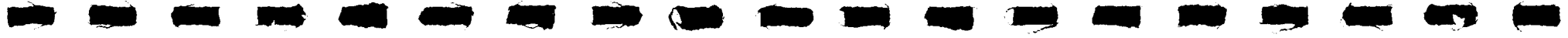


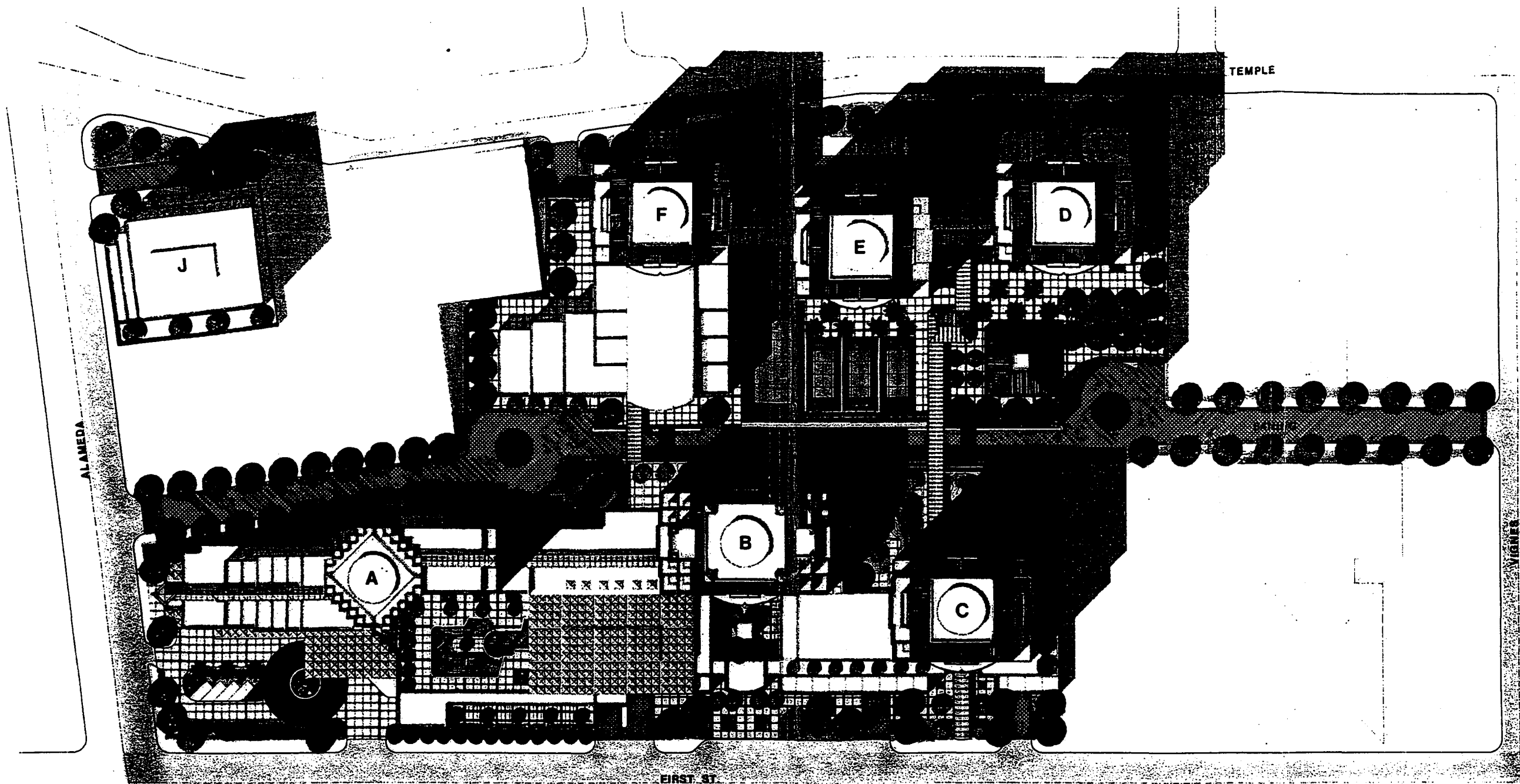
**MANGROVE  
ESTATE  
PROJECT**

Mangrove Estate / 89030 ■

Figure 16

Axonometric Mangrove Estate





SITE PLAN

SCALE 1" = 40'-0"

BLDG.	USE	UNITS	BLDG. HT.	AREA
A	HOTEL		24 FLOORS	525,977 S.F.
B	FULL SERVICE RES.	350	36 FLOORS	411,933 S.F.
	RECREATIONAL			15,020 S.F.
	RETAIL			200,550 S.F.
C	RESIDENTIAL	170	23 FLOORS	223,390 S.F.
	RETAIL			13,550 S.F.
D	RESIDENTIAL	156	21 FLOORS	197,665 S.F.
	RETAIL			6,250 S.F.
E	RESIDENTIAL	298	33 FLOORS	340,265 S.F.
	RETAIL			4,750 S.F.
F	RESIDENTIAL	226	36 FLOORS	268,565 S.F.
	OFFICE			318,750 S.F.
	RETAIL			7,000 S.F.
J	OFFICE		16 FLOORS	176,900 S.F.
	RETAIL			2,300 S.F.

# MANGROVE ESTATE PROJECT

Shoji  
Shimizu  
Architect

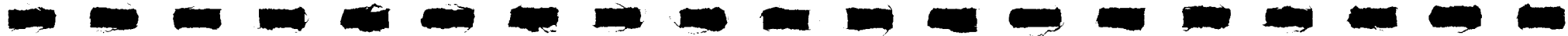
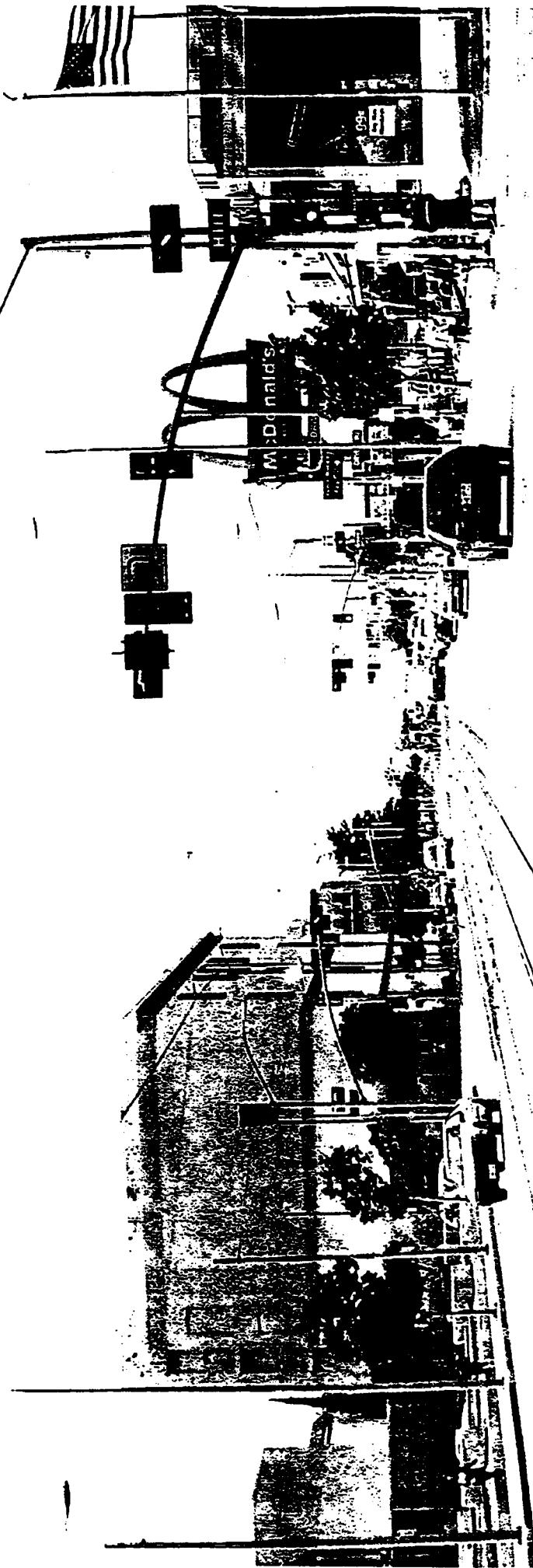


Photo **1**

Washington Blvd. at Hill Street looking west.

Washington Blvd is considerably wider than First Street. It contains full two lanes plus parking lane or left turn pocket each direction.  
24 feet right of way at center



Photo



Photo **2**

**First Street at Los Angeles Street looking east.**

**At this location First Street is reasonably wide, west of San Pedro Street. Three full lanes each direction with left turn pocket. Third lanes are used as restricted parking during off rush hours.**

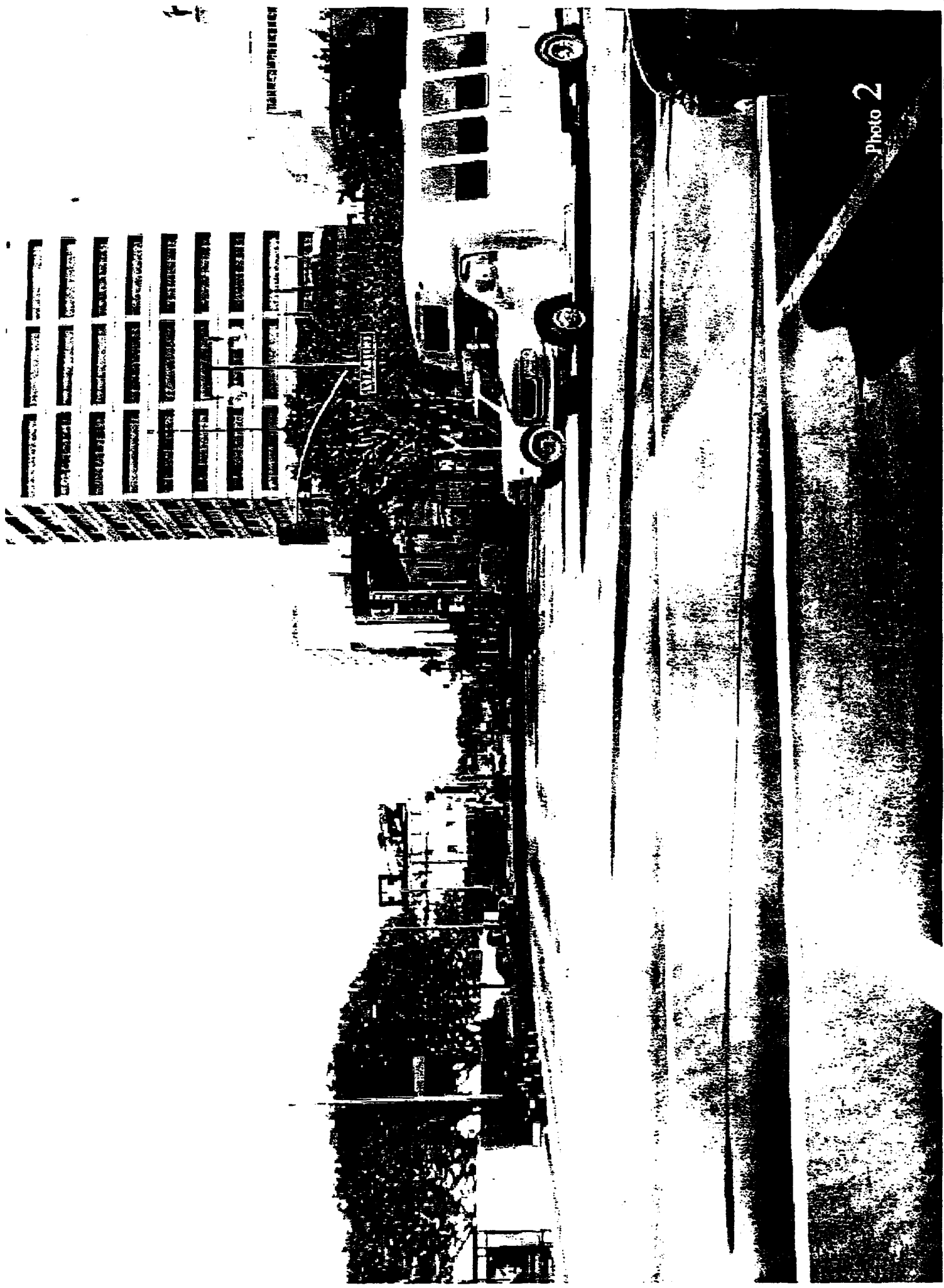


Photo 2

Photo **3a**

First Street at Hewit Street looking west.

Towards easterly direction, starting from San Pedro Street, First Street becomes 80 feet wide street.

With the dedication of 10 feet wide strip of land by Mangrove Estate, the street between Alameda Street and Vignes Street will become 90 feet wide, but at the bridge and east of the bridge the street can not be widened.

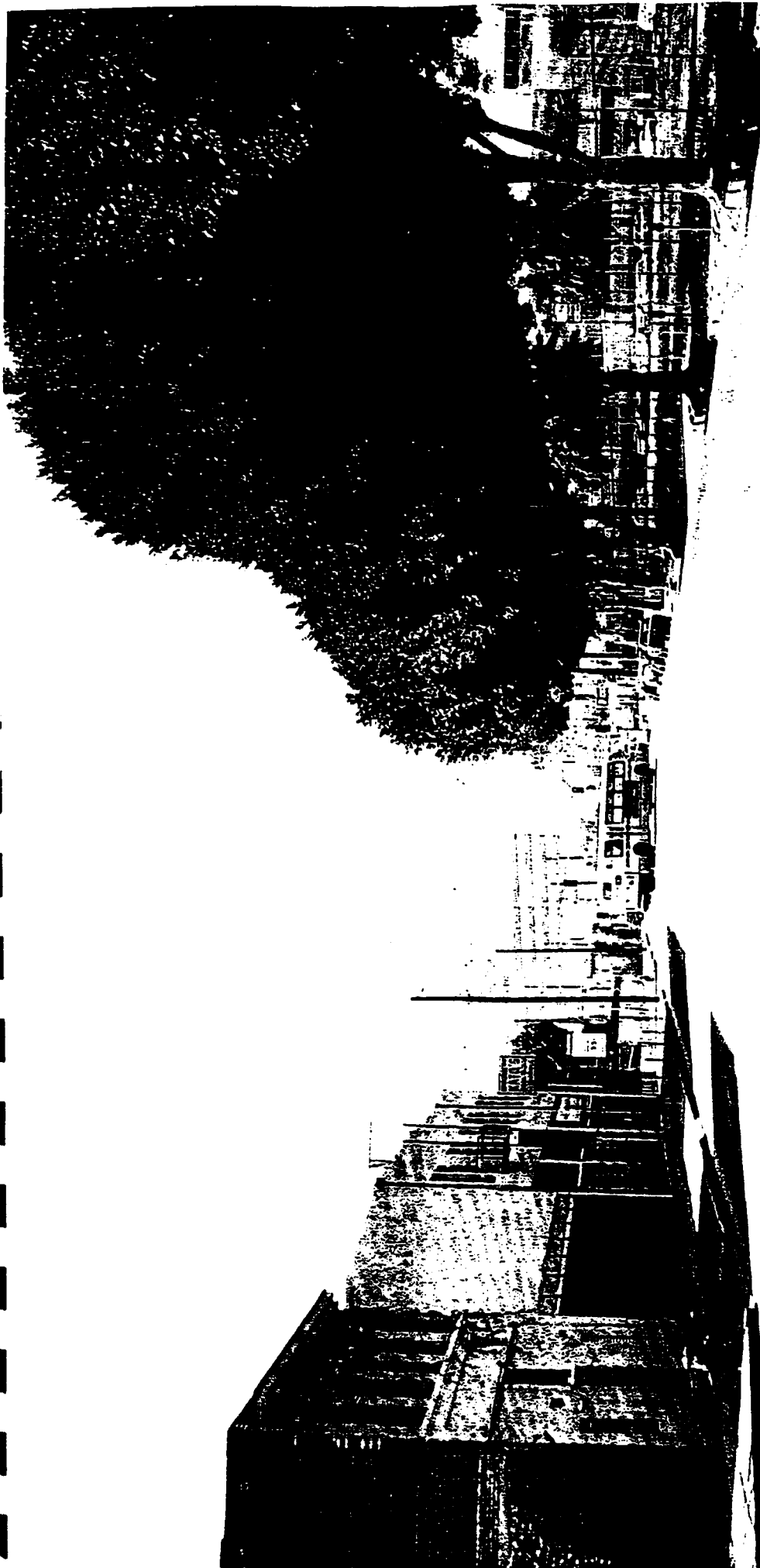


Photo **3b**, a composite photo

A LRT station was superimposed onto Photo 3a. This photo simulates a street width of 80 feet plus 10 feet of dedication along Mangrove Estate property.

First Street is totally inadequate in width to build light rail transit system and it would result in substantial reduction in the traffic carrying capabilities of the street. An analysis by our traffic engineer indicated this reduction would exceed 60% which directly corresponds to our development capacity of the land. Refer to a traffic analysis by Crain and Associates included in this report.

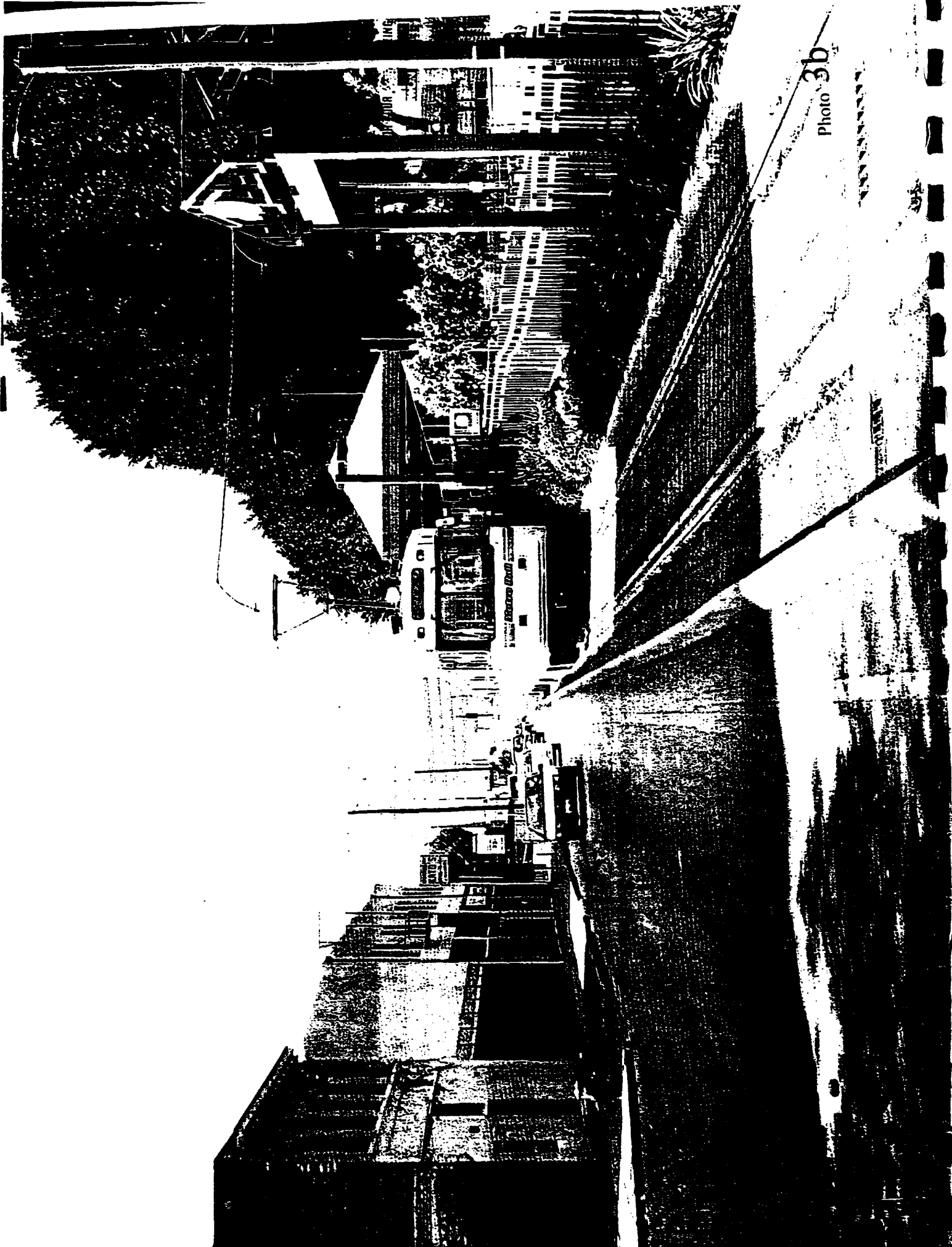


Photo 3b

Photo **3c**, a composite photo

The photo showing north side of the Little Tokyo Station along Mangrove Estate Project Site. Three major driveways are located along the street providing in and egress to and from three parcels: Parcels A, B, and C. Subject SEIS/SEIR, page 3-34, Table 3-16 Titled "Yr. 2020 LRT Built Alternative (With Mitigation ) Intersection Level of Services" indicates at intersections Temple St. at Alameda St., First St. at Alameda St., First St. at Vignes St., and First St. at Mission Road are over capacity ranging from 56.4 % to 117.9 % indicating as LOS ( level of services rating ) "F": Failure.

Page 3-16, Table 3-7, titled "Signalized Level of Service Definitions" indicates these four intersections as worst level of service, "F"; FAILURE, and described as "Tremendous delays with continuously increasing queue lengths".





Photo **4a**, a composite photo

First Street looking east at Vignes Street towards the bridge.

In accordance to subject SEIS/SEIR, the level of service after the mitigation measures will be approximately 60% over the capacity of the intersection which is rated as a service level "F". Within the confined space available at the bridge and with the congestion of trains, automobile and pedestrians create an extremely dangerous situation.

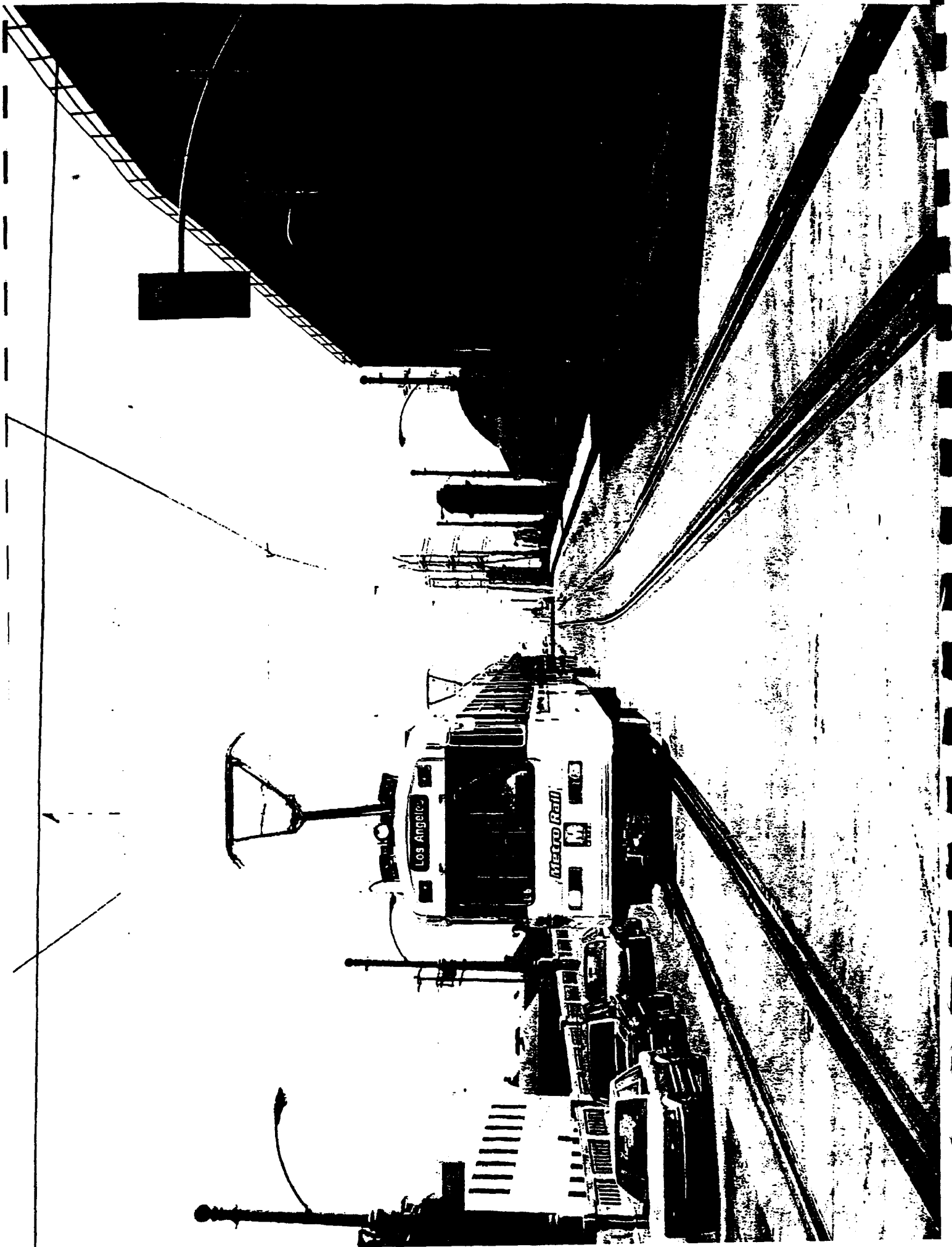


Photo **5a**, a composite photo

First Street near Mission Road looking west over the bridge.

This intersection is also projected to be by the year 2020. Traffic condition will be 62% over the threshold.

Having four consecutive major intersections being over the capacity as service level "F", and those areas that are provided with one lane for each direction and no provision for left turns allowed, under such conditions traffic flow will be very limited and the quality of traffic will be undesirable. The public will stay way from such an area. This phenomenon will reduce business opportunities in the vicinity affected. New larger developments will be diminished because the rider ship of the train alone can not support large projects planned in this regional commercial district.

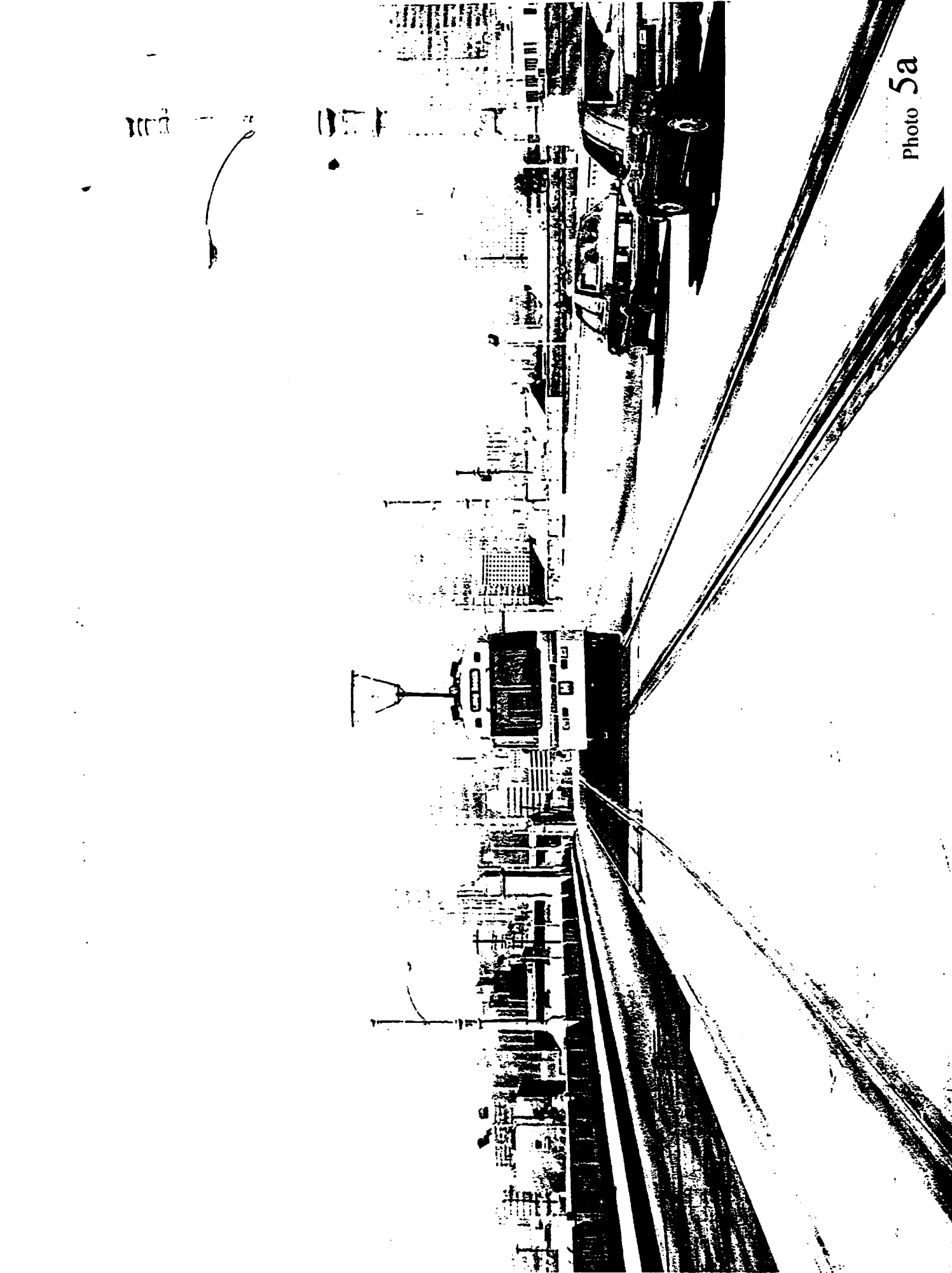


Photo 5a

**TRAFFIC ANALYSIS**

**Crain & Associates**



# **Crain & Associates**

## **Of Southern California**

2007 Sawtelle Boulevard, Suite 4  
Los Angeles, California 90025  
Telephone (310) 473-6508  
Facsimile (310) 444-9771

### HAND DELIVERED

April 17, 2001

Mr. Shoji Shimizu  
President  
Shoji Shimizu Architects  
201 South Santa Fe Avenue, #101  
Los Angeles, California 90012

RE: Summary Review of the Transportation Effects of the Proposed Eastside Light Rail Project on the Mangrove Estates Project

Dear Mr. Shimizu,

As you requested, we have reviewed the proposed Eastside Corridor Light Rail project. We have reviewed the proposed preliminary alignment plans supplied by the MTA as well as the Draft EIR for the project.

Based on this review, we have concerns regarding access and egress for the approved Mangrove Project. As noted below, we have concluded that the proposed light rail line, if constructed as outlined in the Draft EIR, would result in significant reductions in access capacity to the Mangrove Project. This reduction in access/egress capacity will result in reduced trip making into and out of the proposed site. This reduction will affect, through elimination of turning moves or lane capacity, approximately 49 percent of the development trips to the site during the morning peak hour. In the afternoon peak hour, approximately 62 percent of the site trip generation would not be able to have access or egress. This will result in a more than 50 percent reduction in site development capability.

When Mangrove first planned this project, several key assumptions went into the project planning, the approval and your entitlements. From a transportation standpoint, these included:

- o Adequate corridor capacity and intersection capacity at Temple Street, Alameda Street and 1st Street;
- o Good local access capacity along these routes;

Letter to Mr. Shoji Shimizu  
April 17, 2001  
Page Two

- o Parking structure phasing and design which allowed loading from Temple Street, Alameda Street and 1st Street for the various uses of the site; and
- o Left turns into and out of project driveways as well as left turns at street intersections serving the site.

All of the assumptions are effected by the Eastside Corridor Light Rail project.

The Eastside Corridor Light Rail Line will severely limit access and egress to the site. Given the project layout, access is not only desirable, but quite necessary at multiple locations around the large site. The proposed eastside rail line will require additional right-of-way takes from your project not identified earlier. The greatest impacts, from a traffic standpoint, however, relates to the development potential of the site.

- o The alignment shown in the Draft EIR and in the MTA plans will eliminate vehicular left turn access at key driveway locations along Alameda Street and on 1st Street;
- o There will be a reduction in access lane capacity along 1st Street and Alameda Street;
- o A complete redesign of the Mangrove parking structure, if that were undertaken, is expected to only partially compensate for the impacts to access capacity of the site;
- o The traffic study included in the Mangrove EIR and entitlement documents assessed the project traffic implications for the 2.7 million square feet of mixed use development. Based on data contained in those approved entitlement documents for your project, we have determined that of the 1,716 trips expected to be generated by your approved project, 49 percent of these in the morning peak hour arriving at the site and 43 percent leaving the site in the morning peak hour could not be made, due to the proposed Eastside Corridor Light Rail project.
- o In the afternoon peak hour, your approved mixed use project was expected to generation 2,281 trips. Approximately 62 percent of these trips bound for the project in the afternoon peak hour and 39 percent of the trips leaving the site could not be made due to the Eastside Corridor Light Rail project.

Granted, while the rail facility will increase the opportunity for some employees, tenants and residents to access the site via transit, this is not expected to provide for even 10 percent of the total site generation.



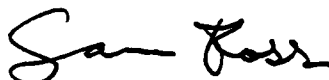
Letter to Mr. Shoji Shimizu  
April 17, 2001  
Page Three

We therefore, must alert you that the plan, as proposed, could easily affect more than 50 percent of the development capability of the site. Further there are the following deficiencies in the DEIR:

- o The draft environmental document for the Eastside Corridor Light Rail extension fails to analyze the traffic and circulation impacts to private developments along the proposed rail alignment;
- o The DEIR uses the technique of ambient growth only, and does not account for future growth expected from development projects along the proposed alignment;
- o Adjacent to the Mangrove project, the potential impacts as noted in the DEIR are significant and result in volume to capacity ratios in excess of 2.0, with only minimal and ineffective mitigation proposed; and
- o Reliance on the City of Los Angeles ATSAC for mitigation may be inappropriate since that system should be operative long before installation of the proposed light rail system.

Please call me if you have any questions on the above summary of issues.

Sincerely,



Sam Ross  
President

SR:sdk  
C10531

cc: O'Malley Miller  
Tom Stemnock



## Volk Properties

April 13, 2001

Mr. Steve Brye  
Project Manager  
Metropolitan Transportation Authority  
One Gateway Plaza, Mail Stop 99-22-2  
Los Angeles, CA 90012-2952

Dear Mr. Brye:

As the owner of the SW corner of First/Alameda, I am extremely concerned over the proposed design of the MTA Light Rail. A copy of the proposed design is attached.

This design would greatly reduce vehicular traffic on both First Street and Alameda and lead to massive vehicular congestion.

Currently there are two lanes of vehicular traffic in both directions plus a left turn lane in each direction on both First Street and on Alameda.

The proposed design would reduce vehicular traffic to one lane in each direction and would substantially reduce the left turn option.

The end result will be to create catastrophic vehicular congestion at the intersection of First Street and Alameda.

Moreover, the plan to reduce the vehicular traffic to one lane in each direction on the First Street Bridge over the Los Angeles River would create a tremendous vehicular traffic bottleneck.

45.A It is difficult for me to understand the current MTA surface concept for Little Tokyo. This concept can only lead to catastrophic vehicular congestion. In East Los Angeles, the streets are no narrower than in Little Tokyo. Still, in East Los Angeles the proposal is to go underground from 1st and Utah to 1st and Lorena.

It would seem only fair that a similar underground approach be taken in Little Tokyo and that it include a separate crossing of the Los Angeles River independent of the current 1st Street Bridge.

I look forward to seeing these valid concerns addressed in the Final Environmental Impact Report.

Very truly yours,

  
Robert D. Volk

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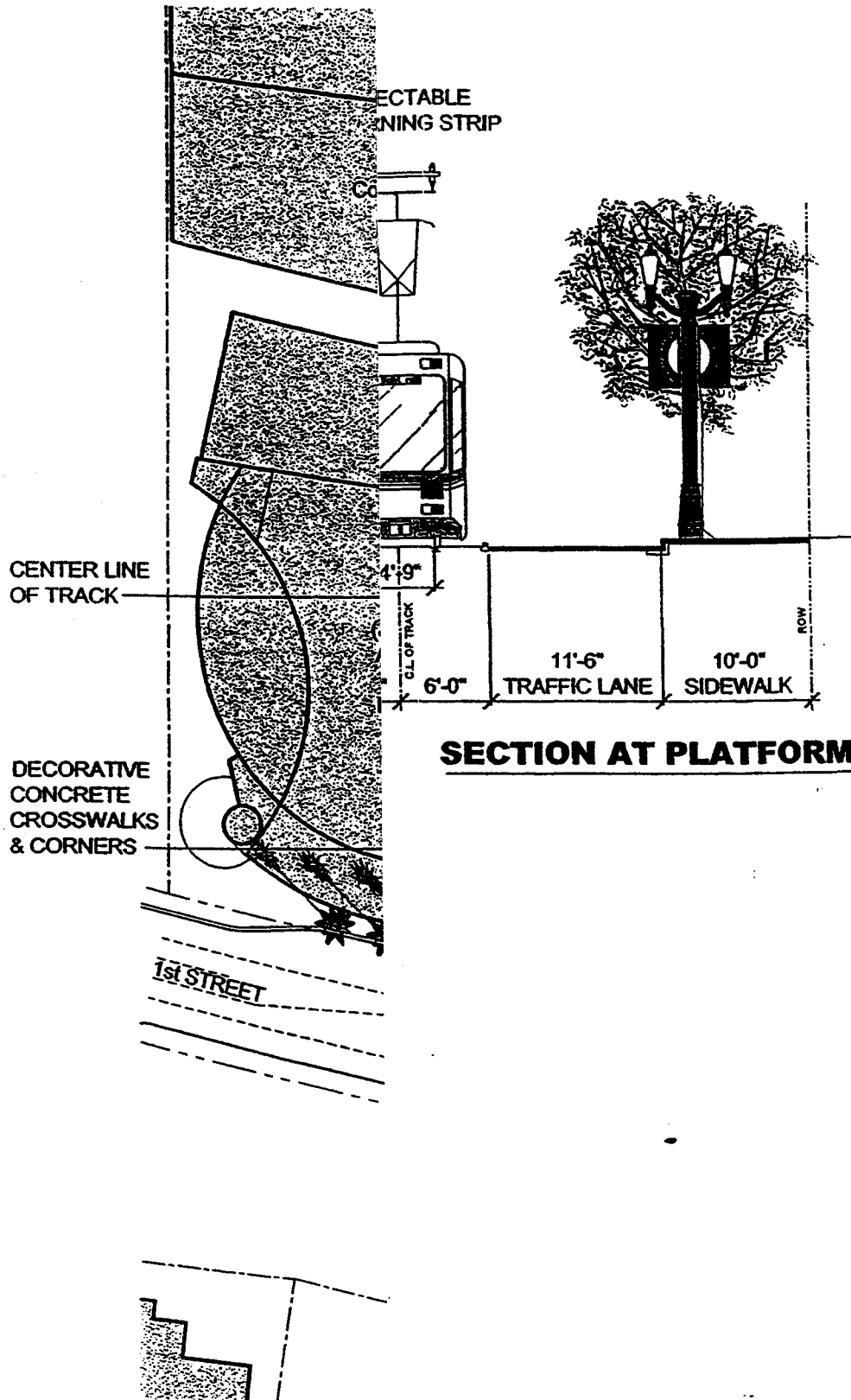
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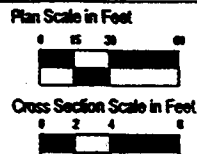
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**EASTSIDE TRAIN**  
 Los Angeles County  
 Metropolitan Transportation Authority



Sheet No.

**UD-2**





JAPANESE AMERICAN  
NATIONAL MUSEUM

369 East First Street  
Los Angeles, CA 90012  
Telephone 213.625.0414  
Facsimile 213.625.1770

April 12, 2001

Mr. Steve Brye  
Project Manager  
Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza, Mail Stop 99-22-2  
Los Angeles, CA 90012-2952

Dear Mr. Brye:

This letter is to respond to the current draft EIR Report on the Eastside Light Rail Project developed by the Metropolitan Transportation Authority. The Japanese American National Museum appreciates the inclusion of the proposed Little Tokyo station in close proximity to First and Alameda Streets. The proximity to the National Museum, the Museum of Contemporary Art Geffen Contemporary and the future Children's Museum, which will be built adjacent to the two existing museums, will provide significant access to future visitors to the three museums.

We are writing to request that several items be considered as the final plans for the Eastside Light Rail Project are developed. These include:

- 46.A | 1. Reduction of vehicular traffic on First Street: The National Museum along with the Little Tokyo Community Council members and property owners in the area are concerned with the reduction of traffic lanes on the First Street Bridge. First Street is one of the major access roads into Little Tokyo and the current traffic with two lanes in each direction is already heavy. Reduction of one lane in each direction will have a negative impact on access into Little Tokyo.
- 46.B | 2. Access on Alameda Street to the two museums: The current plan addresses our previous concerns that truck access from Alameda into the loading dock areas of the two museums was essential. We urge that as alternative designs are developed based on input from the EIR Review that maximum access for trucks and other large vehicles be maintained.

We appreciate your consideration of these two points in further design plans. Again, our thanks for your interest in the impact of the Eastside Rail Project on the Japanese American National Museum and other institutions and businesses in Little Tokyo. If you have any further questions, please do not hesitate to contact me at (213) 830-5649.

Sincerely,

  
Nancy Araki  
Director, Community Affairs

cc: The Honorable Lucille Roybal Allard

**Eastside Light Rail  
Transit Corridor Public Hearing  
Roosevelt High School  
April 4, 2001**

Name Ricky Monaghan Date 4/5/01  
Phone (823) 265-2671  
Address 4247 E. 3rd Street

Comments See attached envelope.

Please return comments to: Steve Brye, Project Manager  
MTA MS 99-22-2  
One Gateway Plaza  
Los Angeles, CA 90012



# **RICKY'S CAR WASH**

4247 E. Third Street  
East Los Angeles, CA. 90063  
(323) 265-2671

April 5, 2001

Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA. 90012

Re: MTA Eastside Light Rail Project

To Whom It May Concern,

My name is Ricky Monugian and I am the owner of Ricky's Car Wash located on the corner of Third St. and Eastern Ave. in East Los Angeles. I attended the forum yesterday at Roosevelt High School and after hearing the proposed plans as to the construction of the light rail system I must enlighten your agency as to the concerns I have with the impact the construction would have on my car wash business. I believe that this construction would be detrimental to my business.

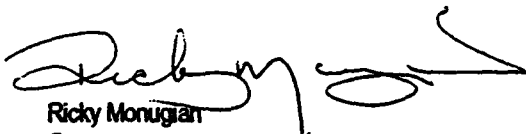
As I mentioned to you I own a hand car wash and for a major construction project to happen at my location would effectively drop my business by at least 40% - 60%. With the proposed no left turn from eastbound Third St. to my business would have a severe impact on foot traffic and potential business that I would otherwise receive. With the construction barriers and blockades it would make my customers uncomfortable and disinterested with my car wash services.

47.A

On a final note, the customers that would run the gauntlet and work to get to my business would be treated to dust and debris fallout from the construction site onto their "just washed" vehicle. This will potentially ruin my car wash business during the period of construction.

Please consider my thoughts and concerns and I would appreciate any assistance that can be provided my company in this matter.

Sincerely,

  
Ricky Monugian  
Owner



Ricky's Car Wash  
4247 E. Third St.  
East Los Angeles, CA. 90063

Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA. 90012

GARY EINSTEIN  
STEPHEN SPIEGEL

Einstein & Spiegel  
ATTORNEYS AT LAW  
5243 EAST BEVERLY BOULEVARD  
Los Angeles, California 90022-2078

(323) 685-8191  
(323) 722-4155  
FAX (323) 685-9179

April 11, 2001

SCANNED  
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APR 13 2001

Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Attention: Steve Brye, Project Manager

RE: COMMENT ON DRAFT SEIS/SEIR  
Los Angeles Eastside Corridor

Dear Mr. Brye:

Please accept this letter as my comment to the above referenced environmental impact report.

I am one of the owners of the real property at 5243 East Beverly Boulevard (directly where the proposed Beverly Boulevard Metro end of line stop will be) which houses my law practice which has been operating at this location for 40 plus years.

I applaud the work of the MTA and recognize the need for a low cost rapid transit system between the East Los Angeles area and Downtown Los Angeles (and beyond). However, I see two problems with the plan as it exists regarding the Beverly Boulevard portion.

48.A | DRAINAGE The northern portion of Beverly Boulevard between Hillview and Atlantic Boulevard has a severe flooding problem. It is typical that the gutter area overflows, flooding the sidewalks and running into the businesses along the northern half of Beverly Boulevard with any significant rainfall over a short period of time. The County of Los Angeles attempted to rectify this problem by installing a new storm drain within this stretch. While this action did provide some relief, the flooding still occurs on a regular basis. The construction of a Metro Station in the middle of the street will only add more asphalt and concrete thereby worsening the flooding conditions.

48.B | PARKING The problem I see with the MTA plan is the lack of significant parking for the Atlantic and Beverly Boulevard end of line station. The plan, at this point, appears to be the taking of a gas station at the corner of Atlantic and Beverly for parking use and the shared use of an existing Pep Boys parking lot. THIS WILL PROVIDE VASTLY INSUFFICIENT PARKING FOR THE METRO STATION.

Steve Brye, MTA  
Los Angeles Eastside Corridor  
Page Two  
April 11, 2001

The residential area between Beverly and Pomona Boulevards consists of small apartment buildings and duplexes. Most of the units rented do not include the use of a parking space. Most garages are rented out to third parties for commercial storage. The result now is there is insufficient parking for the neighborhood. Normally, upon arriving at the office in the morning hours, our four space parking lot usually contains one or more residential neighbor vehicles parked within our lot. There is no on street parking available for them to use.

Adding to this mix, hundreds if not thousands of additional vehicles looking for parking spaces in the area, it would result in utter chaos.

I note that the end of the Metro Green Line in Norwalk's parking area contains multiple hundreds of car parking spaces.

48.B

Attached is a copy of a Los Angeles Times article from the April 7, 2001, edition, discussing the lack of parking spaces at the end of line North Hollywood Station.

It should be further noted that the proposed Atlantic and Beverly Boulevard station is approximately two to three blocks off the Pomona Freeway and will involve numerous (hundreds if not thousands) of commuters leaving the Pomona Freeway at Atlantic and taking the Metro Rail into Downtown Los Angeles. The North Hollywood lot contains over 1,000 parking spaces and is insufficient. Two to four hundred spaces at the proposed Beverly and Atlantic Station will obviously be insufficient also and result in, not only gridlock and people looking for parking spaces, but, also, frustration for non commuters trying to locate a space while conducting business locally.

If the project is to go forward, increased parking must be part of the plan. Should you have any questions, please do not hesitate to contact me.

Very truly yours,



Gary Einstein

GE/ms  
Enclosure

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Saturday, April 7, 2001

## MTA Fails to Solve Parking Shortage at Subway Station

■ Transit: Despite the addition of a temporary lot at the North Hollywood stop, commuters still struggle to find spaces.

By ERIKA HAYASAKI, Times Staff Writer

It's going to take more than a temporary parking lot to satisfy commuters irritated by the Metropolitan Transportation Authority.

When the subway was extended to North Hollywood last year, completing the \$4.5-billion system, commuters swarmed. The 750-car parking lot filled on weekdays, frustrating many motorists.

The MTA added 256 spaces, including a temporary lot with 186 spaces, after receiving complaints that subway riders, unable to find parking, were leaving their vehicles along curbs and driveways. MTA officials also suggested that motorists ride buses instead.

Two months later, motorists are again circling the North Hollywood Red Line station like sharks, and some are parking illegally.

The lot is full, "and they just keep coming," said security guard Policarpo Gomez.

The MTA has submitted proposals for joint property development around the station, which could include up to 400 new parking spots, said spokesman Rick Jager. But he said it is not known when a decision on the proposal will be made.

Officials are not surprised that parking is still a problem, he said.

"We had always anticipated that once the [subway] system was up and running, people would use it," Jager said. "We are thrilled to death that people are using it, but in a way we are victims of our success."

On a recent morning, the new lot across the street and to the west of the station was full by 10 a.m. At least 10 drivers created their own spaces, parking at the ends of rows or in marked no parking zones. A gray Plymouth was left partly obscuring a stop sign on the pavement.

The original lot, which was recently repainted to create 70 new spots, was full. Nearly 30 cars were parked in no-parking zones.

Keith Freshwater of Valley Village circled the lot for at least 10 minutes before finding a spot.

He said the parking crunch has eased since the new spots were added, but it's still a problem. Usually, he avoids parking near the station, and walks five blocks to catch the subway.

"I could circle for a half-hour some days. And some days I just give up," he said as he speed-walked to the subway.

Gomez said the bigger lot is usually packed by 8:30 a.m. on weekdays, and the lot across the street fills up by 10 a.m.

"It's never going to be enough," he said.

"It's never going to be enough," he said.

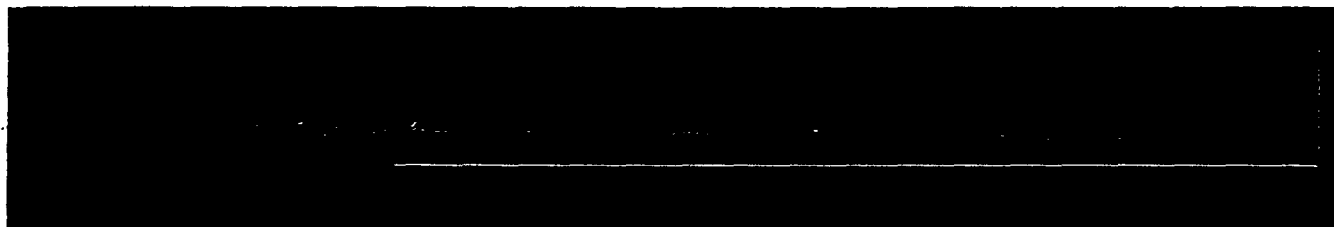
Rute Heidner, 49, of Northridge, who takes the subway to her job as a massage therapist in Los Angeles four days a week, has resorted to parking on a street two blocks away. She said it is dangerous because she gets off work at 9 p.m. and has to walk to her car alone in the dark.

Police are expected to step up citations and ticketing of drivers who park illegally, Jager said. The MTA hopes increased enforcement will encourage people to take the bus, ride bikes, carpool or walk to the station, he said.

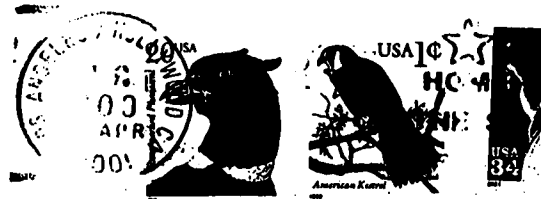
Jager said he isn't sure when a decision will be made on whether to add parking spaces.

Motorists may not get relief for a while, but bicyclists will: The MTA will add 32 bicycle spaces by the end of the month, bringing the total to 76, Jager said.

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Einstein & Spiegel  
ATTORNEYS AT LAW  
5243 EAST BEVERLY BOULEVARD  
Los Angeles, California 90022



Mr. Steve Brye, Project Manager  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012



90012-2952 01







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April 17, 2001

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REX A. MCKITTRICK  
RETIRED

OUR FILE NUMBER:

00144

E-MAIL:

dstroud@jdplaw.com  
WRITER'S DIRECT DIAL NUMBER:

(949) 851-7404

## VIA FAX & OVERNITE EXPRESS

Steve Brye, Project Manager  
Los Angeles County  
Metropolitan Transit Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Re: Comments to the Metropolitan Transit Authority's Draft  
Supplemental Environmental Impact Statement/Draft Subsequent  
Environmental Impact Report for the Los Angeles Eastside Corridor  
Transit Improvements Project

Dear Mr. Brye:

We represent Taira Services Corporation ("Taira"). Taira is the developer of the First Street South Plaza ("FSSP") project, which is a 7.29 acres site consisting of three areas located at: (a) a block bounded by Alameda Street on the west, First Street on the north, Rose Street on the east, and Second Street on south; (b) the block bounded by Second street on the north, Hewitt Street on the east, Third Street and Traction Avenue on the south, and Rose Street on the west; and (c) a portion of the block bounded by First Street on the north, Hewitt Street on the east, Second Street on the south, and Rose Street on the west. In particular, the FSSP project is a mixed used development comprised of 615,866 gross square feet (gsf) of office space, 75,750 gsf or retail space, 130,666 gsf health club, and 1,154 dwelling units. The proposed land uses would be housed in seven high rise structures with 4,646 parking space in a three-level subterranean and seven-level above-grade parking structure. The FSSP project also entails approximately two-acres of open space and two pedestrian bridges. A copy of the outlay of the FSSP project is enclosed with this letter. Taira has received all project approvals for the FSSP project and can began development at anytime.

The FSSP development areas are immediately adjacent to the Metropolitan Transit Authority's ("MTA") Alameda Street and First Street above-grade rail segments of the

Steve Brye  
April 17, 2001  
Page -2-

proposed Light Rail Transit ("LRT") Build Alternative, which is the preferred alternative for the Los Angeles Eastside Corridor Transit Improvements Project ("Project"). According to the Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report ("Draft SEIS/SEIR") prepared for the Project, the LRT Build Alternative is a six mile LRT Eastside route that runs from Union Station to Beverly and Atlantic Boulevards in East Los Angeles via Alameda Street, First Street, Indiana Street, Third Street, and Beverly Boulevard. Draft SEIS/SEIR, pp. S-17 - 18. The LRT Build Alternative would be an electrically powered dual track configuration running down the center of selected streets with a potential subway tunnel segment. *Id.* at S-17. The LRT Build Alternative would include eight new stations with rerouted bus line connections. *Id.* at 18.

Taira is generally not against mass transit programs. In fact, Taira has in the past been a vocal supporter of the Eastside subway line, which was suspended in 1998, and has subsequently been abandoned. Unfortunately, Taira is unable to support MTA's proposed Project since aspects of the LRT Build Alternative unconstitutionally conflict with Taira's FSSP project and the Draft SEIS/SEIR does not adequately address the significant, adverse unavoidable environmental impacts associated with the LRT Build Alternative, and therefore, violates the California Environmental Quality Act ("CEQA"). The constitutional and CEQA violations of the proposed LRT Build Alternative are discussed in detail below.

**I. The Proposed LRT Build Alternative would Constitute an Illegal Taking of Taira's Property, which is Prohibited by United States and California Constitution's unless there is Just Compensation**

According to the Draft SEIS/SEIR, four proposed traction power substations ("TPSS") are required along the proposed six-mile LRT route. *Id.* at S-18. TPSSs house high-voltage switch gear, transformers, rectifiers, breakers, and other related equipment for providing electric power to LRT vehicles. *Id.* at 4.6-8. One of the TPSSs would be located in a parking lot near the First/Alameda station. *Id.* at S-18. According to Appendix E, the proposed location for this TPSS site would be on the corner of First and Rose Streets. *Id.*, Appendix E, RW-003. This proposed TPSS site is on Taira's property. In fact, this proposed TPSS site would be in an area where an office tower is to be erected under the FSSP project.

Pursuant to well-established constitutional law, the placement of the TPSS on Taira's property would be a physical invasion of private property constituting a *per se* taking. *Lorretto v. Teleprompter Manhattan CATV Corp.*, 458 U.S. 419 (1982). Under both the United States and California Constitutions, MTA would have to provide just compensation for its unconstitutional taking of Taira's property. *See* U.S. Const. amend. V; Cal. Const. Art. I, §19.

In addition to the unconstitutional physical invasion of Taira's property, the LRT Build Alternative would also constitute a taking since it would substantially destroy Taira's beneficial use of its property in undertaking the FSSP project. According to the Draft

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SEIS/SEIR, the LRT Build Alternative would eliminate one lane of traffic in each direction on First Street to make room for the LRT line down the center of the street. Draft SEIS/SEIR at 3-20 - 21, 3-37 -39. In the proposed First Street station area, the remaining two traffic lanes would be 13.5 feet wide, curbside parking would be prohibited, and side walk areas would be narrowed from 10 feet to 8 feet. *Id.* As a direct result of these proposed actions, current level of traffic at the Alameda/First Street intersection would increase from an acceptable level of service (LOS) D to an unacceptable LOS of F. *Id.* at 3-29. Furthermore, mitigation measures proposed to reduce the significant traffic and safety impacts associated with the LRT Build Alternative, would prohibit left turns from Alameda on to First Street, prevent left turns on First Street except for at certain signalized sections, allow no crossing of the LRT tracks except at certain signalized sections, and egress from parking lots and driveways on First Street would be limited to only right turns. *Id.* at 3-24. Also, the mitigation measures could conflict with the FSSP conditions of approval; Taira hereby reserves the right to amend its comment to address this issue.

49.A All of these long-term operational traffic impacts and restrictions coupled with the LRT Build Alternative's noise and vibration, air quality, and safety and security impacts, as well as construction-related impacts, would essentially deprive Taira of all beneficial use of the FSSP project. As mentioned earlier, the FSSP project, which is located directly adjacent to the Alameda/First Street segment of the LRT Build Alternative, is a mixed used development comprised of office space, retail space, a health club, dwelling units; and parking spaces. Because of these significant traffic, noise and vibration, air quality, safety and security, and construction-related impacts it will be almost impossible for Taira to attract tenants to the FSSP project. For example, potential tenants will not want to be inconvenienced by long traffic delays associated with two one-way traffic lanes or only being allowed to make certain types of left or right turns. Furthermore, especially potential residential tenants, would not want to be subject to constant track noise and vibrations from LRT operation, exposure to air pollution associated with increased idling emissions from traffic delays, and increased crime associated with the First Street LRT station.

Although Taira could potentially use the property for some other type of development, it has substantially lost its beneficial use of the FSSP project, which took Taira almost 12 years to secure. The California Supreme Court has recently indicated that "a regulation ... may effect a taking though it does not involve a physical invasion and leaves the property owner some economically viable beneficial use of his property." *Kavanau v. Santa Monica Rent Control Board*, 16 Cal. 4th 761, 774 (1997).

Furthermore, the LRT Build Alternative deprives Taira of its expectation of creating a profitable mixed use development that would attract various types of tenants. Due to the significant traffic, noise and vibration, air quality, safety and security, and construction-related impacts associated with the LRT Build Alternative, it is unlikely that the FSSP will attract sufficient tenants to make the development viable. The character of MTA's action is extremely intrusive as it deprives Taira of its ability to develop the FSSP project as it has been

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approved to do.

**II. The Analysis of the Environmental Impacts Associated with the Proposed LRT Build Alternative have not been Adequately Addressed in the Draft SEIS/SEIR, and therefore, Violate CEQA**

**A. CEQA Principles Violated Throughout Draft SEIS/SEIR**

Fundamentally, the Draft SEIS/SEIR inadequately addresses the environmental impacts associated with the LRT Build Alternative throughout the document because: (1) it uses the incorrect existing baseline to determine the significance of impacts associated with the LRT Build Alternative; (2) it does not include Taira's FSSP project into its cumulative impacts analysis; and (3) most of the mitigation measures that are relied on to reduce significant or potentially significant impacts are improperly deferred mitigation. Each one of these fundamental flaws is discussed below.

**1. Improper baseline**

The proper environmental baseline for project analysis is the preexisting physical condition of the environment, i.e., the status quo, rather than some hypothetical conditions reflecting build-out under existing land use designations. *Environmental Planning and Information Council v. County of El Dorado*, 131 Cal. App. 3d 350, 352-54 (1982); *See also Christward Ministry v. Superior Court*, 184 Cal. App. 3d 180, 186-87 (1986) (finding that "the local agency must examine the potential impact of the amendment on the existing physical environment; a comparison of the proposed amendment and the existing general plan is insufficient.")

In violation of these CEQA principles, MTA uses an improper baseline for estimating the impacts associated with the LRT Build Alternative. According to the Draft SEIS/SEIR, the No Build Alternative, as defined by the Federal Transportation Agency ("FTA"), "should represent the baseline case consisting of existing and committed elements of the region's transportation plan, excluding the proposed fixed guideway transit (bus and light rail) investments for the study corridor. The No Build Alternative includes all highway and transit programs and operation that the region and MTA expect to be in place by the year 2020." Draft SEIS/SEIR at S-13 - 14, 2-9. Unfortunately, for many of the impact areas analyzed in the Draft SEIS/SEIS, MTA uses this 2020 No Build Alternative baseline as the baseline of environmental conditions for the purposes of determining the LRT Build Alternative's future environmental impacts. *Id* at. 3-24, 3-31, 4.3-1, 4.7-9, 4-13.3-3. As a result of using this improper baseline, the Draft SEIR/SEIS significantly underestimates the LRT Build Alternative's impacts. This violates CEQA and deprives the public and decision-makers of critical information necessary to make an informed decision on whether the LRT Build Alternative's benefits outweigh its significant impacts. Only through an accurate view of the project's impacts may affected

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outsiders and decision-makers balance the project's benefits against environmental costs, consider the effectiveness of mitigation, assess the advantages of terminating the project, and weigh other alternatives. *County of Inyo v. City of Los Angeles*, 71 Cal App. 3d 185, 192-193 (1975).

MTA may argue that the proper baseline is the 2020 No Build Alternative since it is conducting a Supplemental EIR to the previously approved Eastside Corridor Redline Extension project. However, the previously approved project was abandoned, and therefore no longer in effect. In essence, despite the fact that MTA has prepared a Draft SEIR/SEIS, which is somewhat misleading, the LRT Build Alternative constitutes a new project. Accordingly, the proper baseline for the LRT Build Alternative should be the existing environmental conditions in the project area when MTA published the Notice of Preparation for the Draft SEIS/SEIR.

49.B If MTA used the 2020 No Build Alternative baseline based on FTA guidance, although this would be acceptable for complying with the National Environmental Protection Act ("NEPA"), this would not comply with CEQA. CEQA requires agencies to adopt project alternatives and mitigation measures to reduce environmental impacts, CEQA is more health protective than NEPA. *San Francisco Ecology Center v. City & County of San Francisco*, 48 Cal. App. 3d 584, 590 (1975). Therefore, when CEQA, as here, imposes a more stringent requirement than its NEPA equivalent, the joint document must satisfy the stricter CEQA requirement. CEQA Guidelines § 15221. The primary requirement of the joint preparation of an EIR/EIS is that the document must fulfill the requirements of both state and federal statutes, including both procedural and rules regarding the level of analysis. CEQA Guidelines § 15221; 40 CFR § 1506.2.

Accordingly, MTA must revise the Draft SEIS/SEIR to base its impacts analyses on the proper baseline consisting of the physical environmental conditions in the vicinity of the project, as they existed at the time the Notice of Preparation was published. Once revised, pursuant to CEQA Guidelines § 15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

## 2. Cumulative impacts

49.C Pursuant to the CEQA Guidelines, "[a]n EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable ...." CEQA Guidelines § 15130(a). A lead agency shall find that a project may have a significant effect on the where "[t]he project has possible environmental effects which are individually limited but cumulatively considerable. 'Cumulatively 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 projects*." CEQA

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Guidelines § 15065(c) (emphasis added). *See also* CEQA § 21083(b), CEQA Guidelines § 15355.

However, the Draft SEIS/SEIR cumulative impacts analysis does not include the FSSP project. Draft SEIS/SEIR at 3-53, 4.21-1 – 2. In particular, the Land Use and Planning section of the Draft SEIS/SEIR does not list the FSSP project as part of any General Plan, Redevelopment Area, or future development activity. *Id.* at 4.1-6 – 11. This is surprising since MTA seems to be aware of the project, as noted in Appendix E of the Draft SEIS/SEIR. *Id.*, RWT-001 (noting that the proposed TPSS near the First/Alameda station would be located on the FSSP project site).

49.C Considering the size, type, and location of Taira's FSSP project and the fact that development could commence at anytime, the omission of its already-projected impacts from the LRT Build Alternative analysis could mislead the public and decision-makers as to the real benefits of MTA's Project. Omitting Taira's FSSP from the cumulative impacts analysis leads to a substantial underestimation of all environmental impacts analyzed in the Draft SEIR/SEIR. For example, if construction activities associated with the LRT Build Alternative Alameda/First segment and the FSSP project, directly adjacent to this segment, occurred simultaneously traffic impacts would be much greater than discussed in the Draft SEIR/SEIS. Conceivably, no traffic other than construction traffic would be allowed in this area for months due to the significant number of delivery and haul trips associated with construction activities.

Omitting Taira's FSSP project from consideration in the Draft SEIS/SEIR diminishes the fact that it has already received its approvals to develop the project. This unfairly creates the perception that the LRT Build Alternative is an inherently more important project than Taira's FSSP project.

MTA must revise the Draft SEIS/SEIR cumulative impacts analysis to include the already projected impacts of Taira's FSSP project. Once revised, pursuant to CEQA Guidelines § 15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

### 3. Mitigation measures

49.D An EIR must propose and describe mitigation measures to minimize the significant environmental effects identified in the EIR. CEQA §§ 21002.1(a), 21100(b)(3); CEQA Guidelines § 15162.5. An EIR must propose mitigation measures that are designed to minimize the project's significant impacts by substantially reducing or avoiding them. CEQA §§ 21002, 21100.

However, an agency should not rely on mitigation measures of unknown efficacy in concluding that project significant impacts can be mitigated to a level of insignificance.

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*Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296, 306-314 (1988)<sup>1</sup>. The deferral of environmental assessment until after project approval violates CEQA's policy that impacts must be identified before project momentum reduces or eliminates the agency's flexibility to subsequently change its course of action. *Id.* at 306-308. Accordingly, a lead agency cannot rely on after-the-fact mitigation (e.g., delay) to conclude that impacts can be mitigated to a level of insignificance. *Id.* at 306-314.

Unfortunately, as shown in the table below, throughout the Draft SEIS/SEIR the MTA relies on deferred, ambiguous, and unspecified mitigation to conclude that various significant impacts associated with the LRT Build Alternative will be mitigated to a level of insignificance.

49.D

Impact Area	Mitigation	Draft SEIS/SEIR Cite
Traffic	Contribute to the design and implementation of ATSAC	3-32
Parking	Work with the City Housing Authority to develop parking.	S-30, 3-45
Other Modes	Develop MTA-funded Community Linkages Studies  Coordinated development planning	S-30, 3-51

<sup>1</sup>See also *League for Protection of Oakland's Architectural Historic Resources v. City of Oakland*, 52 Cal. App. 4th 896 (1997) (rejecting in part the mitigated negative declaration for the demolition of historic property due to the tentative and vague proposal to incorporate unspecified design features of the historic property into the new building as mitigation); *Gentry v. City of Murrieta*, 36 Cal. App. 4th 1359 (1995), (rejecting mitigated negative declaration for a proposed residential development project due to the deferral of mitigation pertaining to the Stephens kangaroo rat); *Oro Fino Gold Mining Corporation v. County of El Dorado*, 225 Cal. App. 3d 872, 884-85 (1990) (finding that planning staff of lead agency improperly recommended approval of use permit for mining operations based on a negative declaration whose mitigation measures included the post-approval formulation of plans to reclaim disturbed land and control dust and erosion).

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49.D

Impact Area	Mitigation	Draft SEIS/SEIR Cite
Land Acquisition	Relocation Assistance  Residences and business are unable to find replacement homes or businesses in the Eastside Corridor Area	S-31, 4-3.7, 4.3-9
Visual and Aesthetics	Not enough detail to determine whether impacts are consistent with visual policies	4.6-10
Noise and Vibration	Mitigation measures will be determined during preliminary design stage	4.9-1
Safety and Security	MTA will work with the City and County traffic control depts. and also LAUSD to develop measures  MTA will work with the LAPD and County Sheriff to establish plans  MTA will work with all public safety agencies to address concerns  During preliminary engineering, MTA will study options	S-35 - 36, 4.14-3 -4
Historic/Archaeological Resources	Memorandum of Agreement will be formulated	4.15-18
Community and Parks	Work with LADOT, LADP, and the County Sheriff to implement mutually agreed upon measures	4.16-10



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49.D

Impact Area	Mitigation	Draft SEIS/SEIR Cite
Construction	See bullet points below under Construction Impacts discussion	See bullet points below under Construction Impacts discussion

"[T]he CEQA process demands that mitigation measures timely be set forth, that environmental information be complete and relevant, and that environmental decisions be made in an accountable arena." *Oro Fino*, 225 Cal. App. 3d at 884-885. Accordingly, MTA must revise the Draft SEIS/SEIR to include specific information about the mitigation measures that will be implemented to reduce significant impacts. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**B. Proposed LRT Build Alternative does not Accomplish Project Goals**

The description of the project in an EIR shall contain "[a] statement of objectives sought by the proposed project." CEQA Guidelines § 15124(a). "The statement of objectives should include the underlying purpose of the project." *Id.* According to the Draft SEIS/SEIR, the goals and objectives of the Project are: (1) improve access and mobility for residents, employees, and visitors to the Eastside Corridor; (2) support Land use and development goals; (3) achieve local consensus; (4) provide a transportation program that is compatible with and enhances the physical environment; (5) provide a transportation program that minimizes impacts on the community; and (6) provide a transportation project that is reasonably with in budget constraints. Draft SEIS/SEIR at S-5 - 6, 1-24 - 25.

49.E

Although these are laudable goals, the proposed LRT Build Alternative in its current form will not meet these goals and objectives. First, mobility may not be improved due to the elimination of traffic lanes and the restrictions on traffic movements in the Project area. Second, land use goal are not consistent with various plans since Taira's FSSP project is not taken into consideration in the Draft SEIS/SEIR impacts analysis. Third, consensus is unlikely considering the takings implications of the LRT Build Alternative and the underestimation of the Project's impacts. Fourth, the LRT Build Alternative will not be compatible with or enhance the physical environment due to its conflict with the FSSP project and underestimation of the Project's impacts. Lastly, budget constraints could be exceeded due to delays associated with the simultaneous construction of the LRT Build Alternative Alameda/First Streets segment and the FSSP project.

Accordingly, MTA must revise the Draft SEIS/SEIR to address the shortcomings in its goals and objectives. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

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**C. The Draft SEIS/SEIR does not Adequately Address Transportation Impacts**

In analyzing transportation impacts (e.g., traffic delays) associated with the LRT Build Alternative (e.g., removal of traffic lanes and restriction on traffic movement - left or right turns only, signalization, no vehicular or pedestrian crossing of tracks, etc.), MTA compares the year 2020 LRT Build Alternative impacts to the year 2020 No Build alternative baseline. The result of this comparison is that the LOS at the First and Alameda Streets intersection, directly adjacent to the FSSP project, due to the LRT Build Alternative will increase to an unacceptable LOS of F. Draft SEIS/SEIR at 3-29. Furthermore, the volume to capacity ("V/C") ratio will increase by 1.157. *Id.* at 3-31.

However, as discussed above, this is the incorrect approach for determining the LRT Build Alternative's transportation impacts, because the wrong baseline is utilized. The correct approach is to compare the existing environmental conditions (V/C of 0.895, p.3-17) at the time the Notice of Preparation was published. CEQA Guidelines §15125. Applying this approach, the actual increase in V/C would be 1.349 (2.244 - 0.895) -- potentially about a 20 percent increase in traffic delays at the First and Alameda Streets intersection.

To mitigate the significant traffic impacts associated with the LRT Build Alternative, MTA indicates that it will contribute to the design and implementation of the ATSAC. Unfortunately, this unspecified and deferred mitigation violates CEQA. *Sundstrom*, 202 Cal. App. 3d at 306-314.

For parking impacts associated with the LRT Build Alternative, parking spaces will be removed along First Street in the vicinity of the LRT stations. Draft SEIS/SEIR at 3-37 - 38. To mitigate this significant impact, MTA indicates that it will implement a parking replacement plant. *Id.* at 3-45. Once again, this unspecified and delayed mitigation that violates CEQA. *Sundstrom, supra.*

For other modes of transportation impacts associated with the LRT Build Alternative, certain First Street sidewalks would be narrowed from 12 to 8 feet to accommodate the LRT stations within existing right-of-ways. Draft SEIS/SEIR at 3-46. To mitigate this significant impact, MTA indicates that coordinated planning and MTA-funded Community Linkage Studies will reduce impacts to a level of insignificance. *Id.* at 3-51. However, as with the proposed traffic and parking mitigation measures, this is unspecified and delayed mitigation that violates CEQA. *Sundstrom, supra.*

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This is one of the few impacts sections that has a discussion of cumulative impacts associated with the LRT Build Alternative. According to the Draft SEIR/SEIS, the number of small-to-medium development projects either under construction or planned in the Eastside Corridor would benefit from the LRT Build Alternative and would not create significant cumulative impacts. Draft SEIR/SEIS at 3-53 - 54. However, this is an incorrect conclusion since Taira's FSSP project is not incorporated into this analysis.

49.F. Considering the size, nature, and location of Taira's FSSP project and the fact that development could commence at anytime, the omission of its already projected impacts from the LRT Build Alternative analysis could mislead the public and decision-makers as to the real benefits of the project. Furthermore, omitting Taira's FSSP from the cumulative transportation impacts analysis leads to a substantial underestimation of transportation impacts associated with the LRT Build Alternative in the Draft SEIR/SEIR. For example, if Taira was able to develop the FSSP, which is unlikely under the Project's current configuration, the simultaneously traffic impacts associated with FSSP tenants in conjunction with employees, residents, and visitors of the Eastside Corridor would be much greater than discussed in the Draft SEIR/SEIS.

Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the transportation impacts associated with the LRT Build Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**D. The Draft SEIS/SEIR does not Adequately Address Land Use and Planning Impacts**

According to the Draft SEIS/SEIR, significant land use and planning impacts could occur if the LRT Build Alternative conflicted with land use plans/policies/regulations. Draft SEIS/SEIR at 4.1-11. The Draft SEIS/SEIR then concludes that the LRT Build Alternative is generally compatible with local and regional plans and land use policies. *Id.* at 4.1-13.

49.G. However, this conclusion is incorrect since Taira's FSSP project is not even considered in this analysis. *Id.* at 4.1-6 - 11. The Draft SEIS/SEIR provides a table of the recent and future development activity in the Eastside Corridor area. Conspicuously missing from this table, is the FSSP project (*Id.* at 4.1-11), even though the MTA appears to be aware of the project (*Id.*, Appendix E, RWT-001).

Due to the size, nature, and location of the FSSP project and the fact that development can commence at any time, the LRT Build Alternative would conflict with the FSSP project. Under the Draft SEIS/SEIR's significant criteria, this would constitute a significant land use and planning impact that as of yet has not been addressed. Further, the cumulative impacts associated with the simultaneous operation of the FSSP project and the LRT Build Alternative have not been addressed.

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49.G Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the land use and planning impacts associated with the LRT Build Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**E. The Draft SEIS/SEIR does not Adequately Address Land Acquisition/Displacement and Relocation Impacts**

According to the Draft SEIS/SEIR, significant land acquisition and replacement impacts could occur if the LRT Build Alternative caused the relocation of businesses and/or would result in the loss of jobs or decreased accessibility between residences and places of employment. Draft SEIS/SEIR at 4.3-2. The Draft SEIS/SEIR indicates that it uses a "worst -- case" approach -- full acquisition of properties if the project physically intruded on private property- to determine if the LRT Build Alternative would result in significant impacts. *Id.* at 4.3-1. However, in the case of parking lots only a portion of the lot needed for the public right-of-way was included. *Id.*

In the context of the Taira's property, the MTA erroneously assumes that Taira's property is a parking lot. Based on this assumption, MTA indicates that it only needs to acquire 5,000 square feet ("sf") for the First/Alameda TPSS (*Id.* at S-18, 4-3.6, Appendix E, RWT-001), and that this acquisition of parking spaces would not be considered a significant impact.

49.H However, this is a flawed conclusion considering that this TPSS site is located on the site of Taria's FSSP project. Therefore, under the Draft SEIS/SEIR's significance criteria, since the acquisition of the 5,000 sf of property could prevent Taria from developing the FSSP project resulting in the loss of future jobs, a significant land acquisition and replacement impact could occur. This is an unaddressed impact that must be further analyzed in the Draft SEIS/SEIR.

Despite its flawed analysis in the context of the FSSP project, the Draft SEIS/SEIR concludes that the LRT Build Alternative would not create significant land acquisition and replacement impacts unless displaced residences and business are unable to find replacement homes or businesses in the Eastside Corridor Area. *Id.* at 4.3-9. The future determination of whether displaced residences or business are unable to find replacement homes or businesses is an environmental analysis that cannot be delayed until the future. *Sundstrom*, 202 Cal. App. 3d at 306-08. The MTA should make this determination before it approves the Project and should included in this determination the replacement impacts on Taira's FSSP project.

Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the land acquisition impacts associated with the LRT Build

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49.H

Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**F. The Draft SEIS/SEIR does not Adequately Address Visual and Aesthetics Impacts**

According to the Draft SEIS/SEIR, significant visual and aesthetics impacts could occur if the LRT Build Alternative caused a substantial alteration or obstruction of view, changed the visual quality or character of the adjacent land use, or introduced light, shadow or glare. Draft SEIS/SEIR at 4.6-4. The Draft SEIR/SEIS concludes that with the implementation of mitigation all impacts would be reduced to a level of insignificance. *Id.* at 4.6-13.

However, a majority of the mitigation measures have not been determined at this time because future analysis is required to determine the type and extent of mitigation. *Id.* at 4.6-10 (“Project plans not developed to enough detail to determine.”). The future determination of whether the LRT Build Alternative creates visual and aesthetics significant impacts is an environmental analysis that cannot be delayed until the future. *Sundstrom, supra.* The MTA should make this determination before it approves the Project.

49.I

As with many impact areas analysis in this Draft SEIS/SEIR, there is no discussion on the potential impacts on the FSSP project caused by the LRT Build Alternative. Considering the size, nature, and location of the FSSP project in relation to the LRT Build Alternative, significant visual and aesthetics impacts could be created by blocking FSSP views, changing the character of the First/Alameda area as the FSSP project has a distinctive architectural design, and creating light, glare, and shadow that could effect FSSP tenants. These potential impacts must be addressed in the Draft SEIS/SEIR.

Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the visual and aesthetics impacts associated with the LRT Build Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**G. The Draft SEIS/SEIR does not Adequately Address Air Quality Impacts**

49.J

Unfortunately, it is difficult to provide in-depth comments on the operational air quality impacts analysis due to the fact that most of the results from MTA’s analysis are presented in summary and tabular form with little or no explanation as to how the impacts were estimated. As is the custom with most large projects requiring an air quality impacts analysis, a technical appendix was not included in the Draft SEIS/SEIR. Apparently, the methodologies that were used to estimate the air quality impacts for the LRT Build Alternative are contained in a separate document. Draft SEIS/SEIR at 4.7-9. Accordingly, Taira reserves the right to submit

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further comments on MTA's analysis once it has had an opportunity to review the separate air quality technical report.

However, based on the information contained in the Draft SEIS/SEIR air quality impacts analysis, Taira offers these comments. The South Coast Air Quality Management District's "SCAQMD" 1997 Air Quality Management Plan was amended in 1999. *Id.* at 4.7-3. The MTA should also use the most current SCAQMD air quality data in its analysis. *Id.* at 4.7-7. Further, with the U.S. Supreme Court's decision in *Whitman v. American Trucking Associations*, 121 S.Ct. 903 (2001) (upholding the constitutionality of the Clean Air Act as EPA had interpreted it in setting the 1997 NAAQS for ozone and PM), the MTA should verify the status of the EPA's efforts to implement the lower ozone and PM2.5 standards and its potential effect on the LRT Build Alternative. *Id.* at 4.7-8. If these revised standards are applicable, the LRT Build Alternative's projected air quality impacts would be much greater than the estimates currently presented.

49.J With the exception of carbon monoxide ("CO"), the Draft SEIS/SEIR only addresses the regional air quality impacts (e.g., mass daily emissions) of the LRT Build Alternative. *Id.* at 4.7-9. However, considering the fact that significant traffic delays will occur around the Eastside Corridor Area due to the removal of traffic lanes and the implementation of traffic and safety and security restrictions, localized impacts should also be addressed. The MTA, through approved ambient air quality computer models, should determine if increased mobile source emissions (e.g., idling at intersections and increased traffic delays) would contribute to a degradation of the air quality in the Eastside Corridor source receptor areas.

For the regional impacts analysis that was done, it appears that MTA used the wrong baseline to determine if the LRT Build Alternative would result in significant impacts. The Draft SEIS/SEIR indicates that the LRT Build Alternative was compared to the No Build Alternative. *Id.* at 4.7-9. The correct approach is to compare the existing environmental conditions at the time the Notice of Preparation was published. CEQA Guidelines §15125. Applying this approach, the actual increase in emissions associated with the LRT Build Alternative could be substantially greater than the Draft SEIS/SEIR estimates.

For the CO hotspots analysis, the Draft SEIS/SEIR concludes for the intersections with a LOS of F in the year 2020 due to the LRT Build Alternative, no significant impacts would occur. *Id.* at 4.7-9. This conclusion is based on using CO background concentrations of 4.5 parts per million ("ppm") and 3.2 ppm for the 1- and 8- hour averaging period, respectively. *Id.* at 4.7-10. However, to estimate the "worst-case" CO hotspot impacts MTA should use the maximum 1-hour and 8-hour concentrations recorded by the SCAQMD in the Eastside Corridor source receptor areas. Under this approach, CO hotspot impacts are likely to be significant.

Once again, there is no discussion of the cumulative impacts associated with the simultaneous operation of both the FSSP and LRT Build Alternative. Considering the size,

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49.J nature, and location of the FSSP project in relation to the LRT Build Alternative, significant cumulative air quality impacts could occur. These potential cumulative impacts must be addressed in the Draft SEIS/SEIR.

Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the air quality impacts associated with the LRT Build Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**H. The Draft SEIS/SEIR does not Adequately Address Noise and Vibration Impacts**

There is no discussion of the cumulative impacts associated with the simultaneous operation of both the FSSP and LRT Build Alternative. Considering the size, nature, and location of the FSSP project in relation to the LRT Build Alternative, significant noise and vibration impacts could be created. These potential cumulative impacts must be addressed in the Draft SEIS/SEIR.

49.K MTA indicates that measures for mitigating significant noise and vibration impacts associated with the LRT Build Alternative's operation will be determined during preliminary and final design. Draft SEIS/SEIR at 4.8-20. Unfortunately, this unspecified and delayed mitigation violates CEQA. *Sundstrom*, 202 Cal. App. 3d at 306-314.

Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the noise and vibration impacts associated with the LRT Build Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**I. The Draft SEIS/SEIR does not Adequately Address Energy Impacts**

49.L For the regional impacts analysis that was done in the Draft SEIS/SEIR, it appears MTA used the wrong baseline to determine if the LRT Build Alternative would result in significant energy impacts. The Draft SEIS/SEIR indicates that the LRT Build Alternative was compared to the No Build Alternative. Draft SEIS/SEIR at 4.13.3. The correct approach is to compare the existing environmental conditions at the time the Notice of Preparation was published. CEQA Guidelines §15125. Applying this approach, the actual increase in energy usage associated with the LRT Build Alternative could be substantially greater than the Draft SEIS/SEIR estimates.

The Draft SEIS/SEIR is unclear as to its methodology for determining whether the LRT Build Alternative would create significant energy impacts. MTA must clarify the methodology used to estimate the energy impacts associated with the LRT Build Alternative.

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One method for determining a project's energy impacts is to compare the project's energy demands to current and anticipated supplies. Normally, an incremental increase over one percent is considered significant.

Once again, there is no discussion on the cumulative impacts associated with the simultaneous operation of both the FSSP and LRT Build Alternative. Considering the size, nature, and location of the FSSP project in relation to the LRT Build Alternative, cumulative significant energy impacts could occur. These potential cumulative impacts must be addressed in the Draft SEIS/SEIR.

Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the energy impacts associated with the LRT Build Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**J. The Draft SEIS/SEIR does not Adequately Address Safety and Security Impacts**

The Draft SEIS/SEIR notes that on-street accidents for the years 1993 - 1999 associated with MTA's current light rail system was four accidents per mile with 1999 having 5.1 per mile. Draft SEIS/SEIR at 4.14-4. The Draft SEIS/SEIR then indicates that using these same statistics the projected LRT Build Alternative accidents range between 15 to 20 per year. *Id.* To reduce these impacts, the MTA indicates that it will implement various traffic restrictions to prevent private vehicles and pedestrians from interfering with LRT operation. *Id.* at 4.14-3 - 4. According to the MTA, these restrictions will reduce safety impact to a level of insignificance. *Id.* at 4.14-5.

However, MTA's approach for estimating safety impacts underestimates the real safety impacts associated with the LRT Build Alternative. First, the length of the LRT Build Alternative is six-miles. Multiplying this by MTA's statistics would yield an accident rate ranging between 24 and 30 per year. Second, the MTA's analysis does not account for the increase in vehicles and people associated with Taria's FSSP project, which will be substantial. Third, there is no discussion of the consequence of an accident. MTA appears to only concentrate on the probability of an accident. Lastly, some of the mitigation that MTA relies on to reduce the significant safety impacts is delayed mitigation. MTA indicates that during preliminary engineering it will study options as to the best mitigation to ensure LRT vehicle safety. *Id.* at 4.14-4. This unspecified and delayed mitigation violates CEQA. *Sundstrom, supra.*

Once the MTA reevaluates the safety impacts and derives more accurate estimates, it will also need to further determine if the increased number of accidents would

49.L

49.M



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warrant an increase in fire and police services. Currently, the Draft SEIS/SEIR indicates that the LRT Build Alternative will not cause an increase in these services. Draft SEIS/SEIR at 14.4-3.

In the context of security impacts, the Draft SEIS/SEIR notes that in 1999 within Los Angeles County, 67 thefts, 69 auto thefts, ten burglaries, and two arsons were reported for MTA's current light rail line. *Id.* As result, the Draft SEIR indicates that crime associated with the LRT Build Alternative could be significant if not mitigated. The MTA asserts that increased policing and clear visibility will substantially minimize security impacts. *Id.* at 14.4-5.

49.M However, this type of cursory security analysis is inadequate for the LRT Build Alternative. When MTA originally adopted the current rail line system, it undertook a thorough security analysis to determine the potential public safety impacts due to the potential increase in crime associated with the rail system<sup>2</sup>. Considering the potential increase in crime associated with the LRT Build alternative, this type of thorough analysis is warranted here. In conducting this more thorough analysis, the MTA should also evaluate the potential security impacts to Taira's FSSP project associated with the LRT Build Alternative.

Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the safety and security impacts associated with the LRT Build Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**K. The Draft SEIS/SEIR does not Adequately Address  
Historic/Archaeological/Paleontological Resources Impacts**

49.N One of the significant historical resources in the Eastside Corridor area is the First Street Bridge over the Los Angeles River. It is listed as a historic property eligible for the National Register. Draft SEIS/SEIR at 4.15-6. However, the Draft SEIS/SEIR indicates that under the LRT Build Alternative it will be modified by installing replacement catenary and LRT tracks. *Id.* at 4.6-5. Although not explicitly indicated, it appears that two traffic lanes will also be removed.

Yet despite these significant modifications, even though the Draft SEIS/SEIR indicates that significant impacts to historic properties could occur if property is physically destroyed or altered (*Id.* at 4.15-10), MTA concludes that historic impacts to the First Street

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<sup>2</sup>See Final Report, For the Development of Milestone 7: Safety, Fire/Life Safety, Security and Systems Assurances, (SCR TD 1983); and Technical Report, Crime Impact Analysis of SCR TD Metro Rail Project, (SCR TD 1983). These documents set forth the type of analysis that MTA must undertake before it can conclude that security impacts associated with the LRT Build Alternative are not significant or can be mitigated to insignificance.

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49.N

Bridge are not significant (*Id.* at 4.15-17). The MTA bases this conclusion on the fact that the modifications would not have significant visual or aesthetics impacts. Unfortunately, MTA is mixing apples and oranges. Viewshed determinations should be related only to visual and aesthetic impacts, not historic impacts. Therefore, since modifications are required to the First Street Bridge as a result of the LRT Build Alternative, historical impacts should be significant and feasible mitigation would be required to reduce these significant historic impacts.

Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the historic impacts associated with the LRT Build Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**L. The Draft SEIS/SEIR does not Adequately Address Utilities Impacts**

The Draft SEIS/SEIR indicates that significant utilities impacts could occur if an additional demand upon utilities were to exceed existing or planned capacity requiring substantial infrastructure improvements. Draft SEIS/SEIR at 4.18-1. The Draft SEIS/SEIR summarily concludes that the LRT Build Alternative would not create significant impacts to existing utilities during operation. *Id.* at 4.18-2.

49.O

However, this conclusion is suspect. The LRT Build Alternative will consist of an electrically powered rail system. *Id.* at S-17. The amount of electricity needed to power the system is expected to be substantial. Considering the recent rolling brown outs in Southern California due to the lack of electrical capacity, it is possible that LRT Build could further exacerbate this problem. The Draft SEIS/SEIR should include a comparison of the electric demand of the LRT Build Alternative to the current and future electrical supply. Furthermore, the utilities analysis does not taken into consideration of the substantial utilities needs of Taira's FSSP project.

Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the utilities impacts associated with the LRT Build Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**M. The Draft SEIS/SEIR does not Adequately Address Construction Impacts**

49.P

Rather than provide comments related to each impact area subsection, Taira will organize its comments into the following categories: Impacts Analysis, Mitigation, and Cumulative impacts.

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1. Impacts analysis

This section's analysis of various construction-related impacts is cursory and conclusory. See Draft SEIS/SEIR at 4.19-14 (Traffic), 4.19-18 -19 (Air Quality), 4.19-20 (Noise and Vibration), 4-19-43 (Energy), 419-43 - 44 (Safety and Security). These cursory analyses do not afford the reader or decision-makers the opportunity to corroborate MTA's construction-related impacts results in the Draft SEIS/SEIR. Therefore, the public and decision-makers are unable to intelligently make a decision on whether the benefits of the LRT Build Alternative outweigh its impacts. MTA should, either in the text of the Draft SEIS/SEIR or a technical appendix, provide the assumptions, formulas, and methodologies used in these analyses.

The air quality analysis in particular is conclusory in nature and does not adequately address construction-related air quality impacts. As with the operational impact analysis, results for the construction-related air quality impacts analysis are presented in summary or tabular form with little or no explanation.

49.P. Additionally, once again, MTA appears to have only addressed the regional air quality impacts (e.g., mass daily emissions) of construction-related activities for the LRT Build Alternative. Draft SEIS/SEIR at 4.19-18 - 19. MTA justifies this approach indicating that construction impacts are short-term. *Id.* at 4.19-19. However, these construction impacts are not short-term and will be ongoing for a period of four to five years. *Id.* at 4.19-1. Considering the long duration of construction activities and the fact that the construction of the LRT Build alternative will involve massive construction equipment (e.g., graders, dozers, cranes, cement mixers, flat bed trucks, dump trucks, boring machines, etc.) and traffic detours and delays, significant localized air quality impacts could occur in the Eastside Corridor source receptor areas. Therefore, MTA through approved ambient air quality computer models should determine if the increase in combustion and mobile source emissions as well as fugitive dust associated with the LRT Build Alternatives' construction-related activities would contribute to a degradation of the air quality in the Eastside Corridor source receptor areas.

Furthermore, since diesel exhaust from large construction equipment is considered a toxic air contaminant, MTA should undertake a health risk assessment to determine the LRT Build Alternative's toxic impacts to nearby sensitive receptors in the Eastside Corridor area.

Lastly, Table 4.19-5 should be modified to include the percent reduction associated with the various PM mitigation measures and correctly note that the implementation of these mitigation measures *reduces* PM not creates a "Net Benefit." *Id.* at 4.19-19. Even with mitigation, PM construction-related impacts are still significant.

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## 2. Mitigation

As with the LRT Build Alternative operational impacts analyses, MTA, as shown below, relies on deferred, ambiguous, and unspecified mitigation to conclude that various significant impacts associated with LRT Build Alternative construction-related activities will be mitigated to a level of insignificance. Unfortunately, this only postpones and delays the implementation of mitigation measures, which may or may not reduce significant construction-related impacts to a level of significance.

- Mitigation plans will be developed by MTA working closely with the city, the county, and affected transit operators. Draft SEIS/SEIR at 4.19-13 (Transit).
- Worksite Traffic Control Plans will be developed in cooperation with the LADOT and Los Angeles County. *Id.* at 4.19-14, 4.19-16 (Traffic and Other Modes).
- A parking mitigation plan will be developed with the City and County prior to construction activities. *Id.* at 4.19-15 (Parking).
- Geotechnical evaluations will be required during final design. *Id.* at 4.19-32 (Geology and Seismic).
- Emergency response procedures will be developed. *Id.* at 4.19-32 (Hazardous Materials).
- Prior to construction, a comprehensive investigation will be done. *Id.* (Hazardous Materials).
- Develop contingency plan for emergency repairs. *Id.* at 4.19-42 (Utilities).
- Work with local solid waste vendors to investigate methods of minimizing waste. *Id.* (Utilities).
- Develop Worksite Traffic Control Plan. *Id.* at 4.19-44 (Safety and Security).
- Coordinate with LAUSD. *Id.* (Safety and Security).
- Coordinate and notify with LAUSD. *Id.* (Safety and Security).

Accordingly, the above listed unspecified and delayed construction mitigation measures violate CEQA. *Sundstrom, supra.*

## 3. Cumulative impacts

Throughout the Draft SEIS/SEIR's construction-related impacts analyses, there is no discussion of the cumulative impacts associated with the simultaneous construction activities of both the FSSP project and LRT Build Alternative. Considering the size, nature, and location of the FSSP project in relation to the LRT Build Alternative, significant transportation (e.g., transit, traffic, parking, and other modes), land use and development, air quality, noise and vibration, visual and aesthetics, historic resources, utilities, energy, and safety and security

49.Q

49.R

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cumulative impacts could be created. These unaddressed potential cumulative construction-related impacts must be analyzed in the Draft SEIS/SEIR

49.R

Accordingly, based on the preceding comments, MTA must revise the Draft SEIS/SEIR to adequately address the construction-related impacts associated with the LRT Build Alternative. Once revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate the Draft SEIS/SEIR for public review and comment.

**N. The Draft SEIS/SEIR's Summary of Impacts is Misleading and Incorrect**

49.S

Because of all the inadequacies in the Draft SEIS/SEIR's impacts analyses, as discussed in detail above, most if not all the conclusions in the Summary Section are incorrect. Therefore, this section will have to be revised consistent with the revised impact analyses.

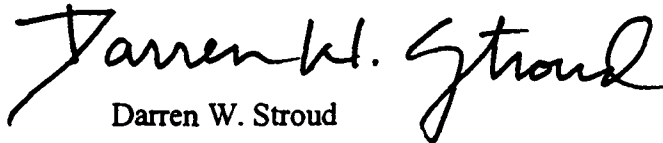
**III. Conclusion**

49.T

Although Taira is generally supportive of mass transit programs, it is unable to support the LRT Build Alternative in its current configuration due to its taking implications of Taira's property as well as the fact that the Draft SEIS/SEIR does not adequately address the environmental impacts associated with this Alternative, especially in the context of Taira's FSSP project. Accordingly, if MTA wants to proceed forward with the LRT Build Alternative in its current configuration, it must justly compensate Taira for the taking of its property as well as revise the Draft SEIS/SEIR to adequately address impacts associated with the LRT Build Alternative. Once the Draft SEIS/SEIR is revised, pursuant to CEQA Guidelines §15088.5, MTA must recirculate it for public review and comment.

If you have any questions concerning any of the foregoing, or if you wish to discuss any of these comments, please feel free to contact us. We are also available to meet with you in person to discuss Taira's concerns with the LRT Build Alternative.

Very truly yours,

  
Darren W. Stroud

DWS/tms  
Enclosure  
409824.1

**JACKSON DEMARCO & PECKENPAUGH**

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cc: Yvonne Brathwaite Burke, Chair  
Michael Antonovich  
Don Knabe  
Gloria Molina  
Zev Yaroslavsky  
Richard Riordan  
Hal Bernson  
Jaime de la Vega  
Jose Legaspi  
Jeffrey Walden  
John Fasana  
Frank C. Roberts  
Beatrice Proo  
Tony V. Harris  
George Battey, Jr.  
Bill Dahl

EIR NUMBER 89-0882-(MPR)(SUB)(ZC)(HD)(VAC)  
STATE CLEARINGHOUSE NUMBER 90010231

FIRST STREET SOUTH PLAZA

THIS DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE DRAFT EIR WHICH WAS PREVIOUSLY CIRCULATED FOR PUBLIC REVIEW AND COMMENT COMPRISES THE FIRST PART.

DATE: January 1995

**PROJECT:**

First Street South is a mixed use development comprised of 615,866 gross square feet (gsf) of office space, 75,750 gsf of retail space, 130,666 gsf health club and 1,154 dwelling units. The proposed land uses would be housed in seven high-rise structures. Parking is proposed for 4,646 spaces (a ratio of 1/430 sq. ft. in 3-level subterranean and 7-level above-grade parking structure. The site is 7.29 acres and is currently zoned M3-1 and CM-1. The site consists of 3 areas: (a) the block bounded by Alameda Street on the west, First Street on the north, Rose Street on the east and Second Street on the south; (b) the block bounded by Second Street on the north, Hewitt Street on the east, Third Street and Traction Avenue on the south and Rose Street on the west; (c) a portion of the block bounded by First Street on the north, Hewitt Street on the east, Second Street on the South and Rose Street on the west. The development of the project would require a General Plan amendment from a Heavy Industrial and Commercial Manufacturing designation to a Community Commercial designation and a zone change and height district change from CM-1 and M3-1 to (T) (Q) C2-2 to permit the construction of the project. Height District No. 2 is being requested to permit a floor area ratio (FAR) of 6:1. Additional discretionary review and action may include conditional use permits; for uses such as the sale of alcohol in the proposed ground floor restaurant(s) and density averaging, a zone variance for the number of proposed off-street parking spaces, a zoning administrator's approval of shared-use parking, a sewer hookup permit, and a street vacation and temporary street encroachment permits.

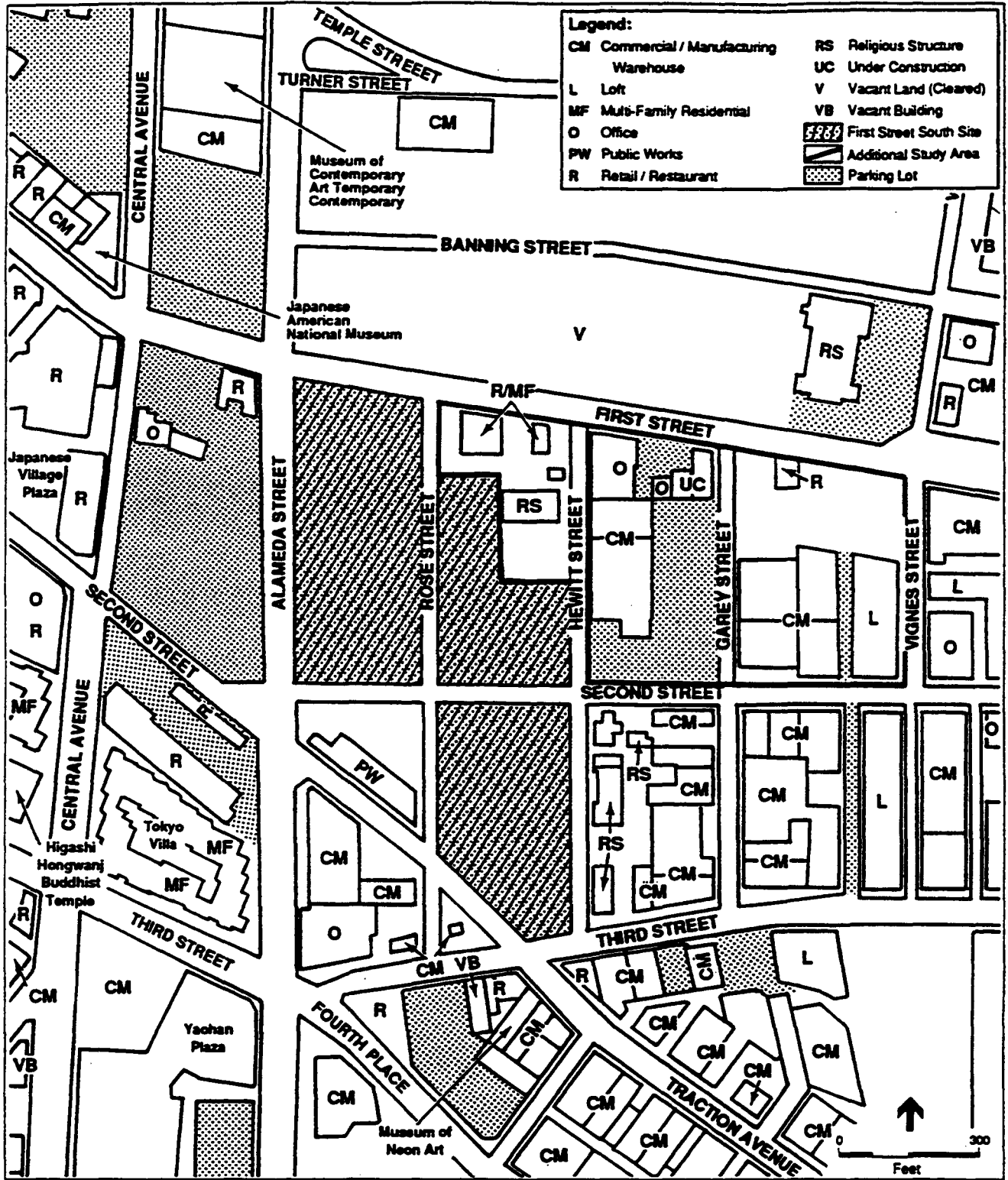
Additional related discretionary approvals will include a vesting tentative and final map; a reversion to acreage; Department of Public Works permits for excavation and shoring in public right-of-ways; issuance of permits from the Department of Building and Safety that may include permits for grading, approval of the haul route for the export and import of soil materials; issuance of demolition, and foundations only, structural steel, and other building permits; issuance of all required permits from the Mechanical Bureau; and installation of public utilities and related permits.

**APPLICANT:** Taira Services Corporation  
Attention: Mr. Albert Taira  
201 South Santa Fe Avenue, Suite 100  
Los Angeles, CA 90012

**PREPARED BY:** Environmental Review Section  
Los Angeles City Planning Department

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\* The Draft EIR is available for review at the following locations: Los Angeles City Hall, 200 North Spring Street, Room 655; Central Library, 433 Spring Street; Little Tokyo Library, 600 E. Third Street.



SOURCE: Environmental Science Associates.

First Street Plaza South / 89370 ■

**Figure 14**  
Existing Land Use



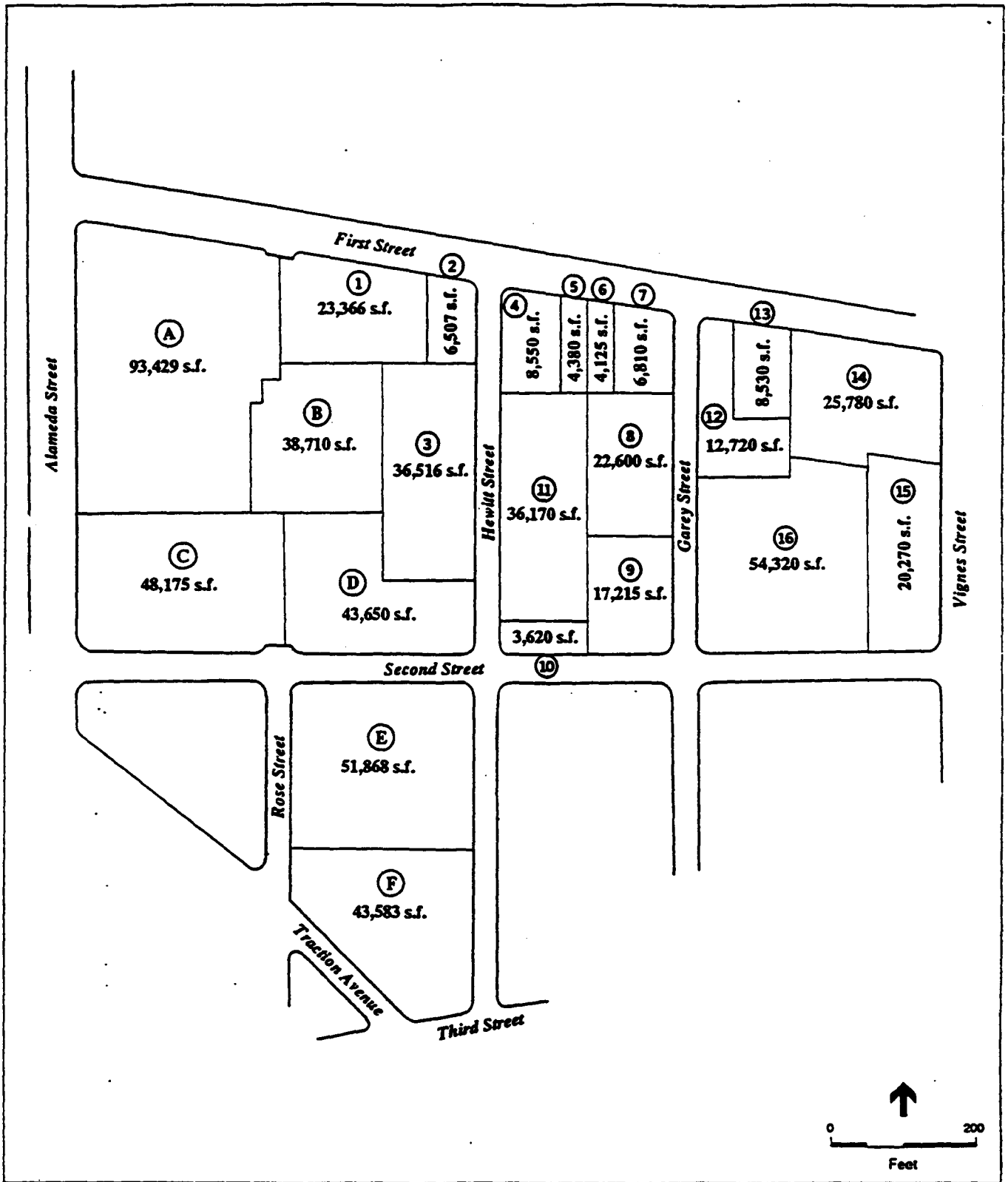
**DRAFT**

**EIR # 89-0882 (MPR) (SUB) (ZC) (HD) (VAC)  
SCH # 90010231**

**FIRST STREET SOUTH PLAZA  
Environmental Impact Report**

**City of Los Angeles  
October 1994**

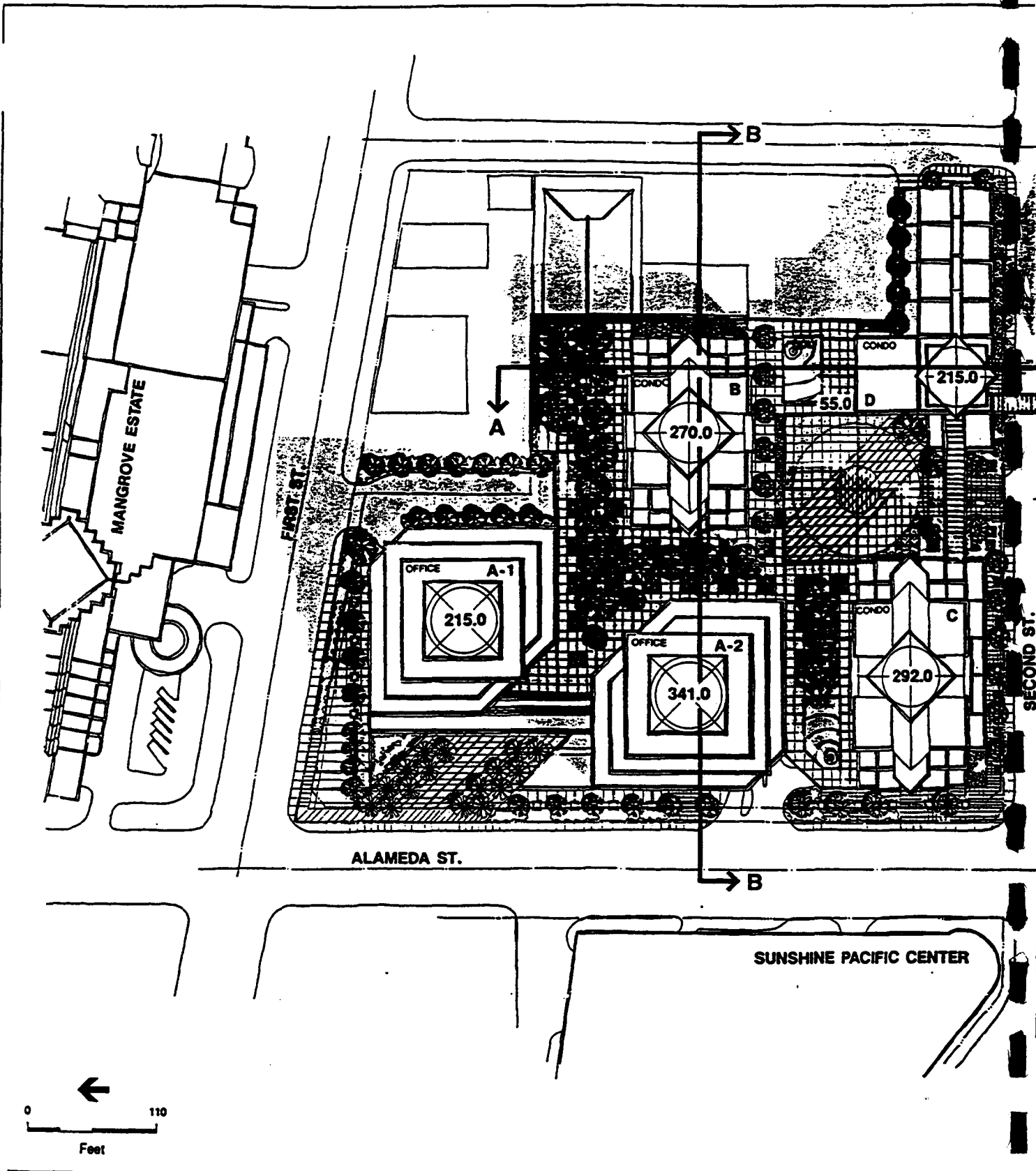


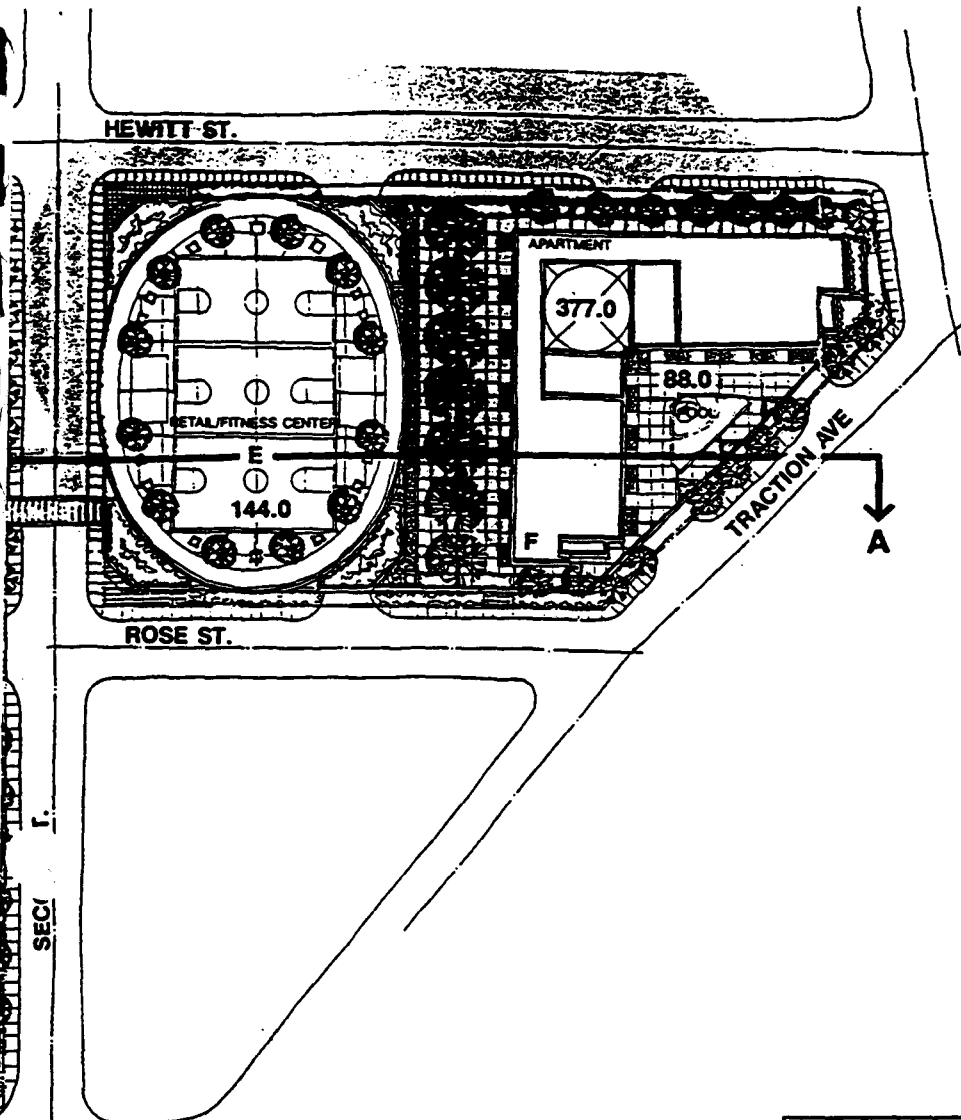


SOURCE: Shoji Shimizu Architect. & Environmental Science Associates.

First Street Plaza South / 89370 ■

**Figure 2**  
 First Street Plaza South and  
 Additional Study Area Lot Locations



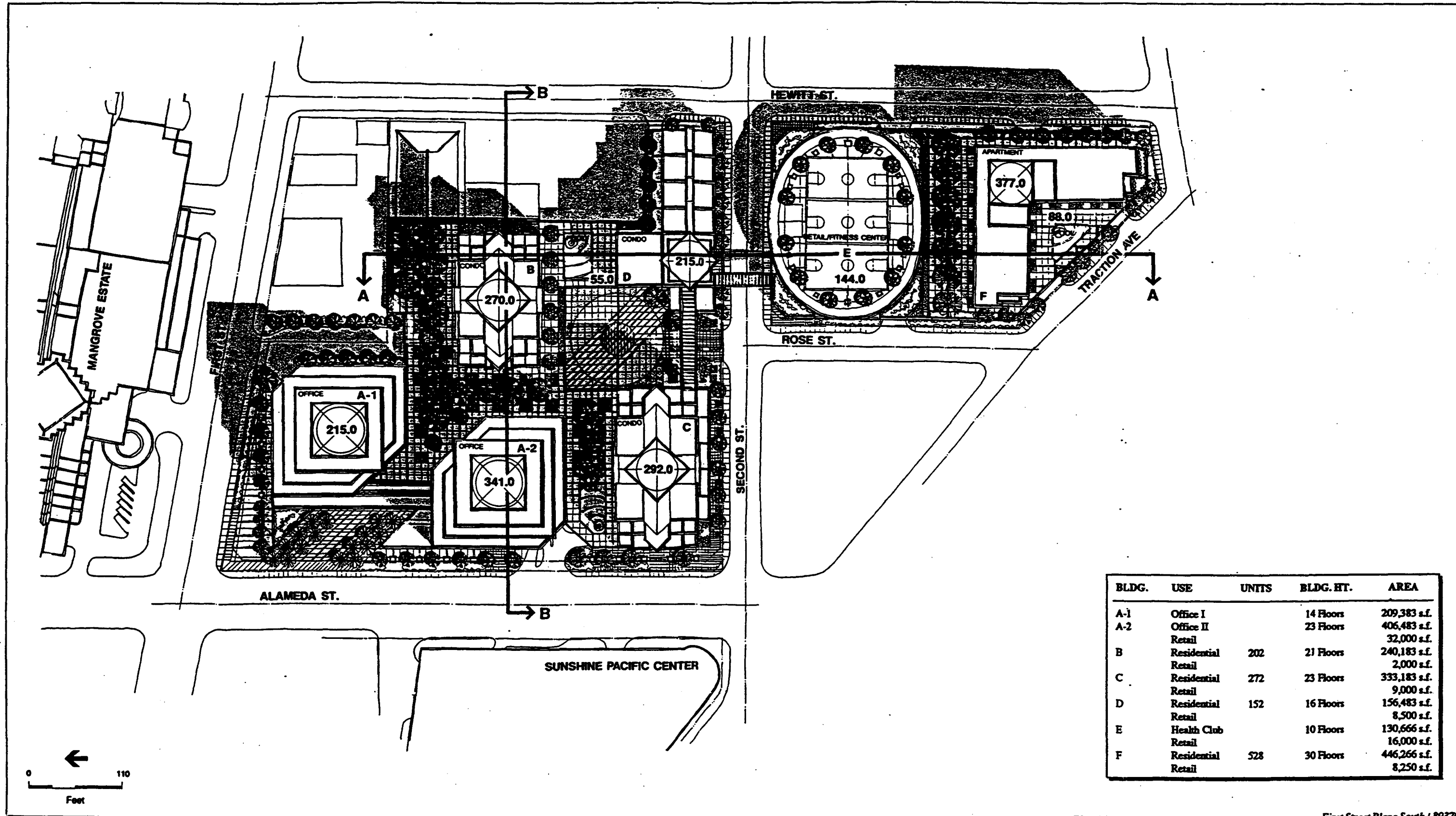


BLDG.	USE	UNITS	BLDG. HT.	AREA
A-1	Office I		14 Floors	209,383 s.f.
A-2	Office II		23 Floors	406,483 s.f.
	Retail			32,000 s.f.
B	Residential	202	21 Floors	240,183 s.f.
	Retail			2,000 s.f.
C	Residential	272	23 Floors	333,183 s.f.
	Retail			9,000 s.f.
D	Residential	152	16 Floors	156,483 s.f.
	Retail			8,500 s.f.
E	Health Club		10 Floors	130,666 s.f.
	Retail			16,000 s.f.
F	Residential	528	30 Floors	446,266 s.f.
	Retail			8,250 s.f.

First Street Plaza South / 89370 ■

**Figure 3**  
Site Plan





SOURCE: Shoji Shimizu Architect.

First Street Plaza South / 89370

Figure  
Site Plan





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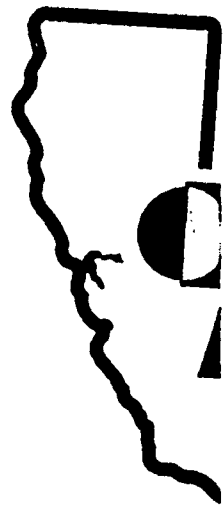
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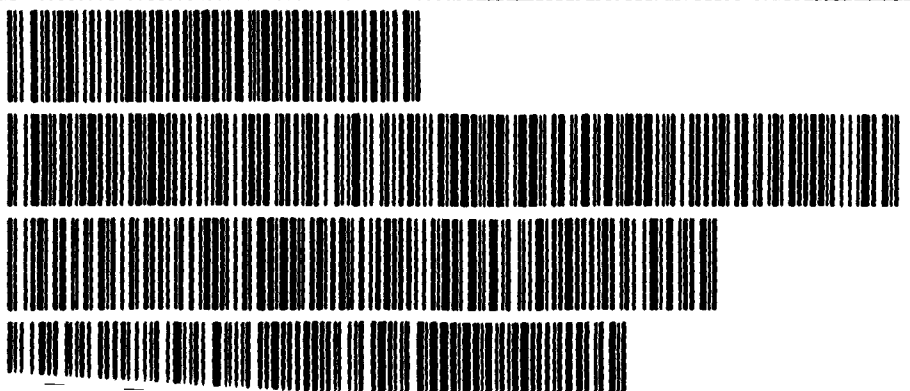
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STREET 4 PARK PLAZA	FLOOR OR SUITE 16TH FLOOR	STREET (WE CANNOT DELIVER TO PO BOXES) ONE GATEWAY PLAZA	FLOOR OR SUITE
CITY IRVINE	STATE CA	ZIP CODE (REQUIRED) 92614	
CITY LOS ANGELES		STATE CA	ZIP CODE 90012
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- EARLY OVERNITE
  - MORNING
  - NEXT DAY
  - SATURDAY OVERNITE
  - 2nd DAY
  - RESIDENCE
  - RETURN AMOUNT



# EARLY

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# LAW OFFICES OF MANUEL HIDALGO

A PROFESSIONAL CORPORATION  
3220 EAST BEVERLY BOULEVARD  
LOS ANGELES, CALIFORNIA 90022-2076

TELEPHONE 323-724-5171  
FAX 323-722-2823

April 17, 2001

## HAND-DELIVERED

Steve Bbye, Project Manager  
Metropolitan Transit Authority  
One Gateway Plaza  
Mailstop 99-22-2  
Los Angeles, California 90012-2952

### Complaint re: Eastside Light Rail Project Draft SIES/SIER

Dear Mr. Bbye:

In response to your letter of March 7, 2001, this law office registers the following complaint to the proposed construction and operation of a railway station directly in front of our building.

### DEDICATED LONG-TERM PRIVATE INVESTMENT INTO COMMUNITY

Since the 1960's, through the long-term investment of a dedicated number of real estate, medical and legal professionals with community development in mind, Beverly Boulevard, particularly between Atlantic Boulevard and Hillview Avenue, has developed into a respectable, quiet, professional district. The reality and reputation for this district in the Eastside engenders pride in the community, yet at the same time requires maintenance of its solitude and light traffic to preserve its vision.

### DESTRUCTION OF COMMUNITY PLAN

50.A Traditionally, the nature of the businesses along this section of Beverly Boulevard do not profit from high-volumes of foot traffic, nor are the businesses here prepared to meet the demands of such traffic; noise, trash, crime and other accompanying burdens of a high-traffic retail-sales district or mall. Public facilities (public phones, water, toilets) are not in place, nor are the businesses of the nature to be equipped or desirous of meeting these needs at a high volume.

The needs of pedestrians for a place to stand or sit in waiting for a train, for directions and help in other contingencies that arise with travel, and the vagrancy that results from untimely or missed trains create noise, pollution, and public demands that small professional business staffs are not equipped to address.

50.B Established businesses rely on existing street parking (including handicapped parking just east of the Law Offices of Manuel Hidalgo), which is presently used to its capacity; its actual or effective removal by a rail station exacts an unfair taking from community service-oriented businesses.

# LAW OFFICES OF MANUEL HIDALGO

A PROFESSIONAL CORPORATION

Steve Brye, Project Manager  
Metropolitan Transit Authority  
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50.C  
Vehicular traffic at Beverly and Atlantic, particularly from southbound drivers on Atlantic, turning left eastbound onto Beverly, continues to grow during late afternoon rush-hour. This left-turn of vehicular traffic onto a street shared by a rail station would be disastrous; placing what reasonable minds SHOULD EXPECT to be people crossing Beverly mid-street to a rail station in danger of converging passenger car, commercial truck, public bus and railway traffic.

## DESTRUCTION OF LAW OFFICES OF MANUEL HIDALGO

The planned transit station directly in front of the Law Offices of Manuel Hidalgo is absolutely RUINOUS to its decades of legal and social commitment to this community, recognized by The Los Angeles Times, La Opinion, Hispanic Business Magazine, California Consumer Attorneys of California (previously the California Trial Attorneys Association), Los Angeles Trial Lawyers Association, Mexican American Bar Association, California State University at Los Angeles, Latin American Law Enforcement Association, Los Angeles County Sheriff's Department, Los Angeles County Board of Supervisors, Asociación de Charros de Los Angeles, and Necaxa Soccer Team.

The professional, low-traffic setting over the course of four decades has served for client counseling, attorney conferences, depositions, and arbitrations, all of which require a still environment. It is this setting, from these very offices and its library, that has succeeded in inspiring, conceiving and drafting pleadings and legal briefs that have resulted in 20 published legal opinions in State and Federal courts, which shape tort law for the citizens of California and in states across the country.<sup>1</sup>

The racket of jack-hammers, construction equipment and crews over the construction period will displace this office's work. Thereafter, continuation of this law practice is inconceivable with:

- 50.D
- a) Bell, horn, brake, wheel noise and ground rumble from approaching and departing trains, and the clamor of crowds that will disrupt the decorum that depositions and other court-reported proceedings require;
  - b) The visual distraction of commuters coming, going, congregating and loitering;
  - c) The impedance of street access to and from this office across Beverly Boulevard (for Pomona and Long Beach Freeway access to courthouses across the county), which access into and out of the office's parking lot has existed since the office was built;
  - d) The accumulation of garbage at the building's street-front, curbside and sidewalk, and collection of trash and destruction of its office-front garden planted and maintained for area beautification;

# LAW OFFICES OF MANUEL HIDALGO

A PROFESSIONAL CORPORATION

Steve Brye, Project Manager  
Metropolitan Transit Authority  
April 17, 2001  
Page Three

- 50.D
- e) Loitering: the conscripted burden of this office as a place of rest, or refuge from rain, sun and periodic street flooding at the law office's building front, or at its garden's step; the lure of eyes in want of railway or other personal assistance — or vice, and
  - f) Crime: theft, vandalism — conversion of this law office's unobstructed glass front, an architectural tribute to the safety and reverence of this professional district unmarred by the unsightly plight of security cross-bars, to a security lock-out.

With the rail station comes vagrancy, panhandling, assaults, theft, graffiti, property destruction and other unwanted elements on what has been, and what was invested to be a low-volume, calm, relatively crime-free professional area.

## MTA - SUMMARY OF IMPACT; ADMISSION OF DESTRUCTION

In a "Frequently Asked Questions at Public Meetings" produced by your office, it is stated:

"In the area where the system will run at street level there will be a loss of one traffic lane in each direction, which could cause more traffic congestion."

50.E

The loss of one traffic lane on Beverly will displace Montebello's bus-line "60" that today efficiently serves Montebello through the central downtown Los Angeles business district (which the proposed Light Rail route does NOT — requiring transfers to bus or subway via Union Station). Further is the disruption and additional congestion of this frequently used route for commercial trucks and passenger vehicles, which congestion continues to grow even after the addition of controlled left turn signals at Beverly and Atlantic.

Table 7 - "Summary of Impacts" contained in the Executive Summary, March, 2001 forewarns the expectation of:

- "Disruption of service or loss of access" to utilities during construction;
- "Energy required for construction activities" and presumably operation of the railway in an area already plagued with electrical black-outs;
- "Significant ground-borne noise and vibration impacts;"
- "Loss of curb parking," and
- "Car thefts, robberies, vandalism, loitering and other crimes" around stations.

# LAW OFFICES OF MANUEL HIDALGO

A PROFESSIONAL CORPORATION

Steve Brye, Project Manager  
Metropolitan Transit Authority  
April 17, 2001  
Page Four

## EMINENT DOMAIN

50.F

In essence, the MTA is uprooting and converting the tranquility of this professional district. In the case of this law office, the MTA is effecting the taking of a long-honed profession that specializes in complex litigation that each year realizes tens of millions of dollars to meet life-long medical needs of the people of this community. The disruption of this office's profession is a taking of its long-established goodwill, and its widely-known refuge at the corner of Beverly and Atlantic for the severely disabled victims of this County's medical malpractice and other tortious wrongs.

Because of its destruction of long-planned development by those who believe in this area, it is imperative that the construction and/or location of the rail station be reconsidered.

## ALTERNATIVES

In the "Eastside Light Rail Transit Project Fact Sheet" dated November 20, 2000, the "Beverly and Atlantic" station is described as a "street level station near future Kaiser Permanente Clinic."

50.G

For the apparent benefit of the Kaiser Clinic, which will presumably be located at or near Pomona Boulevard, is the location of the planned rail-terminal better placed on Pomona Boulevard? With low business density east of Atlantic, is this area naturally suited for reduced crime; and as a result better suited for any crime control? With closer proximity to retailers at the corners of Pomona and Atlantic, is the level section of Pomona Boulevard east of Atlantic a better location for this station? Is this street section of Pomona Boulevard wider than Beverly, with less traffic volume, and better able to accommodate a center station; with or without the elimination of a lane of street traffic?

50.H

Does the "Transportation System Management"/"No-Build" Alternative enhance public transit currently in place to meet the needs of the community without the costly and destructive burdens of the planned rail-line? Do current bus-lines and the proposed TSM Alternative more directly serve commuters to Downtown, Mid-Wilshire and the far westside of Los Angeles? Does the rail project abandon the flexibility of No-Build solutions in meeting the specific needs of growing communities over the next 5, 10, 50 years? Does the reported 2-12 minute advantage of rail over No-Build alternatives at SEIS/SEIR Draft page S-48 (though unlikely in practice with required transfers) justify irreparable damage to this community?

LAW OFFICES OF MANUEL HIDALGO

A PROFESSIONAL CORPORATION

Steve Brye, Project Manager  
Metropolitan Transit Authority  
April 17, 2001  
Page Five

Mr. Brye, the Metropolitan Transit Authority's reconsideration of the location of a railway station at the front of this law office is requested, as is your office's response to its public taking of this office's history and future of community service.

Very truly yours,

LAW OFFICES OF MANUEL HIDALGO



Rolando Hidalgo

<sup>1/</sup> Gastelum v. City of Torrance (1969) 2 Cal.App.3d 582; Fonseca v. County of Orange (1972) 28 Cal.3d 361; Clemente v. State of California (1980) 101 Cal.App.3d 374; Bakia v. County of Los Angeles of California (1982) 687 F.2d 299; Estrella v. Brandt (1982) 682 F.2d 814; Lopez v. Martin Luther King, Jr. Hospital (1983) 97 F.R.D. 24; Clemente v. State of California (1983) 147 Cal.App.3d 49; Cortez v. County of Los Angeles (1983) 96 F.R.D. 427; Gurrola v. County of Los Angeles (1984) 153 Cal.App.3d 145; County of Los Angeles v. Superior Court (Borbon) (1985) 169 Cal.App.3d 1095; Torres v. Friedman (1985) 169 Cal.App.3d 880; Martinez v. County of Los Angeles (1986) 186 Cal.App.3d 884; Burciaga v. St. John's Hospital (1986) 187 Cal.App.3d 710; Clemente v. State of California (1986) 40 Cal.3d 202; Torres v. County of Los Angeles (1989) 209 Cal.App.3d 325; Swaithes v. Superior Court (Hunter) (1989) 212 Cal. App.3d 1082; Contreras v. Goldrich (1992) 10 Cal.App.4th 1431; Carlino v. Los Angeles County Flood Control District (1992) 10 Cal.App.4th 1526; Salgado v. County of Los Angeles (1997) 57 Cal.App.4th 574; Logacz v. Limansky (1999) 71 Cal.App.4th 1149; Salgado v. County of Los Angeles (1999) 19 Cal.4th 629

**LAW OFFICES OF MANUEL HIDALGO**

A PROFESSIONAL CORPORATION  
8220 EAST BEVERLY BOULEVARD  
LOS ANGELES, CALIFORNIA 90022-2076

Steve Brye, Project Manager  
METROPOLITAN TRANSIT AUTHORITY  
One Gateway Plaza  
Mailstop 99-22-2  
Los Angeles, California 90012-2952

**HAND-DELIVERED**



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<b>EMERGENCY</b> PICKUP & DELIVERY A.S.A.P. SERVICE AVAILABLE AT ALL TIMES  <b>RUSH</b> DELIVERY WITHIN 2 1/2 HOURS. SERVICE AVAILABLE UNTIL 2 P.M.  <b>REGULAR</b> DELIVERY WITHIN 5 HOURS. SERVICE AVAILABLE UNTIL 1 P.M.  <b>OVERNIGHT</b> CALL BY NOON FOR PICKUP BY 5 P.M. DELIVERS BY NOON THE FOLLOWING BUSINESS DAY.		Roundtrip Court Filing (\$5.00 Surcharge) P.O.S. Deliveries NOTIFY DISPATCHER  REMARKS		THE COMPANY WILL NOT PAY OVER \$50 PER SHIPMENT IN CASE OF LOSS OR DAMAGE, UNLESS A GREATER VALUE IS REQUESTED AT THE TIME ORDER IS PLACED.			Weekend	
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							Misc.	
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							\$	

# Los Angeles Homba Hongwanji Buddhist Temple

本派本願寺羅府別院

815 EAST FIRST STREET, LOS ANGELES, CALIFORNIA 90012-4304

April 12, 2001

Mr. Steve Brye  
Project Manager  
L.A. County Metropolitan Transit Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Re: Los Angeles Eastside Corridor  
DSEIS/DSEIR

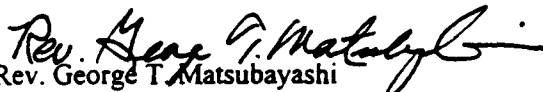
Dear Mr. Brye:


The ministers and lay leaders of the Los Angeles Homba Hongwanji Buddhist Temple have reviewed the Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report for the Los Angeles Eastside Corridor.

The temple had the opportunity to comment on this project at the public hearing held at the Japanese American National Museum on Thursday, March 29, 2001. We also indicated at that time that a more comprehensive written commentary would be submitted following the hearing.

Enclosed is the written commentary on the Light Rail Transit system that is described in the DSEIS/DSEIR. Our temple cannot support the system as proposed and can only support the No Build Alternative due to the adverse impact on our temple, members, and community as described in our written commentary. However, we would welcome the opportunity to have our concerns addressed.

Sincerely,

  
Rev. George T. Matsubayashi  
Rimban (Head Minister)

  
Mich Sakata  
Vice President, Board of Directors

**Pre-Construction Overview**

Advantages for temple: Slight, if any

Disadvantages for temple: Substantial during construction and post-construction phases

Comparisons of impact of Light Rail system on First Street and on Washington Boulevard:

Overall design – Similar but with substantial differences

**Similarities**

1. Two sets of tracks in center lanes
2. Center raised island for boarding passengers (Exhibit A)
3. No street parking (Exhibit B)

**Differences**

1. Two lanes of traffic in each direction on Washington (Exhibit C) versus one traffic lane in each direction on First Street
2. Light Rail tracks closer to establishments along First Street
3. Left turn pocket on Washington (Exhibit D) versus none (?) on First
4. One lane available for maintenance on Washington versus none on First Street
5. At bus stops, one lane available for traffic on Washington (Exhibit E); traffic blocked behind buses on First Street
6. Traffic can pull over to right lane for emergency vehicles on Washington; traffic can only stop but would block emergency vehicles on First Street
7. In the event of accident on street, traffic may be able to use second lane on Washington; traffic blocked on First Street

**Construction Phase**

Impact on temple with respect to

- A. Environment
- B. Access
- C. Operations

**A. Environment**

**1. Dust pollution**

51.A

- Adverse effect on pre-school children in temple's daily day-care program
- Potential adverse effect on senior citizens in senior day-care center that is in planning stage

- Adverse effect on delicate artwork in temple

2. Noise Pollution

- 51.B
- Excessive noise level unacceptable during religious services. Services conducted on weekdays, week nights, as well as full schedule on weekends

3. Aesthetics

- 51.C
- Temple and its grounds reflect style of Japan. Construction equipment near temple grounds would impair one of main assets of temple, its appearance

B. Access

- 51.D
- With First Street closed (up to two years in front of temple), severe impact on access to temple
  - With limited access to Vignes Street, impact on access to temple
  - Street closures or limited access to Vignes will cause confusion for many families who attend special family memorial services. In some cases these families come from distant locations including out of state
  - During the tunnel construction (up to five years), one of main routes to the temple via the First Street off-ramp from the northbound 101 freeway will be closed. Many families from communities east of Los Angeles including Monterey Park, Montebello, Rosemead, South San Gabriel, Whittier, Hacienda Heights, and other such communities will be directly affected. The impact on attendance for services and events at the temple is not known but will certainly not help

C. Operations

- 51.E
- Direct impact on daily incoming and outgoing attendees to services and events
  - Potential severe impact on temple's Centennial observance
- In 2005, the Temple will be observing its Centennial. Many activities for this occasion are in the planning stage.
- Any construction on the Light Rail system near the temple that begins before the fall of 2005 will severely impact the temple's Centennial. The construction will detract from the Centennial events due to construction equipment. More importantly, access to the various planned events for this occasion will be very limited and confusing for many including members, visitors, and guests including may dignitaries.

Post-Construction Phase

Impact on Temple with regards to

- A. Access
- B. Environment
- C. Operations
- D. Security

A. Access

- One traffic lane in each direction on First Street

Limits access to the Temple. Not certain that eastbound traffic on First Street will have left turn lane at Vignes Street. If traffic backs up due to left turn lane, eastbound traffic in through lane will be blocked

- Buses on First Street would hinder traffic, especially at bus stops
- Any accident would block traffic
- Any maintenance work on First would block traffic
- Emergency response at or near the Temple would be impacted due to limited traffic lanes

51.F

Delays, or worse, harm to individuals and/or facilities may result than if the Light Rail system were not installed

- Confusion for those not accustomed to using a street with Light Rail system

In a recent site survey at Washington Boulevard, a driver and passengers attempting to make a left turn from Washington would appear to be in peril: The left turn signal along Washington (Exhibit F) stays green even though a commuter train is within less than 100 feet of the intersection. A driver could easily become confused over what action to take, viz. turn or wait, while seeing the train approach.

B. Environment

- Potentially more noise from Light Rail system than Washington due to tracks being located closer to curb and establishments
- If crossing gate with wigwag signal installed at Vignes intersection for safety, additional noise would result. This would be potentially disruptive during solemn memorial and funeral services. These services, which are in addition to the Sunday services, number about 1000 for a year.

51.G

C. Operations

- Traffic patterns for Temple services including weddings and funerals require change due to restricted flow patterns on First Street
- Parking access probably restricted to Vignes Street

51.H

Parking access by way of Banning Street impeded by those using what is left of Banning as a parking street. If Banning can be vacated, then access to Temple parking facilities improves greatly.

D. Security

51.1

- Unknown impact on Temple security due to addition of Light Rail system

The Temple has suffered theft, vandalism, and physical harm to individuals due to persons outside the temple community. Whether the installation of the Light Rail system may result in increased security problems is unknown at this time.

Recommendation

There are slight, if any advantages for the temple in building the system. There are substantial disadvantages for the temple if the Light Rail system is constructed as proposed. The principal disadvantages have been stated above and include adverse impact on the Temple from the following:

- Reduced and impeded access to the temple
- Potential adverse impact on the environment
- Adverse impact on temple operations, especially during temple Centennial
- Potential for increased security problems

The Temple does endorse improvements to the bus system that serves the eastside community. However, the Temple recommendation for the Eastside Light Rail system is the No Build Alternative.

Los Angeles Homba Hongwanji Buddhist Temple  
 815 E. 1<sup>st</sup> Street  
 Los Angeles, CA 90012  
 (213) 680-9130

Rev. George Matsubayashi

Rev. George Matsubayashi  
 Rimban (Head Minister)

Rev. Gregory Gibbs

Rev. Gregory Gibbs

Fujiyoshi Yamamoto

Fujiyoshi Yamamoto, President

Ernest Hida

Ernest Hida, President-Elect

Gary Kawaguchi

Gary Kawaguchi, Vice President

Mich Sakata

Mich Sakata, Vice President

Shoichi Sayano

Shoichi Sayano, Immediate Past President

Amy Miyakawa

Amy Miyakawa, President  
Buddhist Women's Association

Koichi Sayano

Koichi Sayano, Superintendent  
Dharma School (Sunday School)

Kenji Hatakeyama

Kenji Hatakeyama, Scoutmaster  
Boy Scout Troop 738

Ken Kawasaki

Ken Kawasaki, Chairman  
Cub Pack 738 Parents' Committee

Dennis Kimura

Dennis Kimura, Chairman  
Girl Scout Troop 1213 Parents' Committee

Susan Mukai

Susan Mukai, Director, Nishi Center  
(Pre-School Day Care Center)



EXHIBIT A





EXHIBIT B

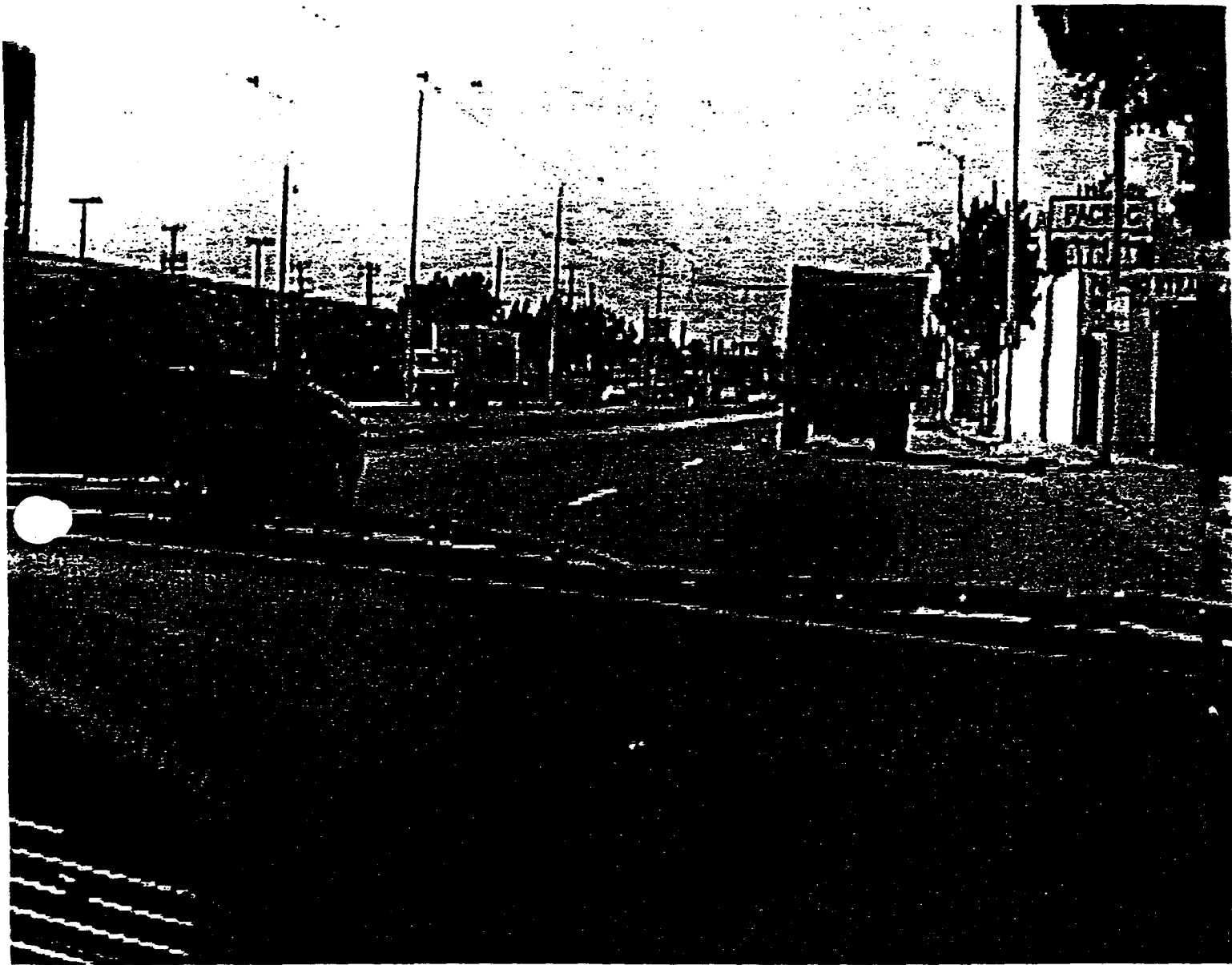


EXHIBIT C



EXHIBIT D

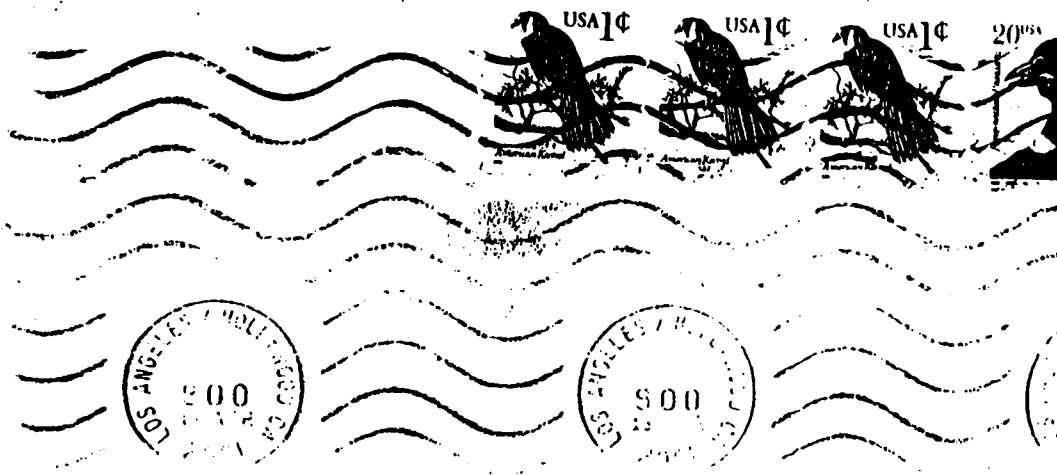


EXHIBIT E



EXHIBIT F

Los Angeles Hampa Hongwanji  
Buddhist Temple  
815 E. 1st Street  
Los Angeles, CA 90012



Mr. Steve Brye  
Project Manager  
L. A. County Metropolitan Transit Authority  
One Gateway Plaza  
Los Angeles, CA 90001

# Heet Sound Products

611 Ducommun Street  
Los Angeles, CA 90012  
USA

Phone (213) 687-9946  
FAX (213) 625-1944  
email: greg@ebow.com

April 18, 2001

MTA  
Steve Brye  
Re: East Transit Corridor  
Please include the following in summary report.

I own property near the proposed beginning of the light rail line. We have operated a light manufacturing and recording business at this location for 26 years. At various times, this location acts as a loft space and as a studio for research and development in acoustic and other musical fields. We have remained here because of the quiet necessary for our tasks. After 4 PM and on weekends, the area is especially conducive to recording.

52.A Though we are just 250 feet from the proposed path, we were not directly notified of the proposed project until just over a week ago giving us little or no time to submit objections. This is reminiscent of the MTA metro rail benefit assessment district my neighborhood was burdened with 20 years ago. It was similarly proposed and passed without regard to my business and again without direct notification. I have been paying for this so-called 'benefit' for 20 years. I vehemently object to any rail system placement so close to our business and would likely be forced to take my recording and manufacturing business elsewhere, probably out of the city, if this project is allowed to go forward.

52.B I anticipate train rumblings and wheel squealing as not one but two 90 degree turns are proposed very near my property. One located at Ducommun and Hewitt and the other at Commercial and Hewitt. While larger radius turns and excruciatingly slow speeds might minimize the squeal and rumble, I doubt the impact will be negligible. The lack of direct contact with this property owner, though this project has been in planning for a long time, is evidence enough that once again, the MTA works with minimal concern for the neighborhood businesses and property owners.

Again, I would consider this proposed project a direct acoustic intrusion into my operation and most likely require relocation out of the area. I am appreciative of Steve Brye's last minute summary of the proposal and the extension of the objection deadline by 24 hours for this submission. Also, his offer to have speed limits and wide turn radii while compassionate will likely not eliminate the problem. Please relocate the proposed rail path.

Sincerely,

Greg Heet  
Heet Sound Products

# White Memorial Medical Center

**Adventist  
Health**

1720 Cesar E. Chavez Ave  
Los Angeles, CA 90033  
323-268-5000

April 30, 2001

Mr. Steve Brye, Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Re: MTA Eastside Light Rail Project

Dear Mr. Brye: *Steve*

On behalf of White Memorial Medical Center, we want to thank you for the opportunity to view the MTA's Eastside Light Rail Project Scope (DSEIS) and provide comments about it. As you are aware, we also strongly supported the Metro Redline plan. We also appreciated the chance to share our presentation on the New WMMC building project.

53.A As you know White Memorial Medical Center has been serving the East Los Angeles/Boyle Heights community for nearly 90 years. We are currently in the process of completing design documents to rebuild our hospital campus to meet new seismic standards. From your presentation it appears that our respective projects will run somewhat parallel construction schedules. Preliminary construction schedule and site maps are attached for your review.

53.B Furthermore, we are excited to see that the subway station location (Boyle and 1<sup>st</sup> Streets) is planned just one (1) short block from our campus. We believe the location placement midway on and facing Bailey Street, fits favorably with our site plan. We strongly request that the location of the station entrance not be moved from the current designated location because it will best serve our patients and employees. We hope that as our respective plans continue to develop, we might have opportunity to merge pedestrian traffic patterns between us. As mentioned, we would be open to discussions to jointly develop the site in ways that would benefit our communities' healthcare and public service needs. We would appreciate any "First Right of Refusal" option to do so.



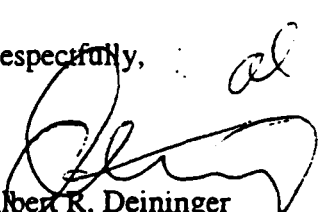
On a construction and development-planning note we are interested in a few items:

- 53.C** | 1) Due to space and parking constraints during our project, is there an opportunity to gain temporary use of MTA lots for construction parking and/or supply staging?
- 53.D** | 2) That First, Bailey and State Streets remain open at all times.
- 53.E** | 3) If the MTA will adopt a new transportation and land use policy with the City of Los Angeles to reduce parking requirements for hospitals facilities adjacent to Light Rail Stations?  
Currently many of our employees and patients utilize public transportation to access our campus and facility.

In conclusion, we want to emphasize our support and excitement for this project. We look forward to participating in the planning purposes as it relates to our campuses and community interests.

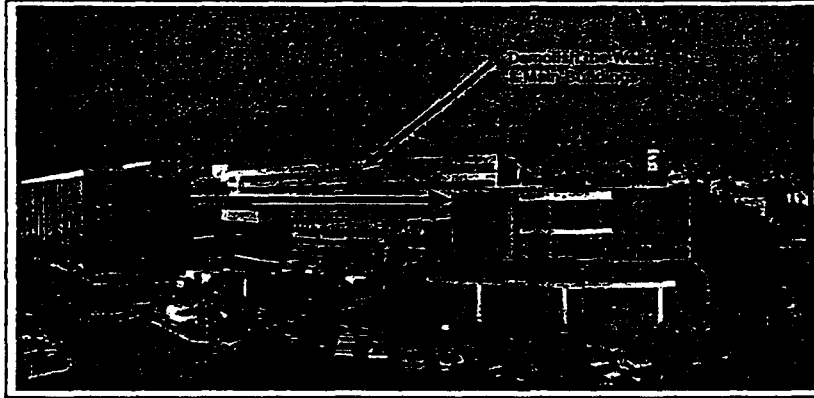
Please feel free to contact me if you need additional input or response.

Respectfully,



Albert R. Deininger  
Vice President, Ambulatory Services  
White Memorial Medical Center

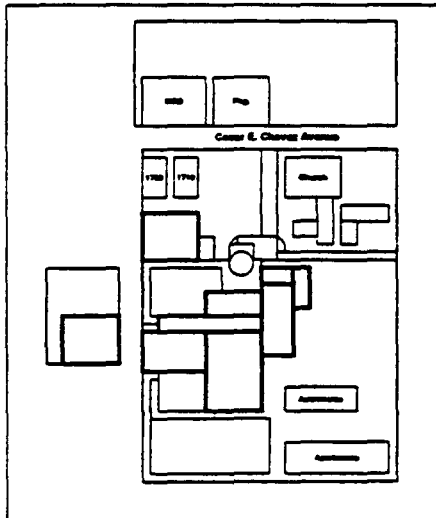
## Site-Specific Context



Project Update / March 21, 2001



## Site Development Plan (Scheme D)



Construction Step	Completion Date
1 Remodel Cancer Center	Dec 1999
2 Upgrade Central Plant	Dec 2002
3 Relocate HR & Accounting	July 2001
4 Relocate Loading Dock	Apr 2002
5 Site Infrastructure	Apr 2003
6 MOB and Parking Structure	Jan 2004
7 Construct Acute Care Bldg.	Jan 2005
8 Renovate D&T Building	Apr 2006
9 Renovate East Building	Apr 2006
10 Renovate South Building	Apr 2006
SB1953 COMPLIANCE	
11 Demolish West & Main Bldgs.	Oct 2006
12 Lobby & Site Work	July 2007

Project Update / March 21, 2001



**White Memorial  
Medical Center**

**Adventist  
Health  
Administration**

1720 Cesar E. Chavez Avenue  
Los Angeles, CA 90033  
323-268-5000

**Mr. Steve Brye, Project Manager  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012**

APR 23 2001

SCANNED  
IN RMC

16563 Rancho Escondido Drive  
Riverside, California 92506  
April 20, 2001

Steven Brye  
Project Manager  
Los Angeles County MTA  
One Gateway Plaza  
99-22-2  
Los Angeles, CA 90012

Dear Mr. Brye:

The Blue Line Plan is misconceived. You have laid on a "suburban commuter line" when you should be planning an "urban street car line."

54.A

A far better plan would by-pass Union Depot. Why would anyone on the Eastside (or Pasadena for that matter) want to go to the Union Depot? A better plan would have the line proceed from Pasadena, down Broadway (where the shopping is), East through the Garment district (where the jobs are) across one of the wonderful Viaduct Bridges to Boyle Heights. Forget the underground. You should have stops at nearly every intersection through the downtown and then out along 3rd Street or one of the paralleling streets. Your plan is a Park and Ride system where a Street Level Shopping and Job street car system is needed.

But better light rail than the original heavy underground subway proposal.

Respectfully,

*Byron Edwards*

Byron Edwards PhD

Byron Edwards  
16563 Rancho Escondido Drive  
Riverside CA, 92507

L.A.C.M.T.A.  
01 APR 26 AM 7:43

Steven Brye  
Project Manager  
Los Angeles County MTA  
One Gateway Plaza  
99-22-2  
Los Angeles, CA 90012



90012-2332 01



APR 12 2001

SCANNED  
IN 2001

**Eastside Light Rail  
Transit Corridor Public Hearing  
Garfield High School  
April 5, 2001**

Name Diane Zepfel Date 4/6/01

Phone 5101 E. 6TH E L A 90022

Address (323) 268-9361

Comments The Eastside Light Rail Transit  
Corridor would benefit the community  
of East L.A. The year 2001  
should be the start of the Light Rail  
on this side of the city as well  
as the entire city.

55.A

IT would benefit all / hurray  
up as there are too many cars  
on the city streets.

Please return comments to: Steve Brye, Project Manager  
MTA-MS 99-22-2  
One Gateway Plaza  
Los Angeles, CA 90012



Los Angeles Unified School District

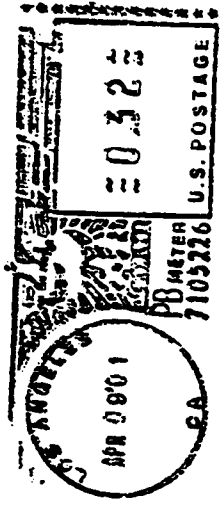
James A. Garfield High School

5101 E. Sixth Street • Los Angeles, CA 90022

RETURN SERVICE REQUESTED

01 APR 12 PM 3

POST OFFICE



2X04-10-01 LA CA 900

MTA-MS 99-22-2

One Gateway Plaza

Los Angeles, CA 90012

VIA AIRMAIL 50012



## Eastside Light Rail Transit Project Public Hearing

**Name:** Silvia Viramontes  
**Address:** 3039 Inez Street Los Angeles, CA 90023  
**Date:** April 4, 2001

56.A

I think a new Environmental Impact Report (EIR) should be done because the current one is based on the original EIR which was done almost ten years ago and so is obsolete. Things have changed since then. Boyle Heights is not the same. Secondly, the old EIR is based on a plan for a subway not lightrail.

56.B

If more properties are going to be demolished, the Metropolitan Transit Authority (MTA) needs to set aside additional mitigation funds to aid with the loss of property. The MTA cannot go back and use the 2.6 million that Union y Fuerza sued them for because it is already promised to the people that were affected by the Eastside Metro Red Line Project. This is a new project, the MTA needs to do a new EIR, and get new money for the 27 houses that are going to be demolished.

Gwen@  
RHS  
Hearing



April 2, 2001

Mr. Steve Brye  
Project Manager  
Los Angeles County, MTA  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Brye:

The signing petitioners are addressing this letter to you to request a 90-day extension of the public comment period for the DSEIR of the Light Rail Project.

The light rail is a huge project that is going to reshape our community. Its impacts are going to be felt for several years and will change the life of many people forever. The MTA already disrupted the life of our community with the Red Line Eastside Extension. 18 million dollars of public money were used for 24 property acquisitions, 123 families were removed from the area, 24 businesses disappeared, and dozens of jobs were lost. At the end, nothing was built and ugly empty lots were left as a remainder of the failure of the MTA to manage public funds properly.

Now with this Light Rail Project one could think that the MTA would try to build some trust and demonstrate good faith toward the community, but as we are finding out, the MTA seems to repeat the same mistakes.

57.A

Months before the release of the DSEIR many residents requested details of the DSEIR. The MTA completely ignored this request. The community meetings held by the MTA and the Review Advisory Committee never gave meaningful information about the environmental issues discuss in the DSEIR. Thus, our community did not have the opportunity to get prepared for the reading and understanding of the DSEIR. Instead of addressing this problem, the MTA handed out the DSEIR on the date it concluded was enough to comply with 45 days legal requirement for public comment. Although legally speaking that is correct, it is not right if we look at the following facts:

1. The DSEIR is a very dense and long book written by specialist people who have had plenty of time to elaborate such a big study. To fully digest the contents of the DSEIR, working class people need time. On the contrary, our community has been given less that 45 days to read it, understand it, and

prepare their comments. It is unfair for us to undertake the job of a specialist in such a short period of time.

2. Many residents in our community are Spanish speaking people who need a reliable Spanish version of the DSEIR. The availability of Spanish versions of the DSEIR is very scarce. As a result, a vast majority of our community is being denied the right of a meaningful public participation.
3. The MTA was late to delivered a copy of the DSEIR to many residents. The reason is pretty simple: it is not possible to reach all the community in just a few days, so by the time many residents got their copies they had only between 20 to 30 days left to read the DSEIR and make their comments.
4. There are in other areas examples of projects using federal and local funds in which the periods of the public comment have been extended. In other words: si se puede! Then, we do not see why the MTA cannot give to the community of Boyle Heights and East Los Angeles and extension. Remember that the MTA has to build some trust among the community. It is time to do it now!

57.A

Therefore, we are requesting a 90-day extension of time of the public comment period so that the community can properly review and comment on the draft SEIR. In light of the size of the proposed project, the urban environmental impacts involved, and the number of community members for whom English is a second language or Spanish translation is required, we believe this request is reasonable and necessary to allow meaningful public input into the decision-making process.

Thank you for your consideration.

Sincerely,

*Gerardo Salas*

Petitioners

029 1/2 E 4th St.

LA CA 90033

Mr. Steve Brye  
Project Manager  
Los Angeles County, MTA  
One Gateway Plaza  
Los Angeles, CA 90012

*Anita L. Castellanos*  
*Attorney at Law*

1711 Mariachi Plaza  
de Los Angeles  
Los Angeles, CA 90033

P.O. Box 4957  
West Hills, CA 91308  
(818) 348-0552  
(818) 348-2001 fax

April 4, 2001

Metropolitan Transit Authority  
One Gateway Building  
Los Angeles California

*Given @*  
*RHS hearing*

Re: RED LINE EXTENSION - Little Tokio/E.L.A.

Gentlemen:

This letter is to set forth in writing the proposal for a prompt adjudication of any claims arising from the future construction of the Red Line: specifically through Little Tokyo and E.L.A. It is the same proposal I have been stating for the last six years as a member of the RAC.

PROPOSAL FOR ADJUDICATION OF CLAIMS FOR DAMAGES:

1. The filing of a "claim form" within 60 days of discovery of the damage.
2. MTA shall have 30 days after the claim form is filed to respond to the claim form. If it is accepted, the payment shall be made within 60 days. If it is either rejected or not acted upon within these 30 days:
3. Within 90 days after rejection of a claim or the lapse of the 30 day response period without action on the part of MTA, the matter will be scheduled for ARBITRATION.
4. The arbitration process will be paid for solely by MTA and the neutral arbitrator will be picked at random by the personnel in the arbitration unit of the Los Angeles Superior Court. The arbitrator will be selected from the current list of Superior Court appointed arbitrators.
5. The arbitration will be binding on both parties.

58.A

I welcome a response to my proposal from MTA within 30 days from date hereof. Said response will be made available to all my neighbors in the above communities.

Very truly yours,

*Anita L. Castellanos*  
ANITA L CASTELLANOS

TRADUCCION

CABALLEROS:

La presente es para someter por escrito la sugerencia que he presentado por 6 años como miembro del comité "RAC" para la rápida resolución de RECLAMOS POR DANOS Y PERJUICIOS que pueda ocasionar la construcción del "Red Line" por el Este de Los Angeles y Little Tokyo.

PROPUESTO: PARA RAPIDA RESOLUCION DE RECLAMOS

1. 60 días para llenar la forma oficial de reclamación y entregarla al MTA. Estos 60 días empezaran a correr de cuando la persona **se entere del dano causado.**
2. El MTA tendrá 30 días para contestar el reclamo. Si se aceptan los danos, la cantidad será pagada dentro de 60 días.  
Si no acepta el reclamo dentro de los 30 días o no hay contestación de parte del MTA, el caso será encarrilado en el proceso para arbitraje.
3. Dentro de 90 días después de empezar el proceso de arbitraje, se ventilara el caso ante un árbitro neutral.
4. El costo del proceso de arbitraje será totalmente pagado por el MTA. El árbitro neutral será escogido sin favoritismo por los empleados de la sección de arbitrajes de la Corte Superior de Los Angeles. El árbitro será seleccionado de la lista de árbitros que ya existe en el sistema judicial.
5. La decisión del árbitro será la última palabra en el asunto y no habrá apelación de la decisión disponible para el MTA o la persona damnificada. Cualquier decisión a favor del reclamante para pago de dinero por danos y perjuicios será pagada dentro de 60 días después de la decisión del árbitro.

Yo invito al MTA que me hagan comentarios tocante a esta propuesta o que me indiquen una contra-propuesta dentro de 30 días de esta fecha. **DICHA CONTESTACION DE PARTE DEL MTA SERA DISTRIBUIDA POR MI A TODOS MIS VECINOS EN LA COMUNIDAD.**

Atentamente,

Lic. ANITA L CASTELLANOS

①

FROM (3-30-2001)

ALL MAIL

PHILIP R NURENBERG  
PMB 758  
8424 SANTA MONICA BLVD  
W HOLLYWOOD CA 90069-4267 USA

RESIDENCE

PHILIP R NURENBERG  
636 N HILL PLACE - APT A403  
LOS ANGELES CA 90012-2241

TO:  
~~██████████~~  
STEVE BRYE  
LACMTA  
ONE GATEWAY PLAZA  
LOS ANGELES CA 90012

P.S. THE "DASH"  
BUSES (AS AT AIRPORT)  
MAY BE LESS POLLUTING  
AND MORE WEIGHT AND  
GAS GUSLYING EFFICIENT  
THAN THE HUGE MTA DIESEL  
ONES. WEST HOLLYWOOD COULD  
BE CONSULTED ON  
THEIR COSTS AND  
EXPERIENCES OPERATING  
EXTRA DASH  
BUSES - AS  
COULD LA CITY'S  
OWN DASH BUS  
ADMINISTRATION

AS A REDUCED FARE MTA RIDER  
ONE MUST INCREASE ALL FORMS OF  
PUBLIC AND PRIVATE TRANSPORTATION IN  
LOS ANGELES.

SUBWAYS, BUS, RAIL, AND AUTOMOBILE TRANSPORT  
ARE NOT MUTUALLY EXCLUSIVE. TRANSPORTATION  
IS NOT A SINGLE MEANS ANSWER. ALL NEED  
TO BE COMPLEMENTARILY INTEGRATED AND  
MAXIMIZED VS. ONE RECEIVING ALL RESOURCES  
OVER ANOTHER.

59.A

- ⊕ THE POTENTIAL IMPROVEMENTS TO BUSES ARE
  - MORE FREQUENT VS. PACKED STANDING ROOM BUSES ONLY - AND NOT JUST DURING RUSH HOURS
  - MORE ROUTES AND MORE CONVENIENT ROUTES
  - MORE EXPRESS BUSES - AND NOT JUST DURING LIMITED RUSH HOUR TIME
  - MORE NON-DIESEL POLLUTING BUSES
  - MORE ELECTRONIC GREEN LIGHT SIGNALING EXTRA BUSES (NOW BEING TRIED EXPERIMENTALLY).

OVERALL:

IT MUST BE RECOGNISED  
THAT PUBLIC TRANSPORTATION MUST  
BE SUBSIDIZED AND WILL PROBABLY  
NEVER BE A "FOR PROFIT" ENTERPRISE-  
COST CUTTING AND PROFIT  
MAXIMIZATION WILL ALWAYS ONLY  
GO SO FAR AND FAIL.

COST CUTTING SHOULD NEVERTHELESS  
BE CONTINUED ON ALL CREATIVE,  
NON-SERVICE REDUCING, NON-PASSENGER  
CONVENIENCE WAYS.

THE BUSES THE CITY USES - ARE  
OVERWEIGHT, GAS GUSLING, POLLUTING  
MODELS.

ASIDE FROM THE METHANOL AND  
OTHER NON-POLLUTING ALTERNATIVES  
WHICH MAY NOT YET BE COST EFFECTIVE,  
THE SIZE AND WEIGHT OF THE  
BUSES SEEMS INEFFICIENT TO ME  
-ASIDE FROM THE NOISE AND ROAD  
HOGGING CHARACTERISTICS.

THE SANTA MONICA BUS LINES AND  
OTHERS SHOULD BE LOOKED TO AND  
STUDIED FOR IDEAS AND EFFICIENCIES. THEY  
WERE RUNNING TOO ALL DURING THE MONTH  
LONG BUS DRIVER'S STRIKE.

Philip R. Nurenberg

FROM (3-30-2001)

PHILIP R NURENBERG

PMB 758

8424 SANTA MONICA BLVD

W HOLLYWOOD CA 90069-4267 USA



TO STEVE BRYE  
LACMTA  
ONE GATEWAY PLAZA  
LOS ANGELES CA 90012





**Eastside Light Rail  
Transit Corridor Public Hearing  
Japanese American National Museum  
March 29, 2001**

Name Silvia Vivamontes Date 3/29/01  
Phone 323-264-8289  
Address 3039 Inez St.  
Los Angeles, CA 90023

Comments I read the Questions and Answers  
of the paper prepared by MTA, ~~and~~ How the  
noise and dust is going to affect our children's  
lives <sup>60.A</sup> during the 5 year construction of the Light Rail?  
Now u <sup>60.B</sup> will have a lot of traffic and a reduced space  
to park our cars. During the construction we are  
going to have loss of traffic lanes & less space  
to park our cars on the street. In those 5 year  
construction <sup>60.A</sup> our community is going to be more polluted  
than it is now. In one way it seems that is going  
to better our lives, but in the other way is going  
to ruin our lives with pollution, danger and

inconveniences.  
<sup>60.C</sup> The Questions and Answers paper it seems  
that everything is going to be alright but that's

Please return to: Steve Brye, Project Manager

One Gateway Plaza, MS 99-22-2

Los Angeles, CA 90012

(see  
over)

not true. We are the ones that are  
going to be impacted because we live here.

**Cucchi, Joanna**

---

**From:** Brye, Steven  
**Sent:** Saturday, March 31, 2001 8:31 PM  
**To:** Roybal, Dolores; Cucchi, Joanna  
**Subject:** FW: East L.A. Light Rail

Could you work on a draft reply for my signature. Thanks sb

-----Original Message-----

**From:** Customer Relations  
**Sent:** Tuesday, March 20, 2001 12:26 PM  
**To:** Brye, Steven  
**Subject:** FW: East L.A. Light Rail

The attached e-mail regarding the Eastside Light Rail Transit Project was received in Customer Relations. We are forwarding it to you for review and consideration as appropriate.

Thank you,  
Bertha Bruner  
Customer Relations

-----Original Message-----

**From:** Customer Relations  
**Sent:** Tuesday, March 20, 2001 12:12 PM  
**To:** 'jfujita@earthlink.net'  
**Subject:** RE: East L.A. Light Rail

This will acknowledge receipt of your e-mail regarding the Eastside Light Rail Transit Project. We have sent a copy to the Project Director.

Additionally, please know that three public hearings are scheduled to receive public input. The dates and locations are available on our website under Press Releases and Viewpoints and may be accessed by clicking on "MTA Releases Draft Environmental Report For Eastside Light Rail Transit Project."

Thank you for your comments.  
MTA Customer Relations

-----Original Message-----

**From:** James Fujita [mailto:jfujita@earthlink.net]  
**Sent:** Monday, March 19, 2001 11:06 PM  
**To:** customerrelations@mta.net  
**Subject:** East L.A. Light Rail

Dear Sirs:

I read on the MTA website that the MTA has decided to build a light rail line in the East Los Angeles area. I think that's a wonderful idea and I can't wait for construction to start as soon as possible.

I also noticed that one of the proposed stations would be an underground

61.A

station at First Street and Boyle Avenue ("Mariachi Plaza")

Since the MTA already drew up plans for a 1st/ Boyle underground subway station as part of the indefinitely delayed Eastside Metro Red Line extension as shown in

<http://www.mta.net/metro/construction/eastside/firstboyle/FIRSTBOYLE.HTM>

it seems to me you could use these fairly recent designs, modifying them if necessary to fit light rail instead of subway, to save some time and money. Even if the light rail tunnel is built "cut and cover" rather than "deep bore" style, the exterior station entrances could be the same. At the very least, the new plans could borrow ideas from the old. I believe the same might be true of the 1st/ Lorena station.

-James Fujita

28512 Vista Madera

Rancho Palos Verdes, CA 90275

MAR 28 2001

SCANNED  
IN RMC

3/26/2001  
~~3/25/2001~~

Dear Mr. Brye,

This is in response to the request for public comment concerning the proposed Eastside Light Rail Transit Project.

62.A First and foremost, I think it's really deplorable that the original Red Line project could not be completed as planned, and even expanded upon. While I believe that for high-speed "core" lines most any rail is preferable to buses, I particularly favor subway for this function. Rail in general is cheaper to maintain, without (big rubber tires and paved streets are not cheap), more efficient (one driver, maybe 300 passengers), and potentially less polluting (electricity, hence solar and wind sources, plus others as they come on line), than buses. Subway, moreover, being underground, is free of surface noise, and thus potentially runnable late into the night, or even round the clock, without objection from the public. And subway, being underground, does not contribute to surface congestion, nor to the air pollution that continuing stop-and-go driving of engine ~~private~~ vehicles can generate. And subway, being underground, is easier to police than any surface system could be: where crime is detected, the perpetrators have only one or two "choke points" of egress at each subway station, and this makes for enhanced ease of capture.

Somewhat tangentially, I want to go on record as applauding MTA's decision to build its

62.B | new Gateway Plaza headquarters as a highly visible (and aesthetically pleasing) thing. The message in this is clear: Mass transit in Los Angeles is here to stay, as a central, well-capitalized institution.


62.C | And with respect to this latter, it's my opinion that the expense of subway construction is, on balance, a good thing. Subway, being expensive to construct and of highly durable materials, is difficult to destroy — unlike the late lamented interurban ("Big Red Cars") system of the early twentieth century. (And of course subway is "out of sight, out of mind," hopefully where the vehicular "forces of evil" are concerned.)

62.D | I virtually know that the so-called Bus Riders Union — a chosen name that in itself is telling — will be on hand to attempt to shout down any extension of mass-transit rail service here in Los Angeles County. I say ask these people, on the record, who's really funding them? Oil, tire and automobile companies, perhaps? The same folks who once spear-headed the destruction of the rail system we once did have?

Sincerely  
Charles R. Hockett

Charles R. Hockett  
1447 1/2 Lucile Ave.  
Los Angeles CA 90026-1521

323/664-7748

 Charles R. Hockett  
1447 1/2 Lucile Ave.  
Los Angeles, CA 90028-1621



Mr. Steven Brey, Project Manager  
Los Angeles County MTA  
One Gateway Plaza  
Mail Stop 99-22-2  
Los Angeles CA 90012

90012/2952 

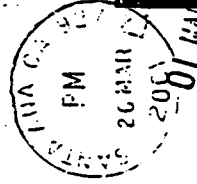
3/26/01

Steve -  
Just get on with  
it. EMS - let it  
roll. Route fine -  
we are way behind!  
Over here  
Finally  
John

63.A

Ms. Jackie McCauley  
15063 Excelstior Dr  
La Mirada, CA 90638

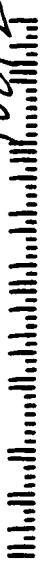




10/19

Stewart  
A Co. MTA 1 Gateway  
Mail Stop 99-22-2 Plaza  
L.A. CA

90012.02352



5002/2

MAR 29 2001

SCANNED  
IN RMC

March 26, 2001

Office of Gloria Molina  
Supervisor, First District  
East Los Angeles Field Office  
5264 East Beverly Blvd.  
Los Angeles, CA 90022

Attn: Alvin D. Parra  
Special Projects Coordinator

64.A In response to the Eastside Light Rail Transit Project Environment Impact report. I would like to indicate my strong support for the project. However, there are a number of issues and concerns that you need to address in the design of the system. I am concerned that the light rail proposal in center of 3<sup>rd</sup> street may impact pedestrians safety and the beautification of our community. I am afraid that the wires might look ugly, and that you  
64.B may need to conceal them from site, I have seen this done in some cities.

64.C In addition safe pedestrians crossing should be included to allow the community people safe to the station which will be in the middle of the street. I have also seen this kind of beautification in the City of Pasadena and it would help people. I am also concerned because senior citizens may need to be transported to the station, for example; the Telacu Senior Housing Project is 3 ½ blocks away from the station if the East Los Angeles Shuttle drove into the parking lot of the senior housing and transported them to the Mednik Ave. Station they would not have to walk the 3 ½ blocks because most of our senior citizens can't walk that far.

64.D As a resident and a member of the Maravilla community, we would be better served if the station would be located west of Mednik Ave. to be closer to the commercial area. I hope that you will consider these recommendations for our community.

Sincerely,



George Del Rio  
East Los Angeles Community Resident

cc: Metropolitan Transit Authority

RECEIVED

MAR 28 2001

First Supervisorial District

March 26, 2001

Office of Gloria Molina  
Supervisor, First District  
East Los Angeles Field Office  
5264 East Beverly Blvd.  
Los Angeles, CA 90022

Attn: Alvin D. Parra  
Special Projects Coordinator

In response to the Eastside Light Rail Transit Project Environment Impact report. I would like to indicate my strong support for the project. However, there are a number of issues and concerns that you need to address in the design of the system. I am concerned that the light rail proposal in center of 3<sup>rd</sup> street may impact pedestrians safety and the beautification of our community. I am afraid that the wires might look ugly, and that you may need to conceal them from site, I have seen this done in some cities.

In addition safe pedestrians crossing should be included to allow the community people safe to the station which will be in the middle of the street. I have also seen this kind of beautification in the City of Pasadena and it would help people. I am also concerned because senior citizens may need to be transported to the station, for example; the Telacu Senior Housing Project is 3 ½ blocks away from the station if the East Los Angeles Shuttle drove into the parking lot of the senior housing and transported them to the Mednik Ave. Station they would not have to walk the 3 ½ blocks because most of our senior citizens can't walk that far.

As a resident and a member of the Maravilla community, we would be better served if the station would be located west of Mednik Ave. to be closer to the commercial area. I hope that you will consider these recommendations for our community.

Sincerely,



George Del Rio  
East Los Angeles Community Resident

cc: Metropolitan Transit Authority

George Del Rio  
2424 Eastlake  
Los Angeles , Ca. 90031



Metropolitan Transit Authority  
Attn: Steven Brye  
1 Gateway Plaza  
Los Angeles , Ca. 90012

90012-2952 01





**BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES**

856 KENNETH HAMN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-4111

**GLORIA MOLINA**  
SUPERVISOR, FIRST DISTRICT

April 10, 2001

Mr. George Del Rio  
2424 Eastlake  
Los Angeles, California 90031

Dear Mr. Del Rio:

Thank you for contacting my office regarding the Eastside Blue Line extension.

As your concerns are of importance, I am formally forwarding your letter to the Metropolitan Transportation Authority (MTA), so that your suggestions and concerns may be included in the Final Environmental Impact Statement (FEIS). If you would like more information regarding this project, please call Ms. Dolores Roybal, Transportation Planner for the MTA, at (213) 922-6000.

If you have any questions or concerns regarding any other MTA issue, please feel free to contact my Transportation Deputy, Nicole England, at (323) 881-4601.

Sincerely,

A handwritten signature in cursive script that reads "Gloria Molina".

**GLORIA MOLINA**  
Supervisor, First District

GM/NE/vc

Cc: Dolores Roybal, MTA Transportation Planner



GLORIA MOLINA  
BOARD OF SUPERVISORS  
FIRST DISTRICT  
656 KENNETH MAHN HALL OF ADMINISTRATION  
LOS ANGELES, CALIFORNIA 90012

22



01 APR 13 AM 8:40

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

|||||  
Mr. Adrian Alvarez  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

90012-2932 01



MAR 27 2001

SCANNED  
IN RMC

Clara M. Solis  
348 South Humphreys Avenue  
Los Angeles, CA 90022-1532  
(323)269-3612  
[claramsolis@earthlink.net](mailto:claramsolis@earthlink.net)

March 16, 2001

MTA  
Mail Stock 99-22-2  
Attn: Steven Brye  
1 Gateway Plaza  
Los Angeles, CA 90012

Dear Committee Members:

I have lived in East Los Angeles all of my life. I was, as most people in East Los Angeles, supportive of a subway through East Los Angeles. I was angry when Zev Yaroslavsky stopped the subway from being built. When the light-rail proposal surfaced, I was pleased but worried. Unfortunately, it is true that when the government has planned projects in our community and in communities like it (lower income, working class, minority) residents have suffered. In the case of East Los Angeles, the freeways have had a tremendous negative effect. As my husband and I look to purchase our first home in East Los Angeles, it is difficult to find a home that is not impacted by the freeways. I'm certain that other sons and daughters of East Los Angeles, who are now becoming mothers and fathers face the same dilemma. It is sad because professionals who may have stayed in East Los Angeles have moved out.

My primary concern about the light-rail project is the safety of residents. We have all heard stories about the Blue-Line and children and adults being hit, maimed or killed. I hope that the planners will do everything they can to make certain that this does not occur in East Los Angeles. It is simple to say that people should know better than to cross the tracks. But should a child be given a death sentence for making the mistake of crossing the tracks? Residents where I live have been accustomed to crossing Third Street wherever it is convenient. This is especially true of adolescents going to Griffith Middle School. Kids will cross the street. That is a reality that the planners and decision-makers must face. Therefore, the light-rail tracks must be made safe or inaccessible to adults and children attempting to cross. If this is not done, there will be deaths due to this project. The planners should also be cognizant that on Sunday on Third Street between Eastern Avenue and Downey Road, churchgoers park their cars on the south side of the street and cross to reach Our Lady of Guadalupe church. Arrangements must be made to accommodate this fact.

65.B Another concern I have is with traffic. Currently, many commuters use Third Street as an alternate route to using the Pomona Freeway. People from all over Los Angeles County use it as a route from the westside to the eastside. I have talked to people in Whittier who use it to get to UCLA. Planners must take this into account. In the past year the traffic on Third Street has

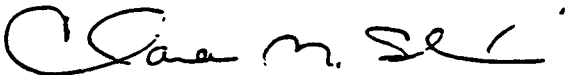
gotten worse. During rush hour, traffic backs up along Third Street from the Ford Blvd. light to Humphreys Avenue where I live. This traffic impacts the neighborhood severely because it is a community already under siege from traffic noise and air pollution from the Pomona and Long Beach freeways. Any additional traffic would make life miserable for residents in this community. Therefore, planners should consider how reducing the number of lanes will impact traffic and devise ways to discourage commuters from using Third street as a defacto freeway.

65.C Finally, planners should consider how the unity of the community will be altered by making it more difficult for residents to the north and south of Third Street to reach each other. The freeways already separate the community into many subdivisions. How will the further fracturing effect residents?

I hope that the planners and decision-makers will consider these concerns and devise ways to mitigate the problems caused by an above-ground rail system. As I have indicated, I would have preferred a subway, but given the choice of no rail or above-ground rail, I support the light-rail option.

65.D The community of East Los Angeles has continued to carry the burden of everyone else's traffic through its streets while others, like South Pasadena, have unfairly refused to take responsibility. Where other communities like Alhambra, San Marino and Montebello have devised barriers, speed bumps, roundabouts and gimmicks, such as "traffic calming" to mitigate how traffic impacts their community, East Los Angeles has been forced to accommodate the freeways. Streets have been widened, trees have been cut, and homes have been razed all to accommodate more and more traffic. This time, this government project, the light-rail project, should be forced to accommodate the residents of East Los Angeles.

Sincerely,



Clara M. Solis



Clara M. Solis  
348 South Humphreys Avenue  
Los Angeles, CA 90022-1532



MTA  
MAIL STOCK 99-22-2  
ATTN: STEVEN BRYE  
1 GATEWAY PLAZA  
LOS ANGELES CA 90012

90012X2932 01



MAR 19 2001

SCANNED  
IN B&C

MR. Brye -

Here is what I think of The  
~~edside~~ eastside blue line:

66.A | 1. Build it. Build it now. Start  
digging. Quit screwing around.  
Tell Zev and the other whiners to  
~~shut~~ shut-up.

2. Change the color. Too many 'BLUF'  
lines.

for example  
66.B | Azul Line -  
Chavez Line  
Bradley Line  
Laker Line  
Clinton Line  
Yellow Line

Jon Smart  
665-5466

3.S. ALSO -

66.C | Build the damn expo light rail  
and hurry up -



John Smart  
 4150 Los Feliz Blvd Apt 2  
 Los Angeles, CA 90027  
 ranywuuu, CA 90038-3197



Steven Brye  
 Project manager  
 L.A. County MTA  
 One Gateway Plaza  
 mail stop 99-22-2

90027-3197

Steve Brye  
MTA  
One Gateway Plaza  
Mail Stop: 99-22-2  
Los Angeles, CA. 90012

April 13, 2001

Dear Steve Brye,

My name is John Arroyo. I am a resident of the Eastside and I live in the Belvedere district. I have written this letter to show my crucial support of the Los Angeles Eastside Corridor Project.

Currently I a junior at USC. Not able to afford both tuition and campus housing, I commute to school at least 4 times a week. At times when I do not have access to a car or have to share it with my sister (also in college), I find my trip on the local bus system often frustrating and time consuming. If the Red Line extension exists in the near future, my commute would only account for my time walking to the corner of 3<sup>rd</sup> Street and Rowan, the site of one of the eastside corridor's proposed Metro stops.

It is evident that Los Angeles is city dependent on car culture. Yet, for many, especially those low-income families that live in the Eastside, owning a car is not a viable option when considering their income.

We have been long past due in achieving an efficient rapid transit system. The Blue Line opened in 1990. The Green Line and Red Line came later. But, even with an inadequate bus system, East Los Angeles saw no representation in the early incarnation of Metro Rail plans. 10 years later the Eastside finally has a chance for representation in formal transportation. Sadly enough, the project is now at risk.

Many of the families on the eastside work in the informal or blue-collar sector. Often their jobs are located in the central city or on the westside. How do you expect them to get to work to pay their bills and make a living to support a family without access to adequate transportation?

67.A East Los Angeles has the highest concentration of Latino's (95%), more than any other area in Los Angeles. Not surprising, Latinos also comprise the community which has the largest population of users of rapid transit in Los Angeles. The fact that the eastside wasn't included in the preliminary construction of the Metro was disappointing. Hoping the halt the program altogether to rob us of our access to efficient transportation is even worse.

In my 20 years, I have lived in the same house where my mother grew up. My community is quite special and important to me. Other cities have plans for a Metro

extension in the works, access to cars of their own, or an efficient private bus system, such as Santa Monica's Big Blue Bus system. I demand that my community gain the same access to transportation services.

I urge you to continue your plans on constructing the Los Angeles Eastside Corridor. As a member of the community, I believe in the importance of building a system which is pedestrian friendly, one which implements beautiful landscapes, and one which would help yield traffic calming in the area. In turn, the area will gain a viable opportunity to become an attractive space for business, retail, and real estate. As a current rider of the existing Metro and a future rider of it's Red Line extension, I implore you to consider the important impact this project would have on my community, both today and in the future.

Sincerely,

John C. Arroyo

APR 16 2001

SCANNED  
IN RMC

JESUS SAMANO

---

April 11, 2001

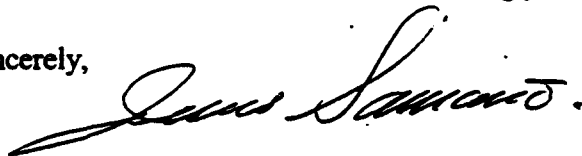
Steve Brye  
Project Manager  
L.A. County Metropolitan Transportation Authority  
One Gateway Plaza  
Mail Stop: 99-22-2  
Los Angeles, CA. 900012-2952

To Steve Brye,

68.A

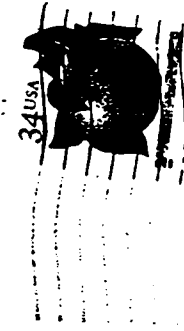
This letter is in relation to the property located on 167-169 S. Indiana Street, Los Angeles Ca. 90063. It is concerning the Eastside Light Rail Transit project; I am opposed to this development and asking you to change your plans of ruining my neighborhood. I am a land owner in East Los Angeles and this one plan can affect my whole financial status for my family and I. The income I receive from this property is essential in paying my children's college education; with out this income it will be a burden on my family. I am asking you to reconsider other options, for example, maybe building it underground like the way they did in Hollywood. Even choosing another neighborhood. This one project will affect hundreds of lives, so I am asking you to take that into importance.

Sincerely,



Jesus Samano

Jesus Samard  
10329 Baysea ave.  
South Gate Ca 90280



Steve Brye  
Project Manager  
Los Angeles County Metropolitan Transp. Authority  
One Gateway Plaza  
Mail Stop. 99-22-2

L.A.C.M. Authority  
01 APR 16 PM 2:07

LOS ANGELES CA 90012  
90012

Robert J. wang  
12249 Collins Street  
North Hollywood, CA 91607  
April 5, 2001

Mr. Steve Brye,  
Project Manager,  
Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza *Mail Stop 99-22-2*  
Los Angeles, CA 90012

Dear Mr. Brye:

After review of the Draft Supplemental Environmental Impact Statement/Draft Environmental Impact Report for the Los Angeles Eastside Corridor project, I have three areas of concern. They include aesthetics for each station, landscaping of the streetscape, and whether the light rail line will have the right-of-way over vehicular traffic at intersections within the project limits.

69.A

The first area of concern, the aesthetic treatment of each station. The project traverses through a very diverse area of Los Angeles. Will there be architecture at station stops reflecting the culture of the area? I would like to see design concepts of each station reflect the area's cultural heritage, particularly that of the Mariachi Plaza and the Little Tokyo area.

69.B

The second area of concern, landscaping of the streetscape surrounding the at-grade portions of the light rail. Is there a tree plan for the long term care of trees such as watering, pruning, and fertilizing? When selecting trees and designing tree wells careful attention should be given to the tree wells diameter to ensure the sidewalk is not damaged. Is there also a landscape plan for the streetscape, I did not see one in the draft document?

69.C

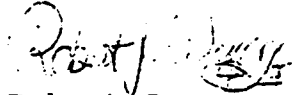
The last area of concern, will the light rail portions that are at grade have signal overriding technology to bypass the surface street traffic? The document is not clear on whether there will be "Metro Rapid bus like" signal overriding capabilities, so that the light rail would have priority over vehicular traffic, thus facilitating light rail travel time. If there are no plans to give light rail traffic priority over vehicular traffic then I would like to know why and the justification for not implementing such a technology.

Thank you for this opportunity to comment on the draft environment



69.D | document. I look forward to the completion of this long  
awaited project. I hope to see more light rail in the  
near future, in particular for the San Fernando Valley,  
along the 101 Freeway, and in West Los Angeles, along  
Exposition Boulevard to UCLA.

Sincerely,



Robert J. Wang





# DAVIS BLUE PRINT COMPANY INC.

April 17, 2001

Mr. Steven Brye  
Project Manager  
County of Los Angeles  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

RE: Eastside Light Rail Project  
Response to Comments

Dear Mr. Brye:

Thank you very much for the opportunity to respond to your Draft Environmental Impact Statement Document for the Eastside Light Rail Project.

As a local business owner of Davis Blue Print Company, and my attendance at your numerous meetings I noticed the amount of copying and blue printing done for this wonderful project. When I questioned who does the work and why is this work not given back to the community in which this system is impacted, I was greatly disappointed. My disappointment began when I was first asked to bid for the copying of the full draft environmental document, which I took the time to prepare a quotation to only be told that I was unable to get the work because of your currently in house printing services.

The MTA should realize how much this community has given up already and jobs in which we can prosper and can be given to us to produce and grow, will once again be taken away by the large monopolizing companies. Why not a minority owned local business that hires local people, we have the computer capabilities and latest technologies available in today's market. The only reason is we are in East Los Angeles community and not in a nice Downtown high rise suite. We as community people deserve the work in which your project will be impacting. We will be driving the streets and adjust to the incoming project, all we ask is to work with us and provide us the chance to work with the MTA by giving us local firms the available work. Of all the miles of metro system that exists in the Los Angeles County my local blueprint company has not received any business from the MTA.

Do not continue to give to companies who monopolize the system and take the work away from the community you are impacting.  
Thank You,

Raymond Covarrubias, President  
Davis Blue Print Company

70.A



# DAVIS BLUE PRINT COMPANY INC.

~~facsimile transmission~~

To: Mr. Steven Bayl Fax 213 922-3005  
 From: Raymond Comulka Date: 4-17-01  
 Re: Eastside Light Rail Pages: 2  
 CC: Project - Response To Comments

Urgent     For Review     Please Comment     Please Reply     Please Recycle



~~CONFIDENTIAL~~

**Renee M. G. Chavez  
Post Office Box 71203  
Los Angeles, CA 90071**

Via Facsimile (213) 922-3005

April 16, 2001

Mr. Steve Brye  
Project Manager  
Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Re: Los Angeles Eastside Corridor Draft Supplemental Environmental Impact Statement/Draft  
Subsequent Environmental Impact Report – March, 2001

Dear Mr. Brye:

The following is my questions as they relate to the above referenced document. Where I have been able, I have made reference to the section I have questioned or commented on.

I found that the following is not discussed in the document but I would like a response:

- 71.A • What steps has the MTA and MTA Board taken to secure funding for Plan 3 – the extended subway option? More importantly, what steps will be taken to make sure that the funding will be in place for Plan 3?
- 71.B • What guarantees will be made that this project won't be suspended?
- Who will manage the funding upon the start of the project?

After reading the document I have the following questions/comments:

*Metro Art Program (4.6.48):*

- 71.C A specific plan for providing "adequate administration and technical support" should be provided for the public art portion of the project. In addition, there needs to be more specific language as to artists that will be hired for the project as well as a minimum goal of 50% hired from the community.

Mr. Steve Brye  
Metropolitan Transportation Authority  
Page 2 of 5

*Air Quality (4.7):*

71.D

There have been several comments about air quality during various RAC meetings and the recent Public Hearings. I recognize that the LRT would eventually provide better air quality for the Eastside. However, it is not clear as to what mitigation will be put in place to ensure that the construction does not add more pollutants to the area.

What studies/readings will be recorded during the construction period to memorialize the effects to the air quality in the area?

*Energy (4.13):*

71.E

California is currently suffering the effects of deregulation of the electric power industry. Those areas that are not serviced by the Los Angeles Department of Water and Power are and have been subject to rolling blackouts. The draft EIR/EIS statement has not identified/discussed this situation. Please detail the mitigation that is going to be provided to ensure uninterrupted service through the entire line and especially that section that is in the County of Los Angeles serviced by Southern California Edison.

*Security and Crime Prevention Issues (4.14.4.2):*

71.F

Should a private agency be contracted to provide security (parking/stations/on-board) though the LRT project, there should be a minimum of 75% local hiring requirement. This requirement should include management and supervisory positions within the project area.

*Historic/Archaeological Resources (4.15.1):*

71.G

Mariachi Plaza (Figure 4.6-1) is referred to throughout the document, in error, as a historic resource or setting. Although it is an attractive site within Boyle Heights, it should not be given such status as it was only completed in mid-1990. The site does not meet the National Register criteria for significance. For the purposes of discussion, every reference to Mariachi Plaza as historic is inaccurate and should be changed.

In particular, there are references to the property where the 1<sup>st</sup> and Soto Street Station will be (Ranch Market) as if it were part of the Mariachi Plaza. It is irresponsible to suggest that Ranch Market can be considered part of any historic setting. It is a convenience to the neighborhood but not at all a requirement. The property, current site of Ranch Market, was purchased by MTA for the purpose of transportation and it should be used for that purpose only. References in the EIR/EIS suggesting any importance to Ranch Market is ridiculous. Suggesting altering Mariachi Plaza for the purpose of not demolishing the market is irresponsible. Mariachi Plaza's existing improvements should be left in tact.

Mr. Steve Brye  
Metropolitan Transportation Authority  
Page 3 of 5

*Table 4.16-5*

- 71.H Salesian Youth & Family Center on 4<sup>th</sup> & Breed in Boyle Heights is omitted. The Center was completed and opened in 2000.

*Utilities (4.18):*

- 71.I California is currently suffering the effects of deregulation of the electric power industry. Those areas that are not serviced by the Los Angeles Department of Water and Power are and have been subject to rolling blackouts. The draft EIR/EIS statement has not identified/discussed this situation. Please detail the mitigation that is going to be provided to ensure uninterrupted service through the entire line and especially that section that is in the County of Los Angeles serviced by Southern California Edison.

*Construction Impacts (4.19):*

- 71.J What mitigation will be put in place to ensure that the construction and construction equipment do not add more pollutants to the area?  
During what hours will construction occur? Will construction be limited or cease during the morning arrival and afternoon departure times for the nearby/impacted schools?
- 71.K What minimum local hiring percentages will be imposed during construction? Of those minimums, what percentage will be required for management and supervisory positions? Will there be any requirements for local/minority/women owned business contractors and/or consultants?

*Traffic (4.19.2.2):*

- 71.L There is no mention of any notification to the community mentioned as mitigation for street closures. What is the notification process that will be employed during the construction period? A detailed plan for notification should be in place before construction begins.

*Parking (4.19.2.3):*

- 71.M Will current "No Parking" restrictions for street cleaning be suspended during construction? What plans have been developed and/or discussed with LADOT?

*Economic Activity (4.19.2.9):*

- 71.N What percentage of construction employment from the within the corridor will be required? From that number, what percentage will be for management and supervisory positions?

Mr. Steve Brye  
Metropolitan Transportation Authority  
Page 4 of 5

Where is the MTA with the formation of Station Area Advisory Committees (SAACs)? As a RAC member, I have not been notified of the formation of the above referenced committees.

What locations have been identified for the Metro Field Offices mentioned in the EIR/EIS? What local hiring opportunities will be provided in the Metro Field Offices?

*Neighborhoods (4.19.2.10):*

71.O There is no mention of any notification to the community mentioned as mitigation for street closures. What is the notification process that will be employed during the construction period?

*Safety (4.19.2.19):*

71.P What percentage of the required security at construction sites will be satisfied by local hiring? 50% should be required for security personnel and 20% for management, supervisory and administrative personnel as minimum guidelines.

*Utilities (4.21.3.15):*

71.Q California is currently suffering the effects of deregulation of the electric power industry. Those areas that are not serviced by the Los Angeles Department of Water and Power are and have been subject to rolling blackouts. The draft EIR/EIS statement has not identified/discussed this situation. Please detail the mitigation that is going to be provided to ensure uninterrupted service through the entire line and especially that section that is in the County of Los Angeles serviced by Southern California Edison.

*Employment Opportunities (5.2.4.4):*

71.R 50% of the permanent jobs created by the LRT should be from the corridor should be established as the minimum. This number should include management, supervisory and administrative positions.

This project is late in coming. I not only support it but also demand its inception and completion in a timely manner. The Eastside deserves a quality transportation project that will connect it to the rest of our City. The project formerly known as the Red Line extension is lost so we rely on your staff and the MTA Board to provide the Eastside with a viable, safe and forward thinking and reaching project. Members of the Eastside community should get the best transportation system that will provide for the future. Of all the alternatives, Plan 3 is the most responsive and appropriate.

Please send your response and the final EIS/EIR report to the address listed above. Please note that although I am a RAC member, I did not receive a copy in the mail. I did, however, receive the executive summary.

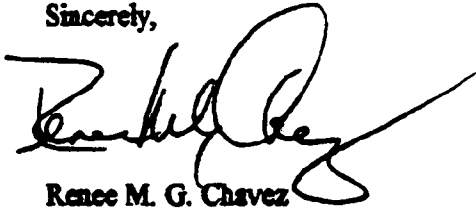


Mr. Steve Brye  
Metropolitan Transportation Authority  
Page 5 of 5

Should you require additional information/clarification on my comments, please feel free to contact me during regular business hours at (213) 861-3320.

Thank you for your time.

Sincerely,



Renee M. G. Chavez

/file

April 17, 2001

Mr. Steve Brye, Project Manager  
LA County  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

RE: Response to Draft Environmental Report for Eastside Light Rail Project

Dear Mr. Steve Brye:

I want to formally submit my comments to the draft EIS for the Eastside Light Rail Project. In the review of the document I was impressed with the level of detail and the analysis performed by the consulting team in the preparation of this document. In particular I was impressed with the mention of the community outreach program in which as a member of the Bella Vista Community I have been one of the participants of your Review Advisory Committee meetings. In order to listen and obtain feedback on the concerns the impacted community as I attended the public hearings conducted over the course of the past year and a half. I have been involved in the East Los Angeles community for many years and am in favor of progress for our community.

72.A

In the course of the public outreach I have taken notice that many people have come out in support of a rail project to ELA and I have taken notice that the system of preference is the subway heavy rail similar to the one going to Hollywood. However, after the MTA Board selected the route and the system. The community has come to realize that the budget made available for this project by the MTA Board meets the need of building a light rail beyond the city limit line and carries it miles further all the way to Atlantic. The project becomes more effective for the available budget and it will get people better access to downtown thereby connecting them to the rest of the MTA county wide systems at Union Station. Including the Metro Red Line, Blue Line and of course the green line in the south.

72.B

There is a strong endorsement of a rail project by members of the RAC and the people I have come to meet. I would like to add my list of those supporters who strongly support this project. However, I have also come to realize that the light rail system which is more like the Long Beach Blue Line has a history of public safety issues. These issues need to be fixed before it becomes more accessible as it travels through Little Tokyo and the inner city of Boyle Heights into the terminus at the Bella Vista Community.

April 17, 2001  
Page Two

72.D As it exists on Lorena it has the same valuable argument of the narrow streets problems, which exists in the Boyle Heights neighborhoods which dictated the underground tunnel as a transit way. But I must point out that from Lorena and First to Rowan and Third you have analyzed three options. The meeting at Our Lady of Lourdes indicated that there is a lot of concern on how the transit way transitions from the tunnel to an at-grade system and were given the three options. I support the tunnel extension as the most prudent, safest and environmentally planned solution. The other two create traffic congestion or the removal of housing to a population that has already lost more housing stock than any other part of the City or County for the sake of transit concerns. The current concerns of the Ramona High School principal also need to be taken into consideration. To provide a safer system for our youths attending schools we should underground the system all the way pass Our Lady of Lourdes to Gage Avenue.

72.E

72.F Another concern you should be aware of in our community is the amount of persons who park along the north side of Calvary Cemetery to attend Sunday masses at the Santuario de Guadalupe Church located along Third Street. I strongly feel a pedestrian signalized crossing needs to be placed at this location in order to allow the parishioners to safely cross the tracks.

72.G As a construction advocate I hope the MTA will train and hire the people of our community for all of the construction jobs which will be available for this project. There should be an employment policy to make sure a percentage of the jobs for each trade is a part of the immediate community which is impacted by this project. Let's give back to this community in which we are imposing this project on. I would like to see if the MTA can form a community oversight committee to over see that a percentage of the jobs are for the residents of this community. We must also keep in mind that there are other trades such as blue printing, copying, delivery and other construction/design related trades, which should also come from these communities of Little Tokyo, Boyle Heights to East Los Angeles.

Once again thank you for the opportunity to respond to your document and for allowing me to be a part of the Review Advisory Committee to be sure I look out for our people.

Sincerely,

Jose L. Gomez

Sylvia Sanchez  
2611 E. 1st St,  
Los Angeles Ca 90033



Metropolitan Transportation  
Authority  
One Gateway Plaza  
Los Angeles, Ca. 90012-2952

Atttn: Dolores Rodriguez

# Tim Adams

2505 W. 6<sup>th</sup> St. #903 Los Angeles, CA. 90057-3170 ☎ (213) 637-0409 ✉ tra@who.net

To Whom It May Concern.:

I am writing to express my opinion of the East Side light rail project. Although I am a volunteer with a non-profit group that chaperones children on educational trips using public transit, I am not writing on behalf of this organization. These views are strictly my own.

I have been told that the light rail project may die. I have two reactions, which, I admit, are rather contradictory.

The first reaction is that I lack sufficient knowledge to judge whether or not light rail should be built in East Los Angeles. I have read books by genuine transit experts – Robert Cervero, Newman and Kenworthy, Anthony Downs and others. These books have given me a healthy respect for what I don't know. I do not know anything about the funds available to MTA for various transit projects, and how these projects compare; the breakdown of federally vs. locally provided funds; current ridership figures on East Los Angeles bus lines; population demographics in East Los Angeles, and areas of population concentration; and ridership projections for East Side light rail. Without this information, any opinion I might offer would be poorly informed.

My second reaction is visceral and emotional : I would be disappointed if the project doesn't happen, as I was disappointed to learn of the cancellation of the East Side Red Line extension. With more information, I might agree that it shouldn't happen, but I would be emotionally disappointed nonetheless.

I live next to a Red Line station, and I love to ride it. I have escorted dozens of first time MTA rail patrons on train trips, and almost all have loved the experience. Children, of course, love train trips; to them it is like something out of Disneyland! If this project is cancelled, it would strike me as one more instance in which Los Angeles stakeholders can't agree on a decision to build up the city's transit infrastructure : to rescue Los Angeles from gridlock, to help create an environmentally-sustainable future for our children.

74.A

Los Angeles' needs might be best provided by HOV lanes, or busways, or transit-centered communities, or a liberalization of laws governing paratransit, or an extension of our light and heavy rail lines, or by congestion pricing. My despairing wish is that these decisions would be left to the real experts, and that Los Angeles would follow the advice of the experts once it is given.

Sincerely,



Tim Adams

MAY 1 - 2001

SCANNED  
IN RMC

Sandra Sandoval  
950 S. Flower Street #916  
Los Angeles, CA 90015  
sandra\_sandoval@hotmail.com

April 27, 2001

Steven Brye, Project Manager  
Los Angeles County MTA  
One Gateway Plaza  
Mail Stop 99-22-2  
Los Angeles, CA 90012

Dear Steven Brye,

I attended the public hearing held in Little Tokyo and reviewed the Draft Environmental Impact Statement / Environmental Impact Report. I thought this plan was to build a complete subway to East Los Angeles, not partly a rail, partly a subway.

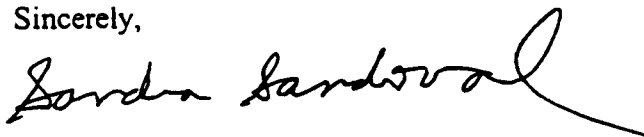
75.A

Several years ago, I recall visiting the First Interstate Bank located on the corner of Whittier and Atlantic Blvd. There I saw drawings of the different stops the subway would be making throughout East Los Angeles. One of those stops was on the southwest corner of Whittier and Atlantic Blvd where the Golden Gate Theater remains standing today. Because this theater has been closed for several decades, I believe this is an excellent location for the subway to stop.

I grew up in East Los Angeles and continue to visit my friends and family. Building a rail transit on the street level will not improve the neighborhood. It will increase traffic and accidents.

Either we pursue the original plan to build a complete subway, or NO Eastside Light Rail Transit Project at all. Thank you.

Sincerely,



Sandra Sandoval

Sandra Sandoval  
950 S. Flower St. #916  
Los Angeles, CA 90015



Steven Brye, Project Manager  
Los Angeles County MTA  
One Gateway Plaza  
Mail Stop 99-22-2  
Los Angeles, CA 90012

90012-2952 01



L.A.C.M.T.  
01 MAY - 1 1991

MAY 1 - 2001

. . . f r o m t h e d e s k o f . . .

ROBERT C. BELLINGER  
Post Office Box #20256  
Long Beach, CA 90801-3256  
Tel. (562) 495-5089

27 April 2001

Steven Brye, Project Manager  
LA County MTA  
One Gateway Plaza - Mail Stop 99-22-2  
Los Angeles, CA 90012

Dear Mr. Brye:

RE: Eastside Transit Corridor

I believe that building a light rail line instead of a heavy rail [i. e., subway] to the Eastside is wrong. But I do understand the political reasons for doing so. The Blue Line to Long Beach is already overloaded and probably would justify being converted to a heavy rail line if funds would permit.

With the projected population increase for LA and suburbs during the next 20 to 30 years, I would suspect that the Eastside Light Rail line will likewise be overloaded in a decade or so.

76.A

Therefore, I humbly suggest that the Eastside Light Rail line be engineered to pre-metro standards; that is to say, that whatever is built can be converted to heavy rail without having to be entirely re-built, as would most of the Blue Line.

Sincerely yours,

*Robert C. Bellinger*

literail.est



Robert C. Bellinger  
P.O. Box 20256  
Long Beach, CA 90801



STEVEN BRAYE, PROJECT MGR  
LA COUNTY MTA  
ONE GATEWAY PLAZA  
LOS ANGELES, CA 90012

L.A.C.M.T.A.  
01 MAY -1 AM 8

90012/2252

MAIL STOP # 99-22-2

SCANNED  
IN RMC2537 Micheltorena Street  
Los Angeles, CA 90039-2533  
April 18, 2001

Mr. Steve Brye, Project Manager  
Eastside Light Rail Transit Corridor  
One Gateway Plaza, MS 99-22-2  
Los Angeles, CA 90012

Dear Mr. Brye:

I am writing on behalf of 208 N. Alameda St. Partners, L.P., owner of the parking facility at that street address, currently leased to and operated by "Grant Parking". The purpose of this letter is to express strong opposition to LRT Build Options 1 and 2, as outlined in the *Los Angeles Eastside Corridor Draft SEIS/SEIR Executive Summary*, dated March, 2001.

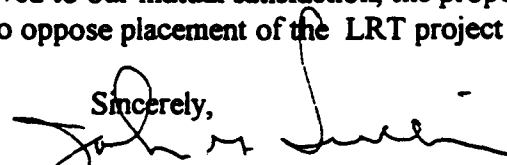
77.A | Either of the "Build" options shown in the Executive Summary would severely limit or prevent the owner of this property from continuing to operate as a profitable business enterprise for at least the following reasons:

- Two of four traffic lanes on that portion of Alameda St. would be eliminated, significantly reducing "pass-by" traffic essential to the successful operation of a parking facility.
- Construction of the rail project down the center portion of Alameda St. would most likely prevent southbound automobiles from turning left into the parking facility, thereby eliminating approximately half of the facility's potential business.
- Construction of the project down the east side of Alameda St. would preclude all access to the parking facility, as access is only from Alameda Street.
- If the LRT project is, in fact, implemented on Alameda St., traffic disruptions due to the lengthy construction process would undoubtedly have a substantial negative financial effect on the owner of this business.

*Table S-7* of the *Draft SEIS/SEIR* does not adequately address the significant impacts shown above, nor are the Mitigation Measures shown in *Table S-7* sufficiently detailed to show actual impact mitigation.

Until the concerns expressed above are resolved to our mutual satisfaction, the property owner at 208 N. Alameda St. will continue to oppose placement of the LRT project on Alameda Street.

Sincerely,



John G. Sullivan

John G. Sullivan  
2537 Micheltorena Street  
Los Angeles  
CA 90039-2533

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

01 APR 24 PM 3:12

MR. STEVE BRYE  
PROJECT MANAGER  
ONE GATEWAY PLAZA, MS 99-22-2  
LOS ANGELES, CA 90012



80012/2352

May 2, 2001

## Comment to the EIR

My name is Nadine Diaz and I reside at 120 Cheesbrough's Lane Los Angeles, Ca. 90063. I am an Anthropologist who is a stakeholder in Boyle Heights with a long history in the community. I am Japanese Mexican American and part Yaqui Indian. I was born in 1962 and over the years I have seen many changes take place in Boyle Heights. We lack theatres, department stores, quality grocery stores, bookstores, libraries, computer stores, modern schools, and a quality transportation system that services the entire community.

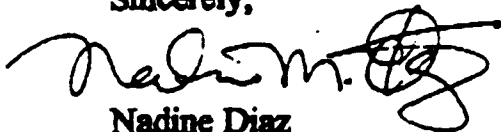
Several years ago the MTA purchased a lot of land, and businesses were either uprooted or driven out of business because of the MTA plans to build a subway. Residents were relocated and housing was demolished to make way for the subway. Today the land is barren and there is a lack of housing and no economic base that produces tax increment monies. The MTA is a black cloud in my community because of its factual history of problems.

78.A

A transportation system needs to be properly designed and built in Boyle Heights, East Los Angeles. I am unsure if the MTA is qualified and reliable enough to build a transportation system, but what I do know is that Boyle Heights, East Los Angeles deserves a quality transportation system that meets and services the needs of the people who rely on public transportation.

It's time that Boyle Heights, East Los Angeles, as well as Little Tokyo, and the Arts District have a transportation system that connects us throughout the City of Los Angeles.

Sincerely,



Nadine Diaz

3039 Inez St  
Los Angeles CA 90023  
myrna.troncoso@stanfordalumni.org

Tuesday, May 01, 2001

Mr. Steve Brye  
Project Manager  
Los Angeles County, MTA  
One Gateway Plaza  
Los Angeles, CA 90012

**Subject: Comments to Eastside Corridor Draft Supplemental  
Impact Statement/Draft Subsequent Environmental Impact  
Report (DSEIR)**

Dear Mr. Brye:

I want to state my disapproval of the proposed Eastside Light Rail and I want to explain why I hold this position.

79.A First, as far as transportation is concerned "Light Rail" as is popularly and academically known, is not the kind of system that resolves (or even helps) a lack of enough mass transportation. Economically speaking, the proposed Eastside Light Rail would not be a sound plan for spending public funds because it does not actually address the massive lack of transportation. If you build this light rail you will probably then terminate some bus lines and further increase the already blight situation. And since light rail is seemingly slower than buses, especially slower than the Rapid Buses, how can you justify the spending of a huge amount of money in the name of "transportation"? Some community members have already figured out that this light rail Plan is basically a redevelopment ploy to oust the poor, working class. Perhaps there are many Latino Bourgeoisie that would like to change the face of this Barrio, but in reality nobody but the working class could be willing to live side-by-side with so many freeways (hence pollution). So you are basically wasting your money and time if you think that if you build a light rail in Boyle Heights things will change for the better. You will not answer the transportation problem, and you will not attract a more affluent population because it is too polluted here. But you will build something akin to a monument only it will never shine.

79.B Aside from the practicality of a light rail, the Draft Environmental Impact Report (DSEIR) does not state that the Mass Transportation Agency (MTA) will enforce the use of clean fuel equipment during the construction period. In my mind (and I will continue to hold this point of view) the DSEIR should establish clearly that all contractors and subcontractors (contracted by the MTA or not for this project) will not use diesel equipment at any time. Because I work at the Southern California

Environmental Health Sciences Center (of USC and UCLA) I am aware that it is believed that 50% of cancer incidence is attributable to diesel emissions. The DSEIR does not address what an increase for 7 years of diesel emissions in this area could mean for residents' health. I personally am a survivor of Acute Promyelocytic Leukemia and I am only 25 years old. I am not the only one from this area to be so young and already a cancer survivor. In fact, from the Roosevelt High School class of '95 there are among us already 2 in 900 that have already had cancer (maybe more), and I am one of them.

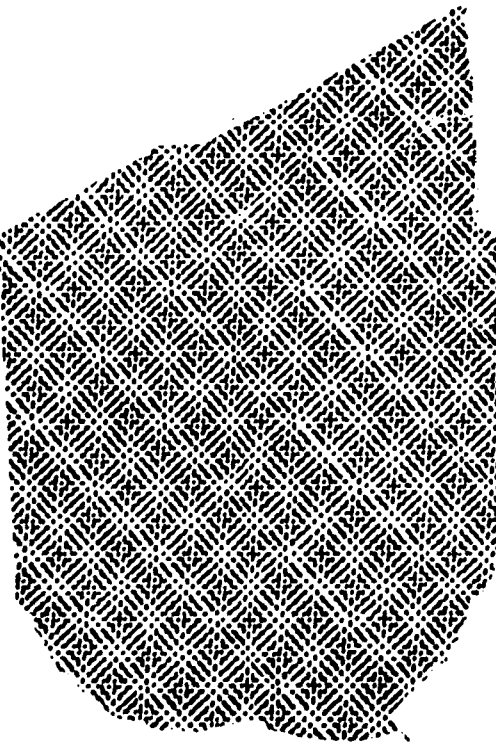
I propose that the MTA:

79.C

- Take the state of public health in the areas that will be affected more seriously by writing (and enforcing if the plan goes through) strict regulations against the use of diesel fuel equipment and vehicles.
- That the MTA seriously reconsider the implementation of a different mass transportation plan, like one that addresses: a) the reality of the lack of enough mass transportation and b) the dire environmental health condition of Los Angeles because of the high concentration of diesel emissions. For instance, the purchasing of thousands of clean-fuel buses.

Best regards,

MIRNA TRONCOSO  
Mirna Troncoso  
Boyle Heights Resident



**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mr. Steve Brye  
One Gateway Plaza  
Mail Stop: 99-22-2  
LA CA 90012

2. Article Number (Copy from service label)

7099 3220 0001 7383 1599

PS Form 3811, July 1999

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**COMPLETE THIS SECTION ON DELIVERY**

A. Received by (Please Print Clearly) B. Date of Delivery

C. Signature  Agent  
X  Addressee

D. Is delivery address different from item 1?  Yes  
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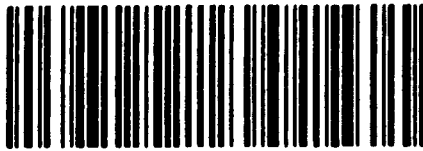
4. Restricted Delivery? (Extra Fee)  Yes

90012/2552 

Mirna Troncoso  
3039 Inez St  
Los Angeles, CA 90023

PLACE STICKER AT TOP OF ENVELOPE  
TO THE RIGHT OF RETURN ADDRESS.  
FOLD AT DOTTED LINE

**CERTIFIED MAIL**



7099 3220 0001 7383 1599

Mr. Steve Brye, Project Manager  
Los Angeles County, MTA  
One Gateway Plaza, Mail Stop: 99-22.  
Los Angeles, CA 90012



U.S. POSTAGE  
PAID  
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90281  
MAY 02 01  
AMOUNT  
**\$379**  
00055514-02



Gladys Bryant  
4416 W. 61<sup>st</sup> Street  
Los Angeles, CA 90043

April 30, 2001

Steve Brye  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Brye:

This letter is concerning the construction of the Eastside Subway/Light Rail. My name is Gladys Bryant and I have at least 25 of my loved ones buried in the Evergreen Cemetery located on Evergreen and First Street. I also have a burial plot reserved for me at this cemetery.

80.A

I would like to know what is going to happen to my loved ones when the digging begin? Are you going to assure me that they are not going to be caught in the digging, drilling and be removed from their sacred places?

My dream has been to be buried among my loved ones, with this project in place I will not be able to fulfill this important desire of mine.

I understand the need for public projects and construction, but this is very personal to me. No one has asked me for my opinion or approval or advice on this matter. I feel that I deserve the right to be consulted in this endeavor and taken into account. I am sure that I am not the only family member to feel this way.

Please correspond to this letter at the utmost urgency, thank you.

Sincerely,

  
Gladys Bryant



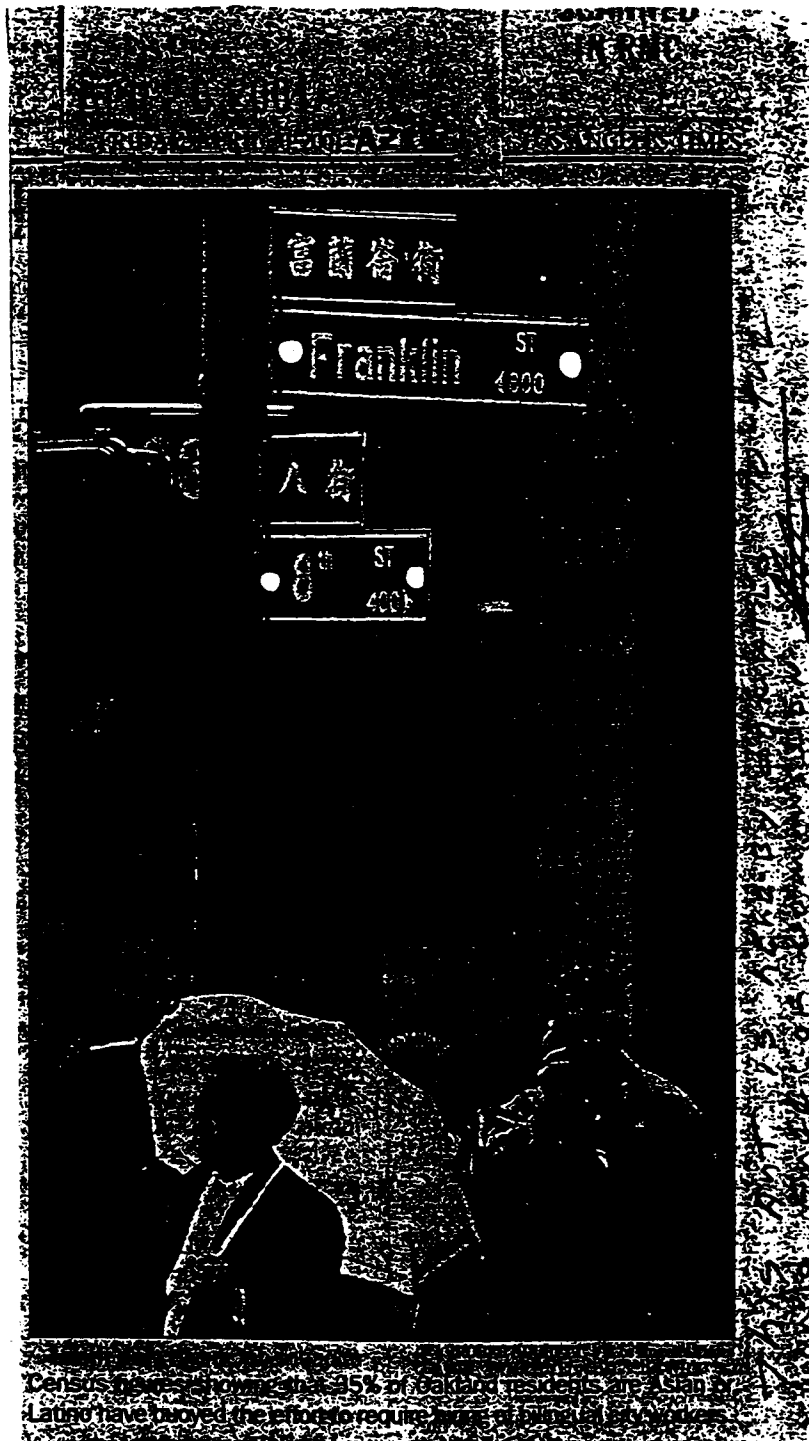
# Fax

<b>To:</b> Steve Brye, Project Manager	<b>From:</b> Gladys Bryant
<b>Fax:</b> (213) 922-3005	<b>Pages:</b> 2
<b>Phone:</b>	<b>Date:</b> 05/01/01
<b>Re:</b> Public Comment for Eastside Corridor Draft Supplemental Impact Statement Draft Subsequent Environmental Impact Report (SEIR)	<b>CC:</b>
<input checked="" type="checkbox"/> Urgent <input type="checkbox"/> For Review <input type="checkbox"/> Please Comment <input type="checkbox"/> Please Reply <input type="checkbox"/> Please Recycle	

Log + Copy

THIS DOCUMENT (WET COPY)  
SHALL REMAIN THE PROPERTY  
OF MR. STEVEN BAYE, MTA  
LOS ANGELES,  
CALIF.  
DEAN STEVE,

CENSUS FIGURES  
SHOW THAT 99.99%  
OF TOWNEST WASTE  
BILLIONS OF GALLONS  
OF GASOLINE, BILLIONS  
OF HOURS WASTED  
DRIVING RELENTLESSLY  
POLLUTING OUR SKYS,  
CAUSING TRAFFIC  
ACCIDENTS, PUTTING  
PEOPLE IN HOSPITALS  
& IN WHEELCHAIRS,  
WHY, ALL BECAUSE THEY  
DON'T KNOW WHERE  
NORTH, SOUTH, EAST  
AND WEST ARE IN  
CITIES WHERE THERE



Census data shows that 45% of Oakland residents are Asian or Latino have pushed the effort to require more of them to work

IS NO SUN (SAN FRANCISCO)  
TO GUIDE THEM. IF YOU CALL MAYOR WILLIE BROWN  
OF SAN FRANCISCO, I MAILED HIM A SOLUTION TO  
THE ABOVE "NIGHTMARE". GENERIC REFLECTON TAPE 81.A

YELLOW IS FOR THE SUN-RISE OF THE EAST  
ORANGE IS FOR THE SUN-SET OF THE WEST  
WHITE IS FOR THE SNOW OF THE NORTH  
RED IS FOR THE HEAT OF THE SOUTH

© LASKO 2001

INVENTION  
C



GENERIC  
WHITE  
REFLECTION  
TAPE  
2" x 6" (APPROX)  
2 PL'S

SIGNIFIES

CROSS TRAFFIC  
DOES NOT STOP

COST 5¢

TIME TO INSTALL 1 MINUTE

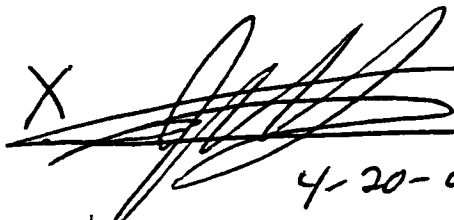
RESULTS: ELIMINATION OF  
INSTALLING A SIGN STATION,

CROSS-TRAFFIC DOES NOT STOP

COST ~~100<sup>00</sup>~~ APPROX, T&M

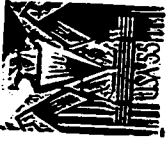
Millions of lives  
depend on you,  
MR. STEVEN DRYE  
OF MTA, TO FORWARD  
THIS ART TO THE  
PROPER AUTHORITIES  
TO ADJUDICATE.

I Joseph Lisko do hereby donate  
this art to the world, free of commission

X  INVENTION  
4-20-01

This "NET" COPY shall REMAIN THE PROPERTY OF  
MR. STEVEN DRYE, FOR HIS EFFORTS.

1170 Beach Blvd.  
Huntington Beach Calif 92648



L.A.C.M 7 A

01 APR 25 PM 3:03

MR. STEVEN BYER, PROJECT MGR.  
L.A. County MTA, ONE GATE WAY PLAZA

MAIL STOP 99-22-2

Los Angeles, Calif. 90012-0000

TOY I HAVE.

IT GETS DOWN. THANK YOU, AND SHILOM.  
SET IF YOU KNOW SOME BODY- AND MAKE SURE  
CITIZENS. SOMETHING LIKE SCHULERS LIST

OF YOU, FOR THIS THING YOU DID FOR SENIOR

YOUR MOM, I KNOW SHE WOULD BE PROUD

PLEASE, IF YOU HAVE A HEART, DO IT  
FOR THE OLD PEOPLE OF E. L. A. AND

ON THE CORNER.

YOU ALL COULD DO IS PUT 2 OTHER REVIEWERS

OF EAST L. A. WILL HAVE TO PAY - BUT AT LEAST

COST MILLIONS OF \$\$. THAT WE THE TAX PAYER

WE ALL KNOW THAT THE TUNNEL UNDERGROUND

START, IT WOULD BE ~~WORTH~~ WORTH. WOULD THEN BAD

KNOW SOMEONE THAT COULD PUT REVIEWERS ON THAT

SIDES HAVE REVIEWERS - NOT THIS SIDE. IF YOU

N. E. CORNER OF 1ST - 5TH ST. THE OTHER

82A

SENIOR CITIZENS, 2 BUS REVIEWERS, ON THE

TOO SEE HOW ALL YOU ALL COULD GET AS

OF YOU ALL, YOU ALL COULD GET AS

OFFICE OF THE MAYOR, AND MR. CARMON

I WAS TOLLED BY MR. PACHECO, AND THE

MR. STEVEN BAILEY - PROJECT MANAGER.

April 25, 2001

APR 27 2001

Steven Brye  
C/O MTA  
One Gateway Plaza  
Los Angeles, CA 90012  
Mail Stop 99-22-2

Subject: Project Manager of the Eastside Blue Line

Dear Mr. Brye,

Now lets see if I really receive a reply regarding this letter. I feel I have the right to forward you these suggestions because I have been a loyal bus patron for over 40 years. I might own two vehicles but I prefer riding MTA. I just recently read your advertisement in the L.A. Downtown News and I feel the public would be better served by the following: First of all we know that there isn't really anything at Beverly and Atlantic Streets. Why not end at Floral and Atlantic. The buses could layover by East Los Angeles College where lines 30 and 31 stop. You would be allowing the public to shop at Atlantic Square. It may not be a mall but at least it's a place to shop. Second: Increase lines 30 and 31 on First Street. This is already an existing line. Have the Eastside Blue Line originate from Atlantic and Floral, continue your projection but then go north on Boyle Street and continue to go to the USC General Hospital, with a stop at the Express Lane. We know a great majority of the Hispanic community does not have insurance and this facility is vital to them. Educate them that by stopping at the Expressway they continue to go Union Station/Olvera Street or perhaps if they choose to go east where they can make connections to El Monte Station. I would like for your company to cut back and save as much as you can so that the Eastside Blue Line runs on Saturday and Sundays. Should my suggestions get trashed please see to it that when the time comes to

83.A

83.B

83.C

83.D | place benches on the streets, you will place them where there is shade. Be careful in the choice of benches because of graffiti and individuals who use that the device to cut glass. I have always felt that my suggestion would be benefiting to your company, only because I ride your buses. Who better to make suggestions but the people who actually ride them?

Sincerely,



Estella Gonzalez  
404 San Pasqual Drive  
Alhambra, CA 91801

(213) 244 3092 work

83.E | P.S. I forgot to mention: Offer the public a free blue promotional transfer so they can experiment with connecting lines.



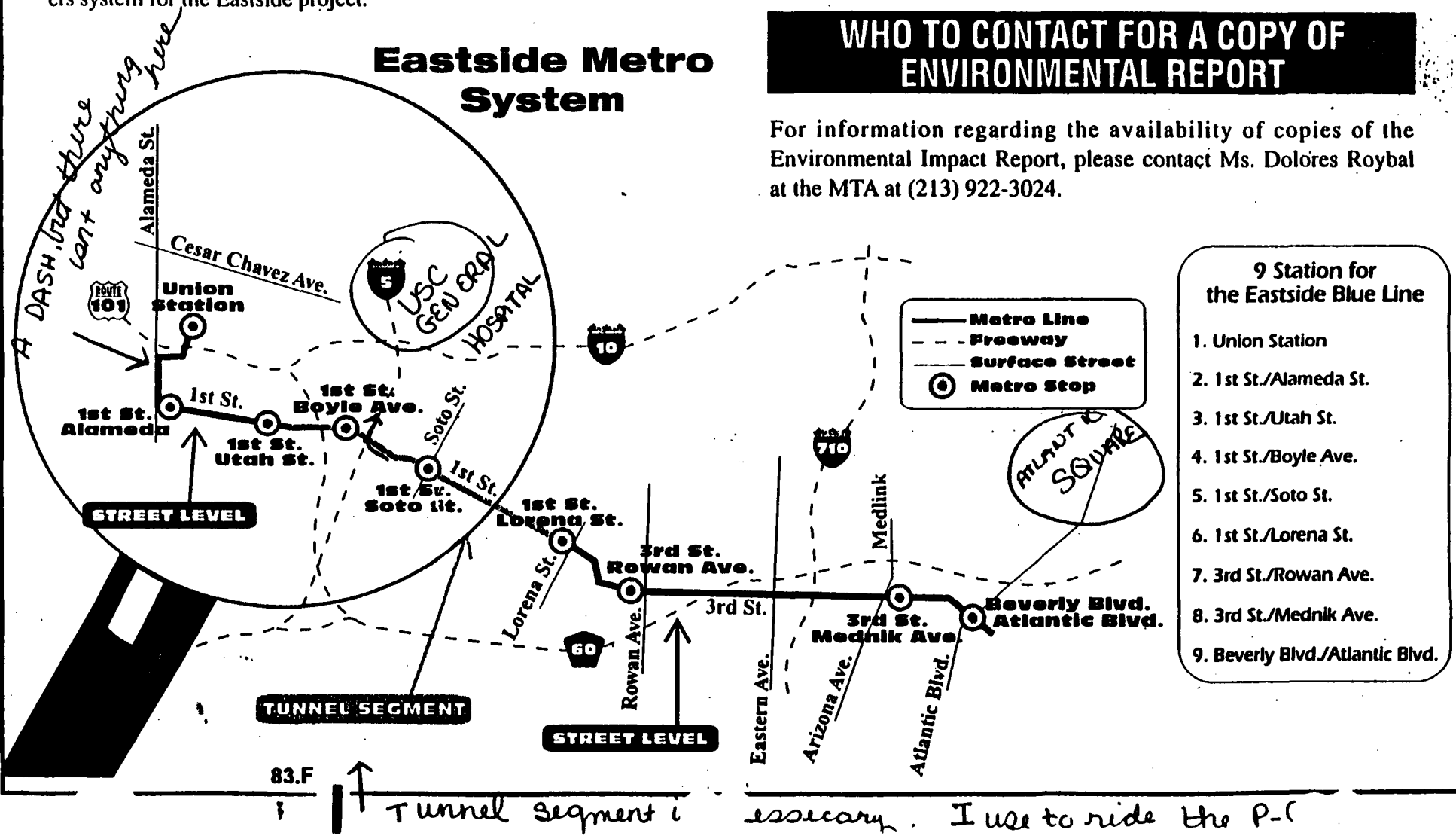
requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The SEIS/SEIR is circulated for public review to disclose potential environmental impacts associated with building the project as an alternative to the suspended subway Metro Red Line. The alternative is the direct result of public input and comments from the Major Investment Study (MIS) and ongoing outreach with interested public agencies and the public. This corridor study considers future bus and Metro service expansion and the same regional road improvements. Selected bus service routes and schedules will be reconfigured to operate as a feeders system for the Eastside project.

send your written comments (postmarked by May 02, 2001) to:  
**Steven Brye, Project Manager**  
**Los Angeles County MTA,**  
**One Gateway Plaza**  
**Mail Stop 99-22-2, Los Angeles, CA 90012**  
**Phone: 213/922-3078; Fax: 213/922-3005.**

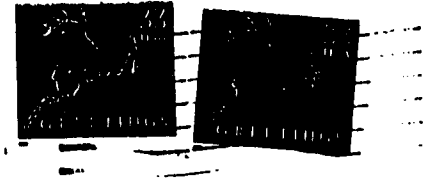
Your written and verbal comments will be addressed during the preparation of the response to comments for the Final Environmental Impact Statement/Report.

## WHO TO CONTACT FOR A COPY OF ENVIRONMENTAL REPORT

For information regarding the availability of copies of the Environmental Impact Report, please contact Ms. Dolores Roybal at the MTA at (213) 922-3024.



555 W. Fifth Street · Los Angeles, CA 90013-1011



Steve Brye, Project Manager  
Los Angeles County MTA.  
One Gateway Plaza  
Mail Stop 99-22-2

LA CA

90012/2952



The California Public Utilities Commission  
does not regulate this company (see back).

Comments on the East Side  
From Bus Rider.  
Tunde Thomas

APR 24 2001  
Corridor Project.  
SCANNED  
IN RMC

The MTA is Doing a Tremendous Job and I Hope every little bit of work that is Done to improve the Traffic or a metro link Train will Help Los Angeles in the next 20 years.

we need every bit of improvement, for new buses or the (metro link) Train is a very good idea.

84.A | If there, a way in the future, I trust the MTA can add more (cars) to the METRO link train lines.

The (Red line) is a wonderful idea and How fast it can Travel.

84.B | we need more services in the future <sup>from</sup> metro link to SAN Diego, Palmdale, Valencia and Orange County, plus San Francisco, the MTA will make a lot of profit <sup>from</sup> the service.

The (MTA) worked on the long range Transportation Draft Plan of improving the freeway and underground Train program to Help reduce Transit Congestion.

The (Alameda Corridor) program the MTA started - recently was a good start and it will be wonderful to see the finished part of the project.

yes this program will Help us all who ride the bus and Train we Hope to see all the good constructions that was stated in the long range Transportation.

we need Help, California is not getting smaller, population wise, and we will need a lot of Help with additional freeways more buses and Train routes, and all other future projects that was listed in the long Transportation Draft Plan.

Thank you very much.

# Eastside Transit Corridor Notice Of Additional Time



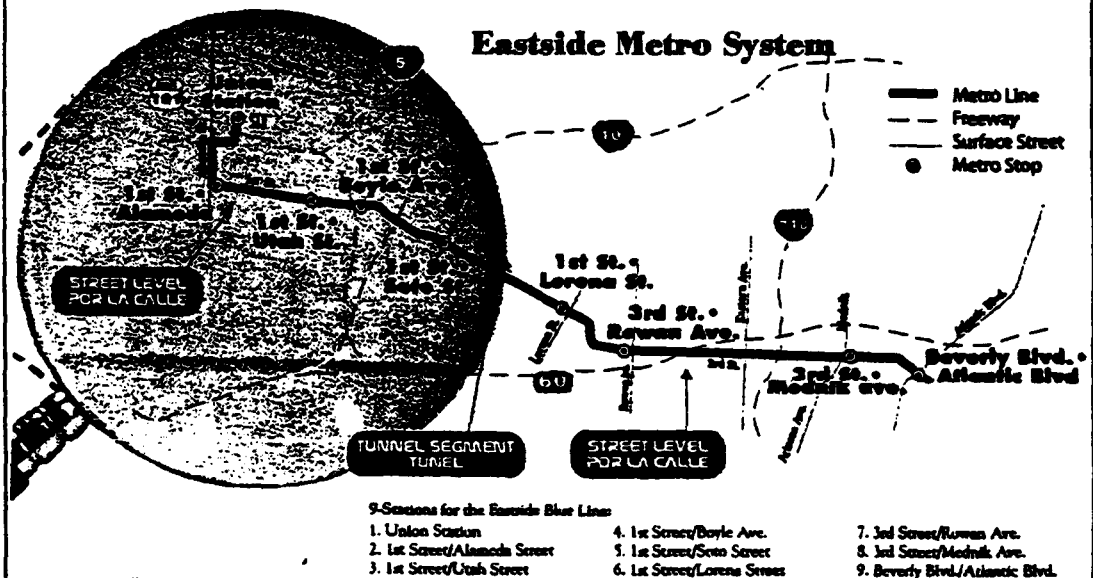
## For The Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Report (Draft SEIS/SEIR)

MTA will accept written comment for an additional  
fifteen days until May 02, 2001.

### What Is Being Planned?

The Eastside Light Rail Transit Project is a passenger rail project running 6 miles with 9 stations from Downtown Union Station through Boyle Heights unincorporated East Los Angeles to Beverly and Atlantic.

The Draft SEIS/SEIR has been prepared in compliance with the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The SEIS/SEIR is circulated for public review to disclose potential environmental impacts associated with building the project as an alternative to the suspended subway Metro Red Line. The alternative is the direct result of public input and comments from the Major Investment Study (MIS) and ongoing outreach with interested public agencies and the public. This corridor study considers future bus and Metro service expansion and the same regional road improvements. Selected bus service routes and schedules will be reconfigured to operate as a feeders system for the Eastside project.



### Where To Send Your Comments

The MTA has concluded three public hearings on this project. Comments on the Draft EIS/EIR can be provided in writing. Your questions and the answers will be included in the Final SEIS/SEIR. You can send your written comments (postmarked by May 02, 2001) to:

**Steven Brye, Project Manager**  
Los Angeles County MTA, One Gateway Plaza  
Mail Stop 99-22-2, Los Angeles, CA 90012  
Phone: 213/922-3078; Fax: 213/922-3005.

Your written and verbal comments will be addressed during the preparation of the response to comments for the Final Environmental Impact Statement/Report.

### Who To Contact For A Copy Of Environmental Report

For information regarding the availability of copies of the Environmental Impact Report, please contact Ms. Dolores Roybal at the MTA at (213) 922-3024.

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Los Angeles Times  
**latimes.com**

www.latimes.com/placead  
1-800-234-4444, ext. 77291



**Rojas, James**

---

**From:** Alexis Navarro [anavarro101@hotmail.com]  
**nt:** Monday, April 30, 2001 9:36 PM  
**..j:** RojasJ@MTA.NET

james can you please forward and address the following letter to steven brye correctly, i dont know his title and correct spelling of his name. thanks

Dear Steve

I am writing this letter to express my enthusiastic support of the proposal to extend the metro rail line east into the community of East Los Angeles. I have lived and worked in this community for over 25 years and as an architect and professor at East Los Angeles College, I am most intimately aware the beneficial consequences this project would bring this community. My architecture students have repeatedly expressed their excitement of this possible project and they have in the past been involved in exploring the design possibilities of the transportation stops. The vast majority of ELAC students use public transportation to arrive at our campus and they need a 21st century transportation system to meet their needs, not more buses, which will further contribute to the increasing congested traffic lanes and endanger the safety of pedestrians. Adding more buses will ultimately prove to be a futile and misuse of this grand opportunity to bring a modern transportation system to our community. Please add my voice to those of us who are looking for ways to improve our community through the extension of the metro rail project into east Los Angeles.

1

Thank you,  
Alexis Navarro, Architecture Professor

---

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MAY 03 2001

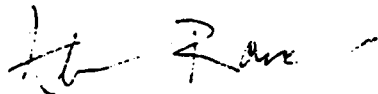
SCANNED  
IN RMC

March 8, 2001

To Whom It May Concern:

- I am writing this letter in support of the modified light rail that is proposed for the Eastside Corridor. I have been a resident of Boyle Heights for 26 years and I have the best interests of this community at heart. Boyle Heights and the East LA Community need dependable and safe public transportation. I believe that the modified light rail, part subway and part light rail, will not only be cost effective but also very reliable in meeting the transportation needs of the transit depends citizens residing on the Eastside. In the construction of Alternative Three, as this transportation option is known, there are several criteria that should be met. First, people from the community should be hired and placed in key construction and management positions. This will help the community by giving residents desperately needed jobs and participation in the building process.
- 86.A
- Secondly, every precautionary measure should be taken to ensure the safety of individuals on the Eastside. All signs must be clearly posted and the latest technology should be utilized. Whenever possible, the light rail should avoid heavily traveled areas, even if it means extending the underground portion of the course father into the Eastside.
- 86.B
- Thirdly, the health of the citizens of the Eastside demands that electrically-run trains-not gasoline fueled buses-should transport people from the city's outskirts to the inner city. Buses, no matter how cheap, deteriorate and cause tremendous amounts of pollution in a region already choked by smog. While at the local library, I had an opportunity to read the environmental impact report performed by the MTA and I am satisfied that Alternative Three will minimize air pollution and maximize pedestrian safety which is important in such a dense community. Investment in public transportation is long overdue on the Eastside and building a modified light-rail that will safely traverse the streets of the Eastside is the right choice. Thank you for allowing me to express my thought on this matter.
- 86.C

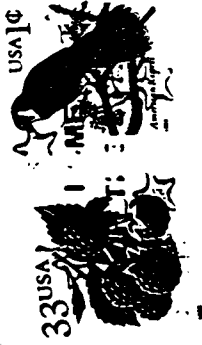
Sincerely,



Alberto Rodriguez

cc: County Board of Supervisors  
cc: Richard Riordian  
cc. Antonio Villaraigosa

A Rodriguez  
526 Breed St  
L.A., CA 91033



Steve Ruyfe  
Project King  
NATH  
One Gateway Plaza  
L.A., CA 91012





Eastside Light Rail

APR 30 2001

Transit Corridor Public Hearing

Garfield High School

April 5, 2001

SCANNED  
IN RMC

Name Juaguin Castellanos Date 4-23-2001

Phone 323 780-1503

Address 528 N. CUMMINGS ST. LOS Angeles CA  
90033

Comments COMMENTS ABOUT THE DRAFT (SEIS/SEIR)

87.A

My main concern is safety for  
people who will be walking near the  
trains at street level, The speed  
trains will be traveling, the noise  
trains will be making, The vibration  
with the trains on tunnels and  
street level.

Thank you

Please return comments to: Steve Brye, Project Manager  
MTA-MS 99-22-2  
One Gateway Plaza  
Los Angeles, CA 90012

Eastside Light Rail  
Transit Corridor Public Hearing  
Garfield High School  
April 5, 2001

Name Juakin Castellanos Date 4-23-2001  
Phone 323 780-1503  
Address 528 N. CUMMINGS ST. LOS Angeles CA  
90033

Comments COMMENTS ABOUT THE DRAFT (SEIS/SEIR)

87.B

The passenger fare need to  
be affordable for all the  
public. MTA need to inform  
the Public about Public transportation.  
MTA will put more buses ~~around~~  
around the trains. I Hope all those

87.C

buses will be new ones and not  
old or used. Because ~~it~~ don't want  
more pollution in the air.

Thank you.

Please return comments to: Steve Brye, Project Manager  
MTA-MS 99-22-2  
One Gateway Plaza  
Los Angeles, CA 90012

APR 30 2001

**Eastside Light Rail  
Transit Corridor Public Hearing  
Garfield High School  
April 5, 2001**

SCANNED  
IN RMC

Name Juakin Castellanos Date 4-23-2001  
Phone 323 780-1503  
Address 528 N. CUMMINGS ST. LOS Angeles CA  
90033

Comments COMMENTS ABOUT THE DRAFT (SEIS/SEIR)

This is also another concern to myself

The Plan shows that the trains will be  
using the Bridge on First Street.

Merrill Butler worked for the city  
of Los Angeles for 40 years, as the city's

87.D

Engineer, he guided the construction of  
many Bridges, included the First Street.

All those Bridges are part of  
History in Los Angeles.

All those Bridges are Register  
as National Historic Places.

Why

MTA spent money to build a

next page.

Please return comments to: Steve Brye, Project Manager  
MTA-MS 99-22-2  
One Gateway Plaza  
Los Angeles, CA 90012

**Eastside Light Rail  
Transit Corridor Public Hearing  
Garfield High School  
April 5, 2001**

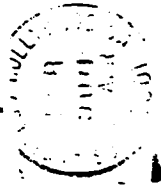
Name Juakin Castellanos Date 4-23-2001  
Phone 323 780-1503  
Address 528 N. CUMMINGS ST. LOS Angeles CA  
90033

Comments COMMENTS ABOUT THE DRAFT (SEIS/SEIR)  
Bridge for the Blue line-Pasadena.  
next to the Bridge on North Broadway.

Why MTA don't do the same with  
the Bridge on first street.  
MTA Built a Bridge only for  
the trains, don't destroy our  
history. People will loss traffic.  
lines on the Bridge, But the real  
loss will be the impact and destruction  
to our history

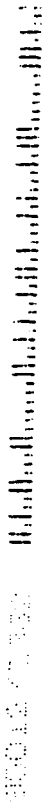
Thankyou

JUAGUIN Castellanos / Boyle Hights N.O.  
528 N Cummings St  
Los Angeles CA 90033



Steven ~~Boyle~~ Project Manager  
Los Angeles County MTA One Gateway Plaza  
Mail Stop 99-22, Los Angeles CA 90012

NOV 27 1999



APR 30 2001

SCANNED  
IN RMC

**RON MUKAI**  
**241 South Mednik Avenue**  
**Los Angeles, CA 90022**  
**323.263.7359**  
**Cell: 562.619-5207**  
**Fax: 323.263.0049**  
**E-mail: mukaiya@aol.com**

April 20, 2001

Mr. Walt Davis  
MTA  
One Gateway Plaza  
Los Angeles, CA 90012-2952  
(213) 922-3079

Re: Eastside Light Rail Project; impact on East Los Angeles; East Los Angeles Civic Center Plaza-  
3<sup>rd</sup> and Mednik; Traffic Mitigation and Access on 3<sup>rd</sup> and Mednik

Dear Walt,

It was a pleasure speaking with you several weeks ago at the Garfield High School public forum. I was very encouraged after our talk regarding the steps you and the MTA are taking to ensure that traffic impact is minimized at the intersection of 3<sup>rd</sup> and Mednik Avenue in East Los Angeles.

I agree with your conclusions that left turn arrows are needed for traffic going all directions at the 3<sup>rd</sup>/Mednik intersection since there are many pedestrians who cross at the intersection, and without separate left turn arrows, many drivers would be unable to make a left turn safely.

88.A I also hope you will consider installing a right turn pocket on 3<sup>rd</sup> street (going westbound). Given the traffic and pedestrian considerations and the available space on the northeast corner, many community members, including myself, believe that a right turn pocket will allow drivers turning northbound onto Mednik to not congest traffic on 3<sup>rd</sup> street while they wait to make a right turn. This is especially important given the number of pedestrians that use the crosswalks at certain times of the day.

As we discussed, I am a member of the Maravilla Community Advisory Committee (CAC), the Maravilla Businesspersons Association (MBA), the MTA Resident Advisory Committee (RAC) and on the Board of Directors for the East Los Angeles Chamber of Commerce. If you need the assistance or input from any of these organizations, or from residents or businesses that are affected by the Light Rail Project, I will be happy to facilitate a meeting to discuss any issues or answer any questions.

I thank you for letting me be part of the planning process, and I look forward to working with the MTA on the East Side Light Rail Project.

Sincerely,

  
Ron Mukai

R Mukti  
241 S. Modine  
Los Angeles, CA 90022



MR. Walt Davis

MTA

One Gateway Plaza

Los Angeles, CA 90012-2952

L.A.C.M.T.A.  
01 APR 30 PM 2:27

90012/2952

**Eastside Light Rail  
Transit Corridor Public Hearing  
Garfield High School  
April 5, 2001**

Name JUAN DANIOS MONALES Date 4/05/01  
Phone (213) 400-0925  
Address 1925 VASSAR AVE.  
GLENDALE, CA 91204

89.A  
Comments EAST LOS ANGELES NEEDS THE LIGHT  
TRAIL PROJECT TO BE BUILT IMMEDIATELY. THIS  
COMMUNITY CAN NOT AFFORD TO LOSE ANOTHER  
CHANCE TO SOLVE THE MASS TRANSPORTATION  
PROBLEM. I LIVED IN MEXICO CITY THROUGH  
MOST OF THE DEVELOPMENT OF THE METRO  
SYSTEM AND ALTHOUGH IT WAS PAINFUL, AT  
THE END THEY HAVE ONE OF THE BEST MEANS  
OF TRANSPORTATION. IT IS SAFE, RELIABLE,  
IT IS INEXPENSIVE AND IT SOLVED THE  
MASS TRANSPORTATION PROBLEMS OF THE  
LARGEST CITY IN THE WORLD.  
IT IS TIME FOR US NOW TO HAVE OUR OWN.

Please return comments to: Steve Brye, Project Manager  
MTA-MS 99-22-2  
One Gateway Plaza  
Los Angeles, CA 90012



**Eastside Light Rail  
Transit Corridor Public Hearing  
Garfield High School  
April 5, 2001**

Name ROBERT LOPEZ Date APRIL 5, 2001  
Phone (323) 2687080  
Address 4622 E. 2nd. ST LOS ANGELES 90022 CA-

90.A Comments NOTE: MOST OF THE PEOPLE FRIENDS I HAVE  
SPOKEN TO DO NOT APPROVE OF THIS PROJECT  
BECAUSE IT IS TOO DANGEROUS AND UNSAFE  
FOR AUTOMOBILE ACCIDENTS, ALSO TOO RISKY  
FOR PEDESTRIAN CROSSING THESE RAIL TRACK  
OF BEEN INJURE OR KILLED

THIS TRANSIT IS MOST DANGEROUS  
ESPECIALLY FOR CHILDREN WHO WILL BE CROSSING  
THIS RAIL IN THE MORNING AND AFTERNOON  
WHILE GOING TO SCHOOL

Please return comments to: Steve Brye, Project Manager  
MTA-MS 99-22-2  
One Gateway Plaza  
Los Angeles, CA 90012

**Eastside Light Rail  
Transit Corridor Public Hearing  
Garfield High School  
April 5, 2001**

Name Servando Ornelas Date 4/5/01  
Phone 323-268-5110  
Address 675 S. McDONNELL Ave  
LA Ca. 90022

91.A Comments I am a proponent of the  
light rail under the following conditions:

1. The whole project is built underground.

91.B 2. Money stemming from the State Allocation  
board and funnelling through MTA will be earmarked

for redevelopment, mix use commercial and residential projects,  
and parks and recreation through the project.

3. Community input will define what type of projects  
will be implemented.

4. Local work force and developers ~~who~~ are the  
major contractors and employment force.

Please return comments to: Steve Beye, Project Manager  
MTA-MS 99-22-2  
One Gateway Plaza  
Los Angeles, CA 90012

APR 04 2001  
BAUER  
VENEZIA  
\*\*\*\*\*



Steven Brye, Project

When will there be a  
metro line which services  
the West San Fernando  
Valley to Long Beach  
(405 freeway route).  
I hope I don't die of  
old age before this project

Los Angeles County MTA,  
One Gateway Plaza  
Mail Stop 99-22-210  
Los Angeles, CA 90012

Hotel Bauer Grünwald is completed  
30124 Venezia - San Marco, 1459  
West Hills resident

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Fax: (805) 963-2825

APR 03 2001



Its about time,  
LA is so behind other  
cities in the USA, and  
other countries. LA's  
auto traffic is legendary.  
I hope someday it  
will be history.

*Amunilio*  
SCLA

LA County MTA  
Steven Brye  
Project Manager  
LA County MTA  
One Gateway Plaza  
MAIL Stop 99-22-2  
LA CA 90012

9-26-01

ATTN: Steven Byre Project Manager:

Here are my comments concern the Eastside Transit Corridor:  
I looked at the draft EIS-SEIR Appendix E and what I indicate  
is what I like

P.P.- 002.2 OKAY

P.P.-003 ADD THE SWITCHES NOW and treat for Rust and Cover  
so that the future rail connection, does not stop or cause service  
to be rerouted

P.P. 004 OKAY

P.P. 005 OKAY

P.P. 006 OKAY

P.P. 007 OKAY

P.P. 008 OKAY

P.P. 008.3 NO

P.P. 009.1 option # 1 OKAY

P.P. 009.2 NO

P.P. 009.3 NO, TO COSTLY

P.P. 010 OK

P.P. 010.3

P.P. 011 OK

P.P. 012 OK

P.P. 013 OK

P.P. 014 OK

Y-002 OKAY

Y 002 A - NO

Y 003 - OKAY LEAST COSTLY

Y 003 A

Y 003 B

Thank you Very Much

Jerome H. Weymouth  
9060 Imperial Hwy #12  
Downey Ca.  
90242

Los Angeles 3/24/2001

Buen Correo de

La Pregunta es que ganamos con  
Dar nuestra opinión ni la toman cuenta

Yo soy una persona que voy mucho  
en las Bases a diferentes partes y pasa  
cada cosa que si un supervisor chequea  
se quedaba sorprendido

- 1 primero pedimos que educaran a los Cheffes  
que paso nada sugieren igual que despat  
2 pedimos que por la Rasmie y Wilson  
pusieran mas Bases y nada a ellos ni por  
pedimos los trabajos por llegar tarde (266)
- 3 Las Bases que van por toda la San  
o sea el des y dura mucho para pasar  
ya que se llena como sardina y ademas  
son los Cheffes de la San mas despat  
que se puede ver

en detalle muy importante  
que ganamos con agarrar 720 si mas  
Bayamos en target y para que pase  
el 18 dura mucho o sea lo que es  
el Bos Rapido imprimamos 18 en la noche  
(y otra cosa que mala posición

esto entre atóni vluon  
la parada del 18 ameres la unison  
juntas con la de matibello para no  
correr como locos

eduguen mas la los chafes

Americanos  
y moreno

porque lo que pasado en los bases  
no es normal

pongan mas cuidado en esto  
Luis que todo lo junto  
se cuyo

(2) Jansen

266 Ramon vluon

no se si escribi bien pero no  
encontraba mas Luis

Gracias

S R M

yo compro mi pase por mes





**Eastside Light Rail**  
**Transit Corridor Public Hearing**  
**Garfield High School**  
**April 5, 2001**

Name Adelina Portillo Date 4/5/2001

Phone 323 266 6881

Address 4642 E. Third St

LA

Comments I own Lupes #2 on 3rd Street  
I have concerns of the customers  
parking on the north side of  
the street and running across the  
tracks. My food establishment is  
completely open and I am concerned  
of the dirt and dust during and  
after construction. I have a good  
reputation with the Health Dept. and  
do not want that to change. My  
customers need to make left turns from  
the west bound lanes of 3rd St. otherwise  
my business will suffer.

Please return comments to: Steve Brye, Project Manager  
MTA-MS 99-22-2  
One Gateway Plaza  
Los Angeles, CA 90012



**7.3 RESPONSES TO  
WRITTEN PUBLIC COMMENTS**



**Responses to Gilbert Cedillo, California Assemblymember, 46<sup>th</sup> District  
(Comment Letter 1)**

- 1 A Section 4.19.2.19 of the Final SEIS/SEIR calls for providing crossing guards in vicinity of all construction sites and haul routes as warranted in accordance with *California DOT Traffic Manual, Chapter 10-07.3, Warrants for Adult Crossing Guards*. Where the manual criterion does not warrant placement of crossing guards, MTA will provide crossing guards during school hours on a site-specific basis during construction, where related lane closures will divert traffic to residential streets utilized by elementary and middle school students or upon request of school administrators. Section 4.14 states that once the LRT is operational, MTA will provide a crossing guard during daily arrival and dismissal times at the schools closest to the alignment (Ramona High, Utah Elementary, Our Lady of Lourdes, and Griffith Middle Schools), upon request by the school administrators for as long as their presence is requested.
- 1 B Section 4.14 states that MTA will provide to LAUSD an instructional safety program with materials at no charge to all affected schools in the study area.
- 1 C Each of the above referenced comments relate to the Construction Impact Program that is developed, implemented and managed by MTA's Public Affairs Department throughout the preconstruction, construction, and pre-revenue phases of transit corridor development and completion.

Critical to the development of the construction impact program are the factors specified in the Final SEIS/SEIR. This document has legal standing and calls out the major areas of concern that must be addressed for the benefit of the community during the course of construction. Impacts to parking, access, and circulation are examples of areas of major concern. Building on the data in the Final SEIS/SEIR, Public Affairs conducts door-to-door surveys to individually interpret these impacts to businesses, residents, schools and facilities and the population inhabiting, working or frequenting these locations.

Development of a construction impact program is the result of the compiled data from the surveys and ongoing meetings with individuals and groups in the community. A true understanding of the patterns for commerce, education, recreation and general circulation is the underpinning for a successful construction impact program. With this knowledge, the Public Affairs team develops individual impact programs for businesses, facilities, and residents. These programs may include signage, advertising, improved access, parking, cleaning, community fairs, security and pursuing flexibility for scheduling work activities if feasible. Construction impact programs are developed and budgeted annually in consultation with affected businesses and facilities.

As part of the construction impact program, the Public Affairs team has the responsibility to keep the community informed of all current and expected construction activities and impacts. This is accomplished through regularly scheduled meetings in the community, publication of newsletters and the distribution of construction notices. Public Affairs officers represent the community's concerns at meetings with the MTA's contractors and third party participants such as the utilities. Public Affairs Officers are on call and on page for immediate response to concerns or urgent matters affecting the community as a result of transit corridor construction.

The Construction Impact Programs will be developed in accordance with MTA Board adopted criteria for the Construction Impact Program. They will be developed to the same Board approved standard used in the MTA Red Line MOS-3 Project.

- 1 D For the construction of this system, the MTA's contractors will be required to carry the insurance, and it will thereby be the contractors' insurance carriers who will have primary responsibility for processing damage claims. To ensure the timely processing of these claims, the MTA will, through its contract specifications, set forth a procedure and time frame for responding to claims. These responses will be monitored on a monthly basis, and penalties will be invoked for non-compliance to the specifications for claims response. In addition, the MTA's Risk Management Department, along with Public Affairs, will assign management level liaisons to coordinate with the community and the contractors to facilitate claims issues.

Prior to commencement of construction, a comprehensive pre-construction survey will be conducted along the light rail alignment to establish the condition of properties. Videotaped and catalogued, this survey will establish a baseline beneficial to all parties for future claims adjudication as it may relate to property damage alleged to be caused by construction activities.

Loss of business claims are investigated and processed according to criteria distinguishing those related to a specific event with a specific impact and time duration and those claims which relate to impacts to business over a sustained period of adjacent construction activity. In both instances, businesses must be prepared to document activities and earnings to substantiate their claims.

To maintain the best possible relationship to the community during the course of construction, MTA will closely monitor the contractors' obligations for timely response to claims and work diligently to ensure the fair and appropriate processing of worthy claims. Comprehensive coverage with evidence of coverage by the MTA's contractors is required as part of an executed agreement between the MTA and its contractors.

The claims processing language placed in MTA contracts and requirements for insurance, as well as the pre construction survey will all be developed in accordance with existing MTA Construction Design Guidelines.

- 1 E The MTA is committed to providing a project that not only provides improved transit service in the area, but also a project that enhances the physical aesthetics of the neighborhoods in which it is planned. The Eastside Light Rail Project budget includes funding for new landscaping, lighting, art, signage, and other amenities, which will enhance the communities in which the project runs. The MTA will also be conducting a Community Linkage Study/Program that will identify further improvements that will tie surrounding communities to the project beyond the immediate station area.

- 1 F Section 4.5.3.2 of the Final SEIS/SEIR discusses the potential for the proposed project to generate employment and economic activity. MTA is committed to formulating a local hire policy that will be reviewed by the Eastside Corridor Review Advisory Committee. The local hiring process will be developed at least equal to the Alameda Corridor program. MTA will be formulating a local employment policy for construction and operational-related job opportunities for the corridor. Such a program will include resources for job development and training and will be made available to persons unable to find jobs as a result of business relocations.

**Responses to Nick Pacheco, Los Angeles City Councilmember, Fourteenth District  
(Comment Letter 2)**

- 2 A MTA agrees with Councilmember Pacheco and will conduct the requested study. The  
2 E development of rail facilities in an already “built out” urban environment does require the  
modification of existing lighting configurations in such a way as to allow operation of the  
rail system and providing for improved automobile and pedestrian movements. In response  
to the issues listed below the project will include the following mitigations; (1) The MTA  
has initiated a rail safety and pedestrian safety analysis/study near light rail facilities that  
includes the development of crossing control devices for automobiles and pedestrians. The  
MTA will direct that study to include specific application to locations along this rail  
corridor. Safety improvements specified by the Public Utility Commission (PUC) and the  
State of California Highway Design Manual (HDM) will be included in the construction of  
the rail system. In addition to improvements specified above, the project will include  
additional safety devices in priority areas identified in the rail safety and pedestrian study.  
Funding for pedestrian safety devices beyond those specified by the PUC and HDM has  
been identified for demonstration of new technology safety devices on the Pasadena Blue  
Line and could be incorporated into the Eastside Corridor project.
- 2 B Section 4.19.2.19 calls for providing crossing guards in vicinity of all construction sites and  
haul routes as warranted in accordance with *California DOT Traffic Manual, Chapter 10-  
07.3, Warrants for Adult Crossing Guards*. Where the manual criterion does not warrant  
placement of crossing guards, MTA will provide crossing guards during school hours on a  
site-specific basis during construction, where related lane closures will divert traffic to  
residential streets utilized by elementary and middle school students or upon request of  
school administrators. Section 4.14 states that once the LRT is operational, MTA will  
provide a crossing guard during daily arrival and dismissal times at the schools closest to  
the alignment (Ramona High, Utah Elementary, Our Lady of Lourdes, and Griffith Middle  
Schools), if requested by the school administrators for as long as their presence is requested.
- 2 C Similar to the safety precautions it takes for the Metro Blue Line, the MTA will visit all of  
the schools and senior citizen centers, if requested by the centers, along the Eastside  
Corridor alignment on a regular basis, in a continued effort to educate youth on the  
importance of staying away from Metro Rail tracks. For several years now, the MTA has  
been hosting similar classes that pertain to Metro Blue Line safety, with a great deal of  
success. Safety programs will also be conducted at senior citizen centers in the vicinity of  
the alignment if requested by the centers.
- 2 D The MTA agrees with this recommendation. Money has been set aside in the Eastside  
Corridor budget for the purpose of identifying and implementing pedestrian and traffic  
safety apparatus along the alignment. The MTA is currently talking to other light rail train  
operators and vendors around the country to identify the latest technologies in safety and  
security equipment. The Project will be constructed in full accordance with existing MTA  
Fire Life Safety Criteria and will be reviewed for safety adequacy by the MTA Fire Life  
Safety Committee, which includes two fire chiefs, one each from the City and County Fire  
Departments. Their participation is funded by MTA.
- 2 F Comment noted. Public safety is of utmost concern to MTA. The project will incorporate  
the many design features and measures that are discussed in Sections 3.4.3, 4.14, and  
4.19.2.19 of the Final SEIS/SEIR to enhance safety. The project will be required to meet  
MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX.

**Responses to Nick Pacheco, Los Angeles City Councilmember, Fourteenth District  
(Comment Letter 3)**

- 3 A The MTA is committed to providing an accessible and safe project to the communities in which it serves. The Eastside Light Rail Project budget includes funding for pedestrian lighting, signage, pedestrian crossings, and other safety features, which will enhance the effectiveness and safety of the project. Pedestrian walkways, paths and crosswalks may be colorized to ensure visibility of pedestrians.
- 3 B MTA agrees with Councilmember Pacheco and will take the requested actions. Section 4.19.2.19 of the Final SEIS/SEIR calls for providing crossing guards in vicinity of all construction sites and haul routes as warranted in accordance with *California DOT Traffic Manual, Chapter 10-07.3, Warrants for Adult Crossing Guards*. Where the manual criterion does not warrant placement of crossing guards, MTA may provide crossing guards during school hours on a site-specific basis during school hours during construction, where related lane closures will divert traffic to residential streets utilized by elementary and middle school students. Section 4.14 states that once the LRT is operational, MTA will consider providing a crossing guard during daily arrival and dismissal times at the schools closest to the alignment (Ramona High, Utah Elementary, Our Lady of Lourdes, and Griffith Middle Schools), if requested by the school administrators for as long as their presence is requested.

Similar to the safety precautions it takes for the Metro Blue Line, the MTA will visit all of the schools along the Eastside Corridor alignment on a regular basis, in a continued effort to educate youth on the importance of staying away from Metro Rail tracks. For several years now, the MTA has been hosting similar classes that pertain to Metro Blue Line safety, with a great deal of success. Safety programs will also be conducted at senior citizen centers in the vicinity of the alignment upon request by the centers.

The MTA agrees with your recommendation to incorporate the latest technological improvements to enhance safety. Money has been set aside in the Eastside Corridor budget for the purpose of identifying and implementing pedestrian and traffic safety apparatus along the alignment. The MTA is currently talking to other light rail train operators and vendors around the country to identify the latest technologies in safety and security equipment. The project will be constructed in full accordance with existing MTA Fire/Life Safety Criteria and will be reviewed for safety adequacy by the MTA Fire/Life Safety Committee, which includes two fire chiefs, one each from the City and County Fire Departments. Their participation is funded by MTA.

- 3 C MTA agrees with Councilmember Pacheco and will conduct the requested study. The development of rail facilities in an already "built out" urban environment does require the modification of existing lighting configurations in such a way as to allow operation of the rail system and providing for improved automobile and pedestrian movements. In response to the issues listed below the project will include the following mitigations; (1) The MTA has initiated a rail safety and pedestrian safety analysis/study near light rail facilities that includes the development of crossing control devices for automobiles and pedestrians. The MTA will direct that study to include specific application to locations along this rail corridor. Safety improvements specified by the Public Utility Commission (PUC) and the State of California Highway Design Manual (HDM) will be included in the construction of the rail system. In addition to improvements specified above, the project will include additional safety devices in priority areas identified in the rail safety and pedestrian study. Funding for pedestrian safety devices beyond those specified by the PUC and HDM has been identified for demonstration of new technology safety devices on the Pasadena Blue



- 3 D Line and could be incorporated into the Eastside Corridor project. MTA will minimize housing takes to the extent possible on Indiana Street between 1<sup>st</sup> and 3<sup>rd</sup> Streets as requested by the Councilmember. The MTA Board adopted Option 1 at its May 24, 2001 meeting which places the light rail project in the center of Indiana, minimizing residential takes. However, the need to replace lost on-street parking is projected to require the acquisition of six multi-family residential housing units on the east side of Indiana Street. Since circulation of the Draft SEIS/SEIR, MTA has been meeting with LAUSD and LADOT to discuss their concerns relating to Ramona High School, traffic and parking issues on Indiana Street, and the operation of the LRT in the vicinity. As a result of these discussions, MTA has decided to study an additional option in the Final SEIS/SEIR (refer to Chapter 2.0 for a complete discussion of the option). The option includes building a new school at another site (whether with a new or existing building) in the community or major reconstruction of the existing school building and addition of a LRT station at 3<sup>rd</sup>/Indiana, which will provide the students and faculty with convenient access to the LRT. MTA, with LAUSD and LADOT input, will decide whether to implement this option or the one that does not require acquisition of school property after considering all of the findings in the Final SEIS/SEIR regarding environmental impacts of each option. This new option involves acquisition of housing and other existing uses on the east side of Indiana Street between 1<sup>st</sup> and 3<sup>rd</sup> Streets. The acquisitions would allow the existing two travel lanes and the on-street parking to remain along this narrow street. The LRT track would operate on the acquired parcels east of Indiana Street.

MTA is required to follow all of the stipulations of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. The legislation requires certain relocation services and payments be made to eligible residents, businesses, and non-profit organizations displaced by construction and operation of MTA transit-related projects. The Act provides for uniform and equitable treatment of persons displaced from their homes, businesses, and farms by federal and federally assisted programs, and establishes uniform and equitable acquisition policies. Section 4.3.4 of the Final SEIS/SEIR provides additional information about mitigation for those property owners that would lose their properties.

- 3 E Due to the built environment surrounding the Utah Station, it is infeasible to widen the street any further. To do so would require the acquisition and demolition of surrounding businesses.
- 3 F See response to Comment 3A.
- 3 G See response to Comment 3B.
- 3 H This will be addressed during the Community Linkages Study/Program, funded by the MTA. Refer to Section 3.4.3 of the Final SEIS/SEIR.
- 3 I We will locate a construction staging site on Cesar Chavez as requested. Every possible item and all possible support services, such as offices and employee parking, will be located at Cesar Chavez so as to minimize the 1<sup>st</sup> and Soto take as requested.
- 3 J To the extent possible, construction will be accomplished in limited areas at a given time. It is likely that parking in multiple block areas will need to be removed for limited durations (several months) to accommodate the track installation which is much more efficient if it can be accomplished in longer sections.
- 3 K Critical to the development of the construction impact program are the factors specified in the Final SEIS/SEIR. This document has legal standing and calls out the major areas of concern that must be addressed for the benefit of the community during the course of construction. Impacts to parking, access, and circulation are examples of areas of major concern. Building on the data in the Final SEIS/SEIR, Public Affairs conducts door-to-door surveys to individually interpret these impacts to businesses, residents, schools and facilities

and the population inhabiting, working or frequenting these locations.

Development of a construction impact program is the result of the compiled data from the surveys and conducting ongoing meetings with individuals and groups in the community. A true understanding of the patterns for commerce, education, recreation and general circulation is the underpinning for a successful construction impact program. With this knowledge, the Public Affairs team develops individual impact programs for businesses, facilities, and residents. These programs may include signage, advertising, improved access, parking, cleaning, community fairs, security and pursuing flexibility for scheduling work activities if feasible. Construction impact programs are developed and budgeted annually in consultation with affected businesses and facilities.

As part of the construction impact program, the Public Affairs team has the responsibility to keep the community informed of all current and expected construction activities and impacts. This is accomplished through regularly scheduled meetings in the community, publication of newsletters and the distribution of construction notices. Public Affairs officers represent the community's concerns at meetings with the MTA's contractors and third party participants such as the utilities. Public Affairs Officers are on call and on page for immediate response to concerns or urgent matters affecting the community as a result of transit corridor construction.

The Construction Impact Programs will be developed in accordance with MTA Board adopted criteria for the Construction Impact Program. They will be developed to the same Board approved standard used in the MTA Red Line MOS-3 Project.

- 3 L It is MTA's policy to first seek to acquire the required property interests by negotiation. However, MTA has the power of eminent domain and may acquire real and personal property and other property interests by the process of condemnation. If MTA intends to acquire any interest in property by exercise of the power of eminent domain, it will institute formal condemnation proceedings and not intentionally make it necessary for the owner to institute legal proceedings.
- 3 M The MTA has been in contact with the various partners involved in Aliso Village Hope VI project and the White Memorial Hospital expansion project. It is anticipated that both projects will be complete prior to initiation of construction on the Eastside Light Rail. Coordination with the City, CRA, and the hospital is occurring in order to reduce the possibility of project conflicts.
- 3 N Section 4.6.4 of the Draft SEIS/SEIR indicates that a span-wire catenary system would be used to avoid the need for additional mid-street supports and also to mimic the design of the original street car system that ran along the bridge. However, since circulation of that document, LADOT has indicated their strong preference for installing catenary poles in the center of the bridge, instead of using span wire to connect to the lighting poles on the outer edges of the bridge. They believe that the span-wire concept would result in a less attractive effect than use of center poles. Their objections to the span-wire concept also regarded the need to manufacture about 35 additional poles (existing poles could not handle additional loads for catenary wires, etc.) and reconstruction of all electrical systems that would cost about two million dollars. For these reasons, the span-wire concept was eliminated in favor of the catenary poles in the center of the bridge. This system will be designed compatible with the historic fabric and will adhere to guidelines established by the Secretary of the Interior's Standards for the Treatment of Historic Properties, resulting in no impact to the viaduct.
- 3 O MTA is developing a Memorandum of Agreement (MOA) with the State Historic Preservation Office (SHPO) to ensure that the historic integrity of the plaza will be kept

- 3 P intact. The specifics of the proposed final MOA may be found in the Final SEIS/SEIR. To shield properties against glare from headlamps on Indiana Street, landscaping or other screening material will be planted in the path of headlamps. This will reduce the impact of glare to less than significant.
- 3 Q The MTA Board decided on May 24, 2001 to eliminate Option 2 from consideration due to adverse impacts of the acquisitions. However, Option B, which is a modification of Option 1, that was selected by the MTA Board for further study, requires acquisition of the properties on the east side of Indiana Street. Chapter 2 of the Final SEIS/SEIR provides a description of Option B. If Option B is selected for implementation, the excess property will be landscaped to provide a linear plaza/park-like setting with sidewalks and street furniture as discussed in Section 4.6 of the Final SEIS/SEIR.
- 3 R The MTA Board decided on May 24, 2001 to eliminate Option 3 from further consideration.
- 3 S Line 620 is one of the lines that is being considered for rerouting. Refer to Section 3.1.2.2 of the Final SEIS/SEIR for more information on the Bus Route Interface and the procedure for service changes.
- 3 T MTA will not close any neighboring parks during construction or operation of the light rail. MTA will be implementing various safety measures to ensure the safety of all community members using those parks adjacent to the construction sites. The MTA will provide crossing guards and fencing sufficient to maintain safe access to all parks. Major construction areas will have a security guard during non-working hours to provide safety to community members.

**Responses to Lisa B. Hanf, Manager Federal Activities Office, U.S. Environmental Protection Agency, Region IX (Comment Letter 4)**

- 4 A As detailed in Table 4.19-4 in Section 4.19.2.6 of the Final SEIS/SEIR document, the underground excavation, tunnel boring, finish stations, welding operations, and platform/rail installation, is anticipated to have a duration of 14, 12, 15, 26, and 26 months, respectively. In addition, Table 4.19-4 indicates that worst-case PM<sub>10</sub> emissions are expected to occur during a 6-month period, during simultaneous excavation and tunnel boring activity.

All contractors will be subject to the provisions of SCAQMD Rule 403, which require that fugitive dust emissions be mitigated to the greatest extent feasible. In addition, all contractors must meet MTA Section 01566 pollution controls requirements, which requires that all equipment engines be properly tuned at all times.

MTA will implement and enforce a variety of measures to mitigate construction-related air quality impacts. Such measures include the use of non-diesel and electrical equipment where electrical service is available, site watering, covering of haul trucks, street sweeping, and other measures in conformance with construction specifications, as well as local, regional, and state ordinances and laws. Air quality in the Eastside area will improve because of operation of the Eastside Light Rail. MTA will require contractors to install wheel-washing equipment at the exits of tunnel construction sites so that trucks hauling excavated material will have clean wheels and undercarriages when they leave the sites and enter the paved public roads. Section 4.19.2.6 has been revised to provide air quality mitigation commitments as requested.

- 4 B MTA will request that all contractors minimize the use of on-site diesel equipment. However, heavy earthmoving equipment such as dozers, backhoes, and graders have no non-diesel equivalent. Only ancillary equipment, such as small generators and compressors

have non-diesel equivalents. Since most heavy-duty construction equipment does not have a non-diesel equivalent, no emissions reductions related to the “minimized use of on-site diesel equipment” were considered in calculating construction emissions.

In an effort to minimize all equipment emissions, contractors will be required to conform to MTA Section 01566 mandates that require equipment engines to be properly tuned at all times. Section 4.19.2.6 has been revised to reflect this information.

- 4 C The proposed storage and maintenance yard site is currently being used by the Metro Red Line as a storage and maintenance yard. If contamination is encountered, refined and naturally occurring petroleum hydrocarbon compounds are expected. The potential for encountering contamination during construction is possible but is highly contingent upon the depth of excavation required. Considering that the site is already being used as a storage and maintenance yard, the likelihood of encountering contamination is considered low. Considering that mitigation efforts would have been performed as part of the construction for the existing facility, it is unlikely that significant impacts will remain that would affect the proposed construction or operation.
- 4 D The MTA will include information regarding RCRA compliance and other State hazardous waste disposal requirements that apply to this project in the Final construction documents. The MTA has recently initiated an environmental and geotechnical investigation of the LRT alignment, and data obtained from the investigation will be used to formulate more specific options for handling and treatment of contaminated materials. As a response to specific questions, the MTA’s comments follow: (1) The MTA is currently regulated as a hazardous waste generator, and all manifesting of potentially hazardous materials will be conducted with the MTA as sole generator. The FTA and/or contractor will not be regulated as hazardous waste generators as it relates to this project; (2) The MTA has an EPA Generator Number. As chemical properties and disposal classifications of contaminated soils excavated will be variable, haul routes and anticipated disposal facilities are not known at this time. However, haul routes and waste disposal facilities will be included within the final contract documents; (3) No on-site treatment of hazardous soils will be conducted during the project. All contaminated soils and hazardous soils will be transported off-site to the MTA’s temporary storage facility regulated by the Department of Toxic Substances Control (DTSC); (4) The MTA will follow the provisions CCR Title 22, Division 4 and CCR Title 23 Chapter 15 as it relates to the classification and disposal of hazardous wastes. All soil believed to be contaminated will be sampled in accordance with SW-846 sampling protocols, and profiled into a legally acceptable and properly permitted disposal facility. This discussion can be found in Section 4.19.2.14 of the Final SEIS/SEIR.
- 4 E During preliminary engineering, construction, and operation of the Eastside LRT project, the MTA will strive to minimize storm water runoff within construction areas and within the parking lots and platforms of the finished project. The MTA will comply with storm water regulations of the State Water Resources Control Board (SWRCB) and the Los Angeles Regional Water Quality Control Board (LARWQCB) during construction and operation of the project. Storm water regulations applicable to the project include the General NPDES Storm Water permit program, and the use of structural best management practices (BMPs) as specified by the LARWQCB’s newly adopted Standard Urban Storm Water Mitigation Plan (SUSMP). Construction, drainage, and landscaping techniques consistent with storm water runoff minimization will also be employed during construction and operation of the project. This discussion can be found in Section 4.11.4 of the Final SEIS/SEIR.
- 4 F During design and construction of the Eastside LRT project, the MTA procurement department will comply with the requirements of Resource Conservation and Recovery Act (RCRA) Section 6002 (EPA’s Buy-Recycled program) where technically feasible and appropriate. The MTA will strive to incorporate the latest Comprehensive Procurement

Guide (CPG) listings of recycled or re-used materials applicable to construction, landscaping, and transportation products used on the Eastside LRT project. Procurement decisions regarding RCRA Section 6002 compliance will consider the price of designated items made with recovered materials versus typical products, the competition base of recovered goods suppliers, unusual and unreasonable delays for procurement of products, and the compliance of recovered and/or recycled goods with MTA design criteria for the LRT project. Text has been added to Section 4.19.2.18 of the Final SEIS/SEIR to reflect this information.

- 4 G The regulatory requirements for handling of hazardous waste at the Maintenance and Storage Facility (M&SF) will be similar to those described in the response to Comment 4D. All materials handling, pollution prevention, and housekeeping practices will be conducted in accordance with the applicable regulations of the Department of Toxic Substances Control, Los Angeles Regional Water Quality Control Board, Environmental Protection Agency, and any other applicable federal, state, and local regulatory agencies. The above items will also be included within the final contract documents.

The MTA will coordinate all hazardous waste issues within State-owned rights-of-way with Caltrans Environmental Engineering. In accordance with the Caltrans Stormwater Manual and the Los Angeles Regional Water Quality Control Board (LARWQCB) General NPDES Permit for Construction Sites, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented throughout the project.

- 4 H Graphic changes have been made; new format is one graphic instead of three, and is called 'Figure 4.10-1.'

**Responses to Scott B. Gudes, Acting Under Secretary for Oceans and Atmosphere Administrator and Deputy Under Secretary, U.S. Department of Commerce (Comment Letter 5)**

- 5 A The MTA and MTA's preliminary engineering consultants have reviewed the NGS monuments during the surveying activities for mapping the project and have located all known monuments within the study area. MTA will notify the NGS at least 90 days in advance of any construction activity that may affect any NGS monument and will pay for the relocation and/or resetting related to them.

**Responses to Sandro Amaglio, Regional Environmental Officer, Federal Emergency Management Agency, Region IX (Comment Letter 5-1)**

- 5-1 A As described in Sections 4.11 and 4.20, the LRT Build Alternative would not result in affecting floodplains as none of the project's facilities or components would be located within a Special Flood Hazard Area (SFHA), or 100- or 500-year floodplain. Regulations adopted by the local communities regarding SFHAs is irrelevant because the project would not affect such areas.
- 5-1 B See response to Comment 5-1A. No new structures would be located in SFHAs or in areas that would otherwise affect floodplain levels, so no new mitigation would need to be added to reduce impacts for such events.
- 5-1 C See response to Comment 5-1A. Construction would not result in any change to the flood hazard data shown on the FIRM in any of the project areas, so there is no need to revise the FIRM.
- 5- D See response to Comment 5-1A. As no impacts associated with floodplains would occur,

1 the goals of the NFIP are irrelevant with respect to the project.

**Responses to Laura J. Simonek, Principal Environmental Specialist, Metropolitan Water District of Southern California (Comment Letter 6)**

- 6 A The subway portion of the Eastside LRT project will be below the MWD Palos Verdes Feeder and was considered in the preliminary engineering designs that will be submitted to MWD for review and comment.
- 6 B All preliminary engineering and final design level drawings and typical sections will be submitted to MWD for review and comment.

**Responses to Jeffrey M. Smith, Senior Planner, Intergovernmental Review, Southern California Association of Governments (Comment Letter 7)**

- 7 A The following has been inserted into Section 4.1 of the Final SEIS/SEIR: The LRT Build Alternative would be compatible with policies in SCAG's RCPG in several ways. The project would be influential in supporting transportation demand management in that it would decrease overall demand for vehicle ridership in the project corridor. By reducing vehicle demand and providing another mode of transportation, a more balanced demand for several modes of transportation would be supported. Land use patterns that are consistent with transportation and transit characteristics, such as transit-oriented development, would also be supported by the LRT Build Alternative, as discussed in further detail in this section. The project would support safe and convenient means of non-motorized transportation, including bicycle and pedestrian-friendly environments near the project. The LRT Build Alternative would also be located along an ideal corridor for its use, which would maximize the use of existing urbanized areas, support redevelopment, and increase density of land uses in many locations along the corridor.
- 7 B See response to Comment 7A.
- 7 C The Eastside Corridor LRT project is a transportation improvement project that is included in the SCAG Regional Transportation Plan. As discussed in the Final SEIS/SEIR, long-term project implementation is anticipated to reduce VMT and have a beneficial effect on regional air quality. Therefore, the project is consistent with the RTP. With regard to SCAG RCPG policies 4.04 and 5.07 (see Comment 7F), the project is supportive of these policies as it will increase public transit capacity and reduce regional automobile VMT. With regard to project construction, MTA will require (through the construction contract administration process) that all contractors shall implement car/vanpool programs throughout the construction process to minimize worker travel related VMT.
- 7 D The Eastside LRT project has been designed to provide more transportation infrastructure for the Eastside communities and to provide supportive and enhanced bus transit services that will reduce the continued need to provide additional roadway projects.
- 7 E MTA developed the mitigation measures specified in the Final SEIS/SEIR to minimize or avoid adverse impacts to the extent possible. The other jurisdictions have had the formal opportunity to comment on the adequacy of these measures pursuant to both the National Environmental Policy Act and the California Environmental Quality Act during the public review period of the Draft SEIS/SEIR. Their comments can be found in Volume II of the Final SEIS/SEIR. In addition, MTA has held individual meetings at other times during the study process to solicit their input on the mitigation measures.
- 7 F See response to Comment 7C.
- 7 G The following has been inserted into Section 4.1 of the Final SEIS/SEIR: As part of the

MTA's project commitments, where water is needed for irrigation of landscaping, bathroom facilities, and wherever else feasible, reclaimed water will be used to reduce reliance on imported water and wastewater discharges.

- 7 H See responses to Comments 7C, 7F, and 7G.  
7 I See responses to Comments 7A through 7H. The project is consistent with SCAG's RCPG and applicable regional plans. See Section 4.1 of the Final SEIS/SEIR for additional information.  
7 J All mitigation measures associated with the project will be monitored in accordance with CEQA requirements.

**Responses to David Solow, Chief Executive Officer, Metrolink, Southern California Regional Rail Authority (Comment Letter 8)**

- 8 A MTA during the preliminary engineering and design development activities will detail the passenger movements in conjunction with the Pasadena Blue Line and Amtrak improvements. The Eastside LRT project will be completed after the Pasadena Blue Line project is in operation but before the Amtrak southward extension project is completed.  
8 B The Final SEIS/SEIR considered the requested analysis. Please see Section 3.1.2. The travel demand model indicates that the weekday peak period (six hours) boardings (and same amount of alightings) at Union Station are 2,577 passengers under Option A and 2,700 passengers under Option B that are attributable to the Eastside LRT extension project. This represents approximately ten percent of the total weekday peak period boardings at Union Station for Metrolink (6,900), Metro Red Line (11,300), and the Pasadena-Eastside LRT Line (8,500) combined. There have been previous analyses done at Union Station for the subject transit services that would allow for accommodating this small increase (approximately ten percent) in activity due to the Eastside LRT project.  
8 C The MTA Board, on May 24, 2001, adopted the existing Red Line Maintenance and Storage Facility as the site for development of a M&SF for the LRT. Therefore, no adverse impacts on SCRRA's planned facility are anticipated.  
8 D See response to Comment 8C.  
8 E The West Bank Yard is no longer being considered as the site for the M&SF. Therefore, the LRT project will have no impact on SCRRA's plans.  
8 F The East Bank Yard is no longer being considered as the site for the M&SF. Therefore, the LRT project will have no impact on SCRRA's plans.  
8 G MTA, Catellus Corporation, and Caltrans have hosted a regular series of interagency meetings concerning transportation planning at and adjacent to Union Station throughout the course of Project Development including SCRRA, Amtrak, Catellus, Caltrans, and the Los Angeles Department of Transportation (LADOT). These meetings have ensured coordination of the Eastside Corridor Project with other projects such as the elimination of a curve on the 101 Freeway by Caltrans, the proposed Freeway crossing by Amtrak, widening of Commerical street by LADOT, and related projects.

**Responses to H.A. Acevedo, Captain, Commander East Los Angeles Area, Dept. of California Highway Patrol (Comment Letter 9)**

- 9 A The MTA agrees with this recommendation. The MTA will consult with the CHP regarding traffic matters along the 3<sup>rd</sup> Street segment of the Eastside Corridor project.  
9 B On May 24, 2001 the MTA Board adopted Option 1, which has been slightly modified and is now called Option A. If Option A is selected for implementation, MTA will fund a quick

response tow truck service during operations to specifically target the Indiana transition point to minimize any impact during construction or operation. As discussed in Section 2.0 of the Final SEIS/SEIR, a new Option B has been added for consideration in the vicinity of Indiana Street. It involves acquisition of properties on the east side of Indiana Street to accommodate the LRT track off-street. In this case, the existing travel lanes and on-street parking will be retained.

- 9 C See response to Comment 9A. The CHP will be consulted on all traffic safety enforcement issues in areas in which they have jurisdiction.
- 9 D MTA will permanently fund school zone safety programs. MTA will fund law enforcement for the light rail project. The existing Red, Blue and Green lines have law enforcement contracts. So will the Eastside Corridor Light Rail Project. MTA will consult with the CHP during Project development and operation to ensure that CHP input is received.
- 9 E The CHP will be notified of any traffic closures that could have an impact on freeways and other roads in which they have jurisdiction.

**Responses to Stephen Buswell, IGR/CEOA Program Manager, California Department of Transportation, Office of Regional Planning, District 7**

- 10 A All Caltrans requirements will be met by MTA and are being coordinated during the preliminary engineering phase.
- 10 B MTA will prepare the required Project Study Report (PSR) type documents during the design development phase of the project.
- 10 C MTA will conform to all applicable Caltrans design standards related to the crossings of all Caltrans facilities.
- 10 D MTA will consult with Caltrans operations staff related to the crossing of US 101.
- 10 E MTA will also consider Caltrans seismic design standards and will address all settlement impacts that may affect Caltrans facilities.
- 10 F MTA will provide to Caltrans the preliminary engineering plans showing the plans and profiles for their review and comment.
- 10 G Mitigation measures will include the signalization of some unsignalized intersections to accommodate LRT crossings, such as the on-ramps to the SR-60. The intersection of the SB 60 ramps at Atlantic Boulevard is projected to operate at LOS C in 2020 with the LRT under both options. No feasible mitigation measures were identified to address the impacts from the no-build condition due to the LRT project. Where traffic signals will affect operation of the ramps, a Permit, Engineering Evaluation Report will be developed as per Caltrans regulations, to be approved by the California Transportation Commission. In the County of Los Angeles, from Indiana Street, along 3rd Street, to the terminus on Beverly or Pomona Boulevards, MTA will consult with the California Highway Patrol (CHP) on traffic matters including intersections and pedestrians. Refer to Section 3.2.4.1.
- 10 H MTA plans to continue close coordination with state and local agencies in order to minimize potential project conflicts. The projects outlined in the Caltrans attachment have been noted.
- 10 I Section 4.19.2.2, Construction Impacts: Traffic, has been revised to take these comments into account.

The following sentence has been added to the first paragraph under the Mitigation section: "In the event that freeway access ramps are affected by construction, Traffic Control Plans will be developed in coordination with Caltrans as well."



Caltrans has been added to the list of agencies that will be consulted when developing haul routes.

The following sentence has been added to the third paragraph under the Mitigation section: "Oversize and overweight vehicles will obtain Transportation Permits from Caltrans if their routes require the use of any State Highways."

- 10 J The MTA will coordinate all hazardous waste issues within State-owned rights-of-way with Caltrans Environmental Engineering. In accordance with the Caltrans Stormwater Manual and the Los Angeles Regional Water Quality Control Board (LARWQCB) General NPDES Permit for Construction Sites, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented throughout the project.
- 10 K MTA is aware that, according to the Migratory Bird Treaty Act (MBTA), it is illegal to directly kill, or destroy a nest of, nearly any bird species, and not just endangered species. While CEQA guidelines do not specifically address the MBTA, MTA will undertake suitable mitigation measures such as removing trees that are in the path of construction before the nesting season begins.
- 10 L A copy of the Historic Property Survey Report has been prepared for the Eastside Corridor project which parallels areas addressed by the (Caltrans format) Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and Historic Architectural Survey Report (HASR). A copy of this document has been submitted for Caltrans review.
- 10 M MTA will implement a relocation assistance program to comply with both the federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and California's Relocation Act (Government Code Section 7260, et seq.). Refer to Section 4.3 of the Final SEIS/SEIR for additional information.

**Responses to Terry Roberts, Senior Planner, State Clearinghouse, California Governor's Office of Planning and Research, State Clearinghouse (Comment Letter 11)**

- 11 A Comment noted, and MTA has responded to the letters.

**Responses to Dr. Knox Mellon, State Historic Preservation Officer, Office of Historic Preservation, Dept. of Parks and Recreation (Comment Letter 12)**

- 12 A Comment noted.

**Responses to Kenneth E. Trott, Environmental Coordinator, California Dept. of Conservation, Office of Governmental and Environmental Relations (Comment Letter 13)**

- 13 A Plugged and abandoned oil wells (ARCO Evergreen and Taylor Royalties) located within close proximity to the project limits will be shown on the project contract drawings. In addition, the final geotechnical report for the underground segments will include a discussion of the oil fields and any known wells.
- 13 B See response to Comment 13A. Also, at this time, no known wells have been located in the area of tunneling or underground station construction. Provisions will be included in the project specifications (similar to those for the suspended project and previous Red Line segments) to instruct the contractor as to procedures to be followed if a well is encountered.

- 13 C Comment noted

**Responses to Terry Roberts, Senior Planner, State Clearinghouse, Governor's Office of Planning and Research (Comment Letter 14)**

- 14 A Comment noted. MTA has received the letter from California Department of Conservation and has responded to the comments.

**Responses to Terry Roberts, Senior Planner, State Clearinghouse, Governor's Office of Planning and Research (Comment Letter 15)**

- 15 A Comment noted, and MTA has responded to the letters.

**Responses to Chief John Tripp, Metro Rail Coordinator, County of Los Angeles Fire Department (Comment Letter 16)**

- 16 A Comment noted. Section 4.14.1 has been corrected.
- 16 B Comment noted.
- 16 C Comment noted. Where the LRT project requires changes to the streets, they will be designed and constructed to comply with the code.
- 16 D The MTA understands that the alignment must meet all safety and security codes as stated by the City and County of Los Angeles. During the design phase of the Eastside Corridor Project, a fire chief from each of the Los Angeles City and County Fire Departments will be on-hand to ensure the project meets all City and County Codes.
- 16 E Fire hydrant flows and spacing will be developed as specified on page 2 of your letter. In addition, all project drawings will be reviewed by the MTA Fire Life Safety Committee, which includes a fire chief each from the City and County Fire Departments. No facilities will be built or operated which the Chiefs deem unsafe. If initial designs contain flaws, we will meet with the fire chiefs until they certify that the design is correct. In addition, all designs will meet MTA Board adopted Fire Life Safety Criteria.
- 16 F See response to Comment 16D.
- 16 G See response to Comment 16D. The MTA will work with the Los Angeles City and County Fire Departments to be sure all designs are acceptable.
- 16 H All designs will include the limited access devices contained on page 3 of your letter. MTA will ensure that the Fire Departments are able to verify this to your satisfaction, in the drawings and after the project is constructed. MTA personnel will train with firefighters in preparing for project-related emergencies at MTA expense prior to project opening. Training will include simulated fires, simulated passenger with a heart attack etc, to the satisfaction of the MTA Fire Life Safety Committee, which includes a fire chief each from the City and County Fire Departments.
- 16 I Any proposed traffic calming measures will be submitted for review prior to implementation as requested.

**Responses to Ronald J. Ornee, Assistant Director, County of Los Angeles, Department of Public Works (Comment Letter 17)**

- 17 A The requested capacity analysis is presented in Section 3.2 of the Final SEIS/SEIR. Tables

3-19 and 3-21 present the 2020 LRT Build Traffic impacts with mitigation for the corridor study intersections. Although existing left turn lanes will be eliminated along the LRT alignment, left turns at most signalized intersections would be permitted with split phasing signal operations. At the five locations listed below, it is proposed that the following left turn movements be prohibited to facilitate overall intersection traffic flow and accommodate LRT movements.

- ◆ 1<sup>st</sup> Street and Lorena Street – Prohibit eastbound and westbound left turns off 1<sup>st</sup> Street onto Lorena (Option A only).
- ◆ 1<sup>st</sup> Street and Indiana Street – Prohibit eastbound left turns off 1<sup>st</sup> Street onto Indiana.
- ◆ 3<sup>rd</sup> Street and Indiana Street – Prohibit westbound left turns off 3<sup>rd</sup> Street onto Indiana.
- ◆ Beverly Boulevard and Atlantic Boulevard - Prohibit eastbound left turns off Beverly onto Atlantic under Option A.
- ◆ 3rd Street and Pomona/Beverly/Woods – Prohibit westbound left turns from Beverly to Woods under Option B.

- 17 B MTA agrees and will comply with this request.
- 17 C Traffic impacts and proposed mitigation measures are discussed in Section 3.2. Proposed mitigation measures for parking impacts during operations are discussed in Section 3.3.3. For both traffic and parking, MTA will coordinate closely with the City of Los Angeles and the County of Los Angeles in developing appropriate traffic and parking management plans during construction. Section 4.19 of the Final SEIS/SEIR provides estimated construction activity durations which are useful in understanding the probable duration of parking impacts. Section 4.19.2.3 lists construction parking impact mitigation measures adopted in the Final SEIS/SEIR. The construction parking mitigation plan will be developed to the standards of LADOT and LA County DPW which will review and approve it, providing an independent check on the judgment of MTA. MTA commits that all contractors will be required to provide off-street parking for their workers, to minimize the impact on the community.
- 17 D The requested counts, calculations and lane configurations were furnished to LA City and LA County on December 11, 2000. The data is included in the Traffic Technical Report.
- 17 E County traffic impact analysis criteria were used in analyzing County roadways and intersections. Refer to Section 3.2.3 and Tables 3-14 and 3-17.
- 17 F The requested partial signal operation during the LRT crossing phase will be discussed with LA County staff during the preliminary engineering phase. However, without dedicated left turn lanes along the corridor, left turn vehicles traveling parallel to the LRT tracks would block the through traffic lane adjacent to the LRT tracks. If through traffic is allowed to move during an LRT train phase, that traffic will be stopped by vehicles waiting to complete their left turn.
- 17 G Provision of left turn pockets would require either the loss of one of the two proposed peak hour through lanes or purchase of additional right-of-way. Given the built up character of the 3<sup>rd</sup> Street corridor, MTA has concluded that the lesser environmental impact occurs by not purchasing additional right-of-way and using split phase signals to accommodate left turns. MTA commits to continued cooperative review of traffic lane designs with County Public Works during final design.
- 17 H As shown in Figures 3-5 through 3-10 of the Final SEIS/SEIR, existing street widths do not permit the use of a standard 12-foot traffic lane and a standard parking lane width in most locations.
- 17 I Rolled or raised curbs, rumble strips, or other similar devices can be used as a divider between train and vehicle traffic. The MTA will work with LADOT and LACDPW and the elected officials of the area, allowing them to determine which barrier would work best for their community.

- 17 J Comment acknowledged. Under this option, Indiana Street would not provide space for disabled vehicles. MTA will make provision for the rapid arrival of tow trucks to remove disabled vehicles routinely. However, in an emergency, law enforcement officers and MTA Transit Operations Supervisors can direct traffic around disabled vehicles utilizing the track space, under close direct supervision. Light rail service would be somewhat slowed in this circumstance. As discussed in Section 2.0 of the Final SEIS/SEIR, a new Option B has been added for consideration in the vicinity of Indiana Street. It involves acquisition of properties on the east side of Indiana Street to accommodate the LRT track off-street. In this case, the existing travel lanes and on-street parking will be retained. Disabled vehicles would not be an issue if this option were selected.
- 17 K See response to 17 G.
- 17 L LRT priority will be integrated with traffic signal controls as requested. Traffic signal modifications and signal controller upgrades will be provided at project expense.
- 17 M Fiber optics communications lines for the Eastside LRT will be provided. In addition, necessary communication connections between MTA LRT vehicle detectors and traffic signals will all be provided at MTA expense. The MTA will provide space in piping, enabling additional fiber optics to be added at later date if a need for additional lines arises.
- 17 N The development of rail facilities in an already "built out" urban environment does require the modification of the existing roadway and sidewalk conditions in such a way as to preserve the character and structures already in place while accommodating installation and operation of a rail system. The project will be designed or modified to ensure the following in the areas directly adjacent to the rail stations: (1) Sidewalk widths will be designed with the widest dimensions feasible in conformance with the LA City/MTA's adopted "Land Use/Transportation Policy", and where practical, with widths up to and exceeding ten feet; (2) Where existing building lines or landscape areas periodically preclude these preferred widths, minimum widths will not be less than those allowed by the State of California Title 24 access requirements, or the Americans with Disability Act (ADA) design recommendations' (3) Where physical conditions present potential restrictions in pedestrian access, compliance with ADA or Title 24 minimum requirements, accommodating pedestrian movements and flows will take priority over other transportation improvements including automobile access; (4) As a mitigation of any potential impacts from periodic narrowing, the MTA will conduct a Community Linkages Study/Program and implement, at a minimum, physical improvements to ensure that all stations are fully accessible as defined in the Americans with Disabilities Act; (5) Alternative routing for pedestrians that allow completion of access to the station and to destinations in the immediate vicinity of the station will be developed through the Community Linkages Study/Program. Section 4.4.4 of the Final SEIS/SEIR provides additional information about the study/program.
- 17 O The MTA will work with the County to ensure that the necessary left turn is provided. MTA will also work with the County throughout design to ensure traffic and overall design coordination at the ELA Civic Center.
- 17 P The County's comment is noted. The MTA Board adopted Option 1 on May 24, 2001. Option 1 best meets the objectives of the project. Option 1 has lower real estate impacts than Option 2 and a lesser construction time and excavation requirement than Option 3. While Option 3 reduces operating impacts compared to Option 1, it is not within the construction budget at this time. As discussed in Section 2.0 of the Final SEIS/SEIR, a new option has been added for consideration in the vicinity of Indiana Street. It involves acquisition of properties on the east side of Indiana Street to accommodate the LRT track off-street. In this case, the existing travel lanes and on-street parking will be retained. Note that if this new option is not adopted for implementation, parking losses along Indiana Street will be mitigated by replacement off-street parking in the area. Chapter 3.0 and Section 4.14 of the Final SEIS/SEIR provide details of mitigation planned to minimize

parking, traffic, and pedestrian impacts.

**Responses to Thomas P. Angel, Captain, East Los Angeles Station, County of Los Angeles Sheriff's Department Headquarters (Comment Letter 18)**

- 18 A The Sheriff's department will have input into design of the system in order to insure accessibility to the Sheriff Station. The curbs along the tracks will be mountable by emergency vehicles to ensure access at all times in cases of emergency. There will be a left hand turn provided in order to go east on 3<sup>rd</sup> Street from the Sheriff Station.

**Responses to Richard Alonzo, President, East Los Angeles Chamber of Commerce, Representing Maravilla Community Advisory Committee (Comment Letter 19)**

- 19 A The project does include funds for urban design in order to incorporate the Light Rail project into the streetscape and community. It may be possible to secure additional funding for further enhancements by working with the County to apply to the MTA's funding program, called *Call for Projects*. This funding program occurs every two years, and jurisdictions are granted funds based on a competitive application process and evaluation.
- 19 B Prior to any construction, the MTA will meet with the businesses and the community groups to contribute to the Construction Impacts Program. The input received from the community members will help dictate how construction will proceed in order to minimize impact on the businesses and residents. The MTA will strive to minimize construction impacts as much as possible. The MTA will work with the CAC as requested.
- 19 C Each intersection was analyzed to determine the need for left hand turn access. If sufficient volume was observed at these intersections, a left hand turn was provided. Unless this volume was met at the intersection, it will most likely not have left turn access. With the exception of the five intersection locations listed below, left turns will be permitted at most future signalized intersections along the entire LRT corridor:
- ◆ 1<sup>st</sup> Street and Lorena Street – Prohibit eastbound and westbound left turns under Option A.
  - ◆ 1<sup>st</sup> Street and Indiana Street – Prohibit eastbound left turns.
  - ◆ 3<sup>rd</sup> Street and Indiana Street – Prohibit westbound left turns.
  - ◆ Beverly Boulevard and Atlantic Boulevard - Prohibit eastbound left turns under Option A.
  - ◆ 3rd Street and Pomona/Beverly/Woods – Prohibit westbound left turns from Beverly to Woods under Option B.
- 19 D Option B, that is now also being studied in the Final SEIS/SEIR, would provide a station at 3<sup>rd</sup>/Ford instead of 3<sup>rd</sup>/Rowan. Refer to Chapter 2.0 of the Final SEIS/SEIR for more information. The MTA Board will decide which option to implement once the environmental studies are completed, and public input has been received.
- 19 E The anticipated access/egress for the Maravilla neighborhood will be as follows: 1) From 2<sup>nd</sup> St., Gleason St., Dangler and McDonnell residences—via signalized intersection at 3<sup>rd</sup> and McDonnell with all turn movements permitted; 2) From Arizona St. residences—via signalized intersection at 3<sup>rd</sup> and Arizona with all turn movements permitted; and 3) From Kern St. residences—via signalized intersection at 3<sup>rd</sup> and Arizona, plus right turn access/egress at 3<sup>rd</sup> and Kern, plus potential westbound u-turn at 3<sup>rd</sup> and Arizona to go eastbound on 3<sup>rd</sup> Street (assumes LA County DPW will permit u-turns at this modified intersection).
- 19 F See response to Comment 1C. Regarding relocation compensation and assistance, as stated

in Section 4.3.4 of the Final SEIS/SEIR, MTA will follow all stipulations of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the California Relocation Act.

- 19 G Public safety is of utmost concern to MTA. The project will incorporate the many design features and measures that are discussed in Sections 4.14 and 4.19.2.19 of the Final SEIS/SEIR to enhance safety. Train operators will be required to obey the traffic lights and observe the speed limits. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX. Many opportunities for public outreach have already been offered as discussed in Chapter 6 of the Final SEIS/SEIR. MTA intends to provide an ongoing instructional rail safety program to all affected schools and senior citizen centers in the study area during construction and operation of the LRT.
- 19 H The Review Advisory Committee meets on a monthly basis and its agenda is geared to update the community on the Eastside Light Rail Project and to voice their concerns. You, as a member of this community, can raise issues of concern of the Maravilla Businesses and residents to ensure that they are heard.

**Responses to George Magallanes, Acting Chairperson, Adelante Eastside Redevelopment Project, Project Area Committee (Comment Letter 20)**

- 20 A The comment deadline was extended by two weeks.

**Responses to Frances T. Banerjee, General Manager, City of Los Angeles, Department of Transportation (Comment Letter 21)**

- 21 A MTA and LADOT have reached a negotiated agreement that incorporates most of the LADOT comments. This is reflected in the Final SEIS/SEIR
- 21 B All of the issues regarding Alameda Street have been resolved with negotiations between MTA and LADOT. The restriction on eastbound left turns on 1st and Indiana is deemed to be essential to smooth traffic flow as is the westbound left turn from 3rd to Indiana. Right hand turns will be permitted.
- 21 C Screenline analysis was conducted to provide an overview of existing Corridor traffic volumes and capacity only, and was not used for intersection impact analysis. The 700 vph capacity value provided by LADOT has been substituted in Table 3-8 of the Final SEIS/SEIR.
- 21 D MTA has committed to conducting an AM peak hour analysis of major intersections, as well as the PM peak hour analysis summarized in the Draft SEIS/SEIR. However, as noted in our letters to the City of Los Angeles dated September 14, 2000 and December 10, 2000, MTA stated that the Critical Movement Analysis (CMA) methodology would be utilized rather than a traffic operations methodology as requested by the City. The CMA analysis satisfies EIS/EIR requirements and is consistent with the analysis done in the previous Eastside Corridor EIS/EIR. The additional AM peak hour counts and analysis will not be completed in time for incorporation into the Final SEIS/SEIR, but it will be forwarded to LADOT for review and comment once it is completed per agreement with LADOT.
- 21 E Chapter 3.3 of the Final SEIS/SEIR includes the analysis of locations where replacement parking is needed and identifies locations where replacement parking will be provided.
- 21 F All issues regarding Alameda St. have been resolved through negotiations between MTA and LADOT.
- 21 G See response to Comment 21B.
- 21 H See response to Comment 21B. Also, traffic flow impacts and loss of on-street parking will

be mitigated by parking replacement, urban design, and traffic management mitigations as discussed in Chapters 3 and 4 of the Final SEIS/SEIR. Note also that since circulation of the Draft SEIS/SEIR, MTA has been meeting with LADOT and LAUSD to discuss their concerns relating to Ramona High School, traffic and parking issues on Indiana Street, and the operation of the LRT in the vicinity. As a result of these discussions, MTA has decided to study an additional option in the Final SEIS/SEIR (refer to Chapter 2.0 for a complete discussion of the option). The option includes purchasing a new school site (whether with a new or existing building) in the community or major reconstruction of the existing school building and addition of a LRT station at 3<sup>rd</sup>/Indiana, which will provide the students and faculty with convenient access to the LRT. MTA, with LAUSD and LADOT input, will decide which option to implement after considering all of the findings in the Final SEIS/SEIR regarding environmental impacts of each option. This new option involves running the tracks on off-street right-of-way on the east side of Indiana Street between 1<sup>st</sup> and 3<sup>rd</sup> Streets allowing the existing travel lanes and on-street parking to remain along this narrow street. Traffic lanes and parking would not be issues with implementation of Option B.

21 I MTA agrees to the LADOT proposal to widen 1<sup>st</sup> Street, by at least ten feet on the north side between Alameda and Vignes, to address the comment regarding roadways of less than 20 feet along most of 1<sup>st</sup> Street as requested. Regarding Indiana Street, the issue of sufficient fire truck access width will be accommodated by making the stamped concrete in which the track is embedded strong enough to carry fire trucks. In an emergency, fire trucks will be able to travel on the track. Therefore, no added street width will be acquired. However, as noted in the response to Comment 21H, if Option B were selected, additional roadway width would be provided along Indiana Street.

21 J The development of rail facilities in an already "built out" urban environment does require the modification of the existing roadway and sidewalk conditions in such a way as to preserve the character and structures already in place. The project will be designed or modified to insure the following in the areas directly adjacent to the rail stations: (1) Sidewalk widths will be designed with the widest dimensions feasible in conformance with the LA City/MTA's adopted "Land Use/Transportation Policy", and with widths up to and exceeding ten feet; (2) Where existing building lines or landscape areas periodically preclude these preferred widths, minimum widths will not be less than those allowed by the State of California Title 24 access requirements, or the Americans with Disability Act (ADA) design recommendations; (3) Where physical conditions present potential restrictions in pedestrian access, compliance with ADA or Title 24 minimum requirements, accommodating pedestrian movements and flows will take priority over other transportation improvements including automobile access; (4) As a mitigation of any potential impacts from periodic narrowing, the MTA will conduct a Community Linkages Study/Program and implement, at a minimum, physical improvements to ensure that all stations are fully accessible as defined in the Americans with Disabilities Act; (5) Alternative routing for pedestrians that allow completion of access to the station and to destinations in the immediate vicinity of the station will be developed through the Community Linkages Study/Program.

The alternative of removing or significantly altering existing building frontages facing the track or stations would create a more significant impact on the integrity and uniqueness of the surrounding community than periodic reductions in the adjacent sidewalk widths. In lieu of altering the building frontages or further reductions in the roadway width, alternative routing of pedestrian travel and improvements to the surrounding pedestrian network as part of the Community Linkages Study/Program will provide a significant improvement to the pedestrian access to the station and to adjacent destinations beyond potential inconveniences

- 21 K resulting in periodic sidewalk narrowing. Implementation of the LRT Build Alternative will restore an historic function of the First Street Viaduct. The structure was designed and built in 1927-1929 to carry streetcar lines in addition to vehicular traffic and included a double track along the center of the roadbed. A suspension system for catenary lines was integrated into the streetlight standards. This system was in place during the viaduct's period of significance, established by the Determination of Eligibility (National Register) to be from 1929 to 1963.

MTA has revised the LRT design on the 1<sup>st</sup> Street Bridge so that the catenary system will use poles in the center of the bridge as requested. Given the historic precedent for a catenary system, the new system, compatible with the historic fabric, will not result in impacts to the historic character of the viaduct. Design of any new components will adhere to guidelines established by the Secretary of the Interior's Standards for the Treatment of Historic Properties, resulting in no impact to the viaduct.

- 21 L The historical resource survey established that existing street lighting is typically of the utility pole mounted or free-standing aluminum gooseneck type, of relatively recent manufacture. Traffic signals are of similar style and age. The only historical streetlights identified along the LRT alignment are the light poles of the 1<sup>st</sup> Street Viaduct from which the original lamps have been removed. In 1998, MTA installed street lights that appear, but are not, historic at Mariachi Plaza. All streetlights around Mariachi Plaza, as well as the kiosk and any other historical elements around the plaza, will remain intact and visible to the public. The station entrance and associated features will be designed in a manner that will compliment the Plaza's features and minimize visual impacts.

- 21 M As discussed in Section 4.6 of the Final SEIS/SEIR, the LRT Build Alternative will not add new light sources in areas that are currently dark. Option A would not result in headlight glare into sensitive uses, except where the guideway vehicles traveling west on 3<sup>rd</sup> Street and turning north on Indiana Street would shine their headlamps into the adjacent residential area. Under Option B, the alignment would be placed further from the residences on the west side of the street, therefore, the potential for headlamps shining into these residences would be reduced. Landscaping or other shielding/screening material will be placed in the path of the headlamps to offset light/glare impacts to property and/or business owners along Indiana Street. Note that there currently is no screening material that reduces the effects of glare from vehicles traveling on Indiana Street. The only major change to shade and shadows would occur where the elevated structure crosses US 101, near Union Station. This would be a minor impact because the motorist that would view this shadow would only do so momentarily, while passing under it on the freeway. See also response to Comment 21CL.

- 21 N Section 4.1 and Figure 4.1-2A of the Final SEIS/SEIR have been revised to reflect the updated Central City North Community Plan.

- 21 O Section 4.1 of the Final SEIS/SEIR has been revised to include policies from the 1998 Boyle Heights Community Plan.

- 21 P The text of Section 4.2.3.2 of the Final SEIS/SEIR has been revised to state the following:

***Lighting Improvements and Proposition 218***

In general, any street or pedestrian lighting improvements within the City of Los Angeles that create new assessments or increase existing assessments to property owners require the Proposition 218 process. This process not only requires community participation but also public approval through a ballot process. Not all lighting improvements will require the process, but all lighting improvements associated with the LRT Build Alternative will be reviewed for eligibility by the City of Los Angeles prior to installation. The lighting



- assessment is paid by property owners through the County property tax.
- 21 Q See responses to Comments 21 AQ and DR.
- 21 R See response to Comment 21F.
- 21 S See response to Comment 21F.
- 21 T See response to Comment 21F.
- 21 U The issue of the 1<sup>st</sup>/Utah Station location has been resolved through cooperative negotiations with LADOT/HACLA and CRALA resulting in the station remaining where it was shown in the Draft SEIS/SEIR so as to best serve the Rebuilt Pico/Aliso housing project and related new commercial development.
- 21 V MTA will not widen 1<sup>st</sup> Street from W. of Concord to East of Lorena. Instead it has opted to place the tunnel portal on the north side of 1<sup>st</sup> Street as agreed with LADOT due to the potential to create unsafe pedestrian conditions adjacent to the Mercado. During the Draft EIS/EIR process, split track on two streets was considered and rejected due to unavoidable environmental impacts on residential areas. Similarly single track segments were rejected due to impacts on LRT operations.

The MTA Board adopted Option 1 on May 24, 2001. Option 1 best meets the objectives of the project in part through minimizing construction impacts and being constructible within the available funding. Traffic flow impacts and loss of on street parking, generated by Option 1, will be mitigated by parking replacement, urban design, and traffic management mitigations. Option B, now being studied as part of the Final SEIS/SEIR, eliminates problems associated with the portal since no station will be provided at 1<sup>st</sup>/Lorena; instead, a station will be provided at 3<sup>rd</sup>/Indiana.

- 21 W Transit priority signalization will be implemented during the PE phase. Transit priority will be substituted for preemption as requested.
- 21 X Please refer to Section 3.1.2.2, Bus Operation Impacts, where these impacts are discussed. MTA will widen 1st Street to provide two lanes each way from Alameda to Vignes Street, which will eliminate the blockage of a single traffic lane by a loading bus. On those streets with one traffic lane in each direction, the following mitigation measures will be implemented: For both options, if any bus stops are displaced due to street design changes with the introduction of the LRT system, a replacement bus stop will be designated within one-eighth of a mile of the original stop. Bus stops will be relocated to the adjacent corner of the same intersection if possible in order to maintain service access for bus passengers. Local bus service schedules will be reviewed and adjusted if required to reflect the modified traffic conditions with LRT operations.
- 21 Y See response to Comment 21F.
- 21 Z Comment noted. Posted speed limits will be reviewed by MTA in cooperation with LADOT in developing the LRT Operational Plan.
- 21 AA See response to Comment 21I. See conceptual traffic layout drawings furnished to LADOT for signalized intersections where left turns would be accommodated via split phase signal operations, except for the following five left turn locations:
- ◆ 1st Street and Lorena Street – Prohibit eastbound and westbound left turns off 1st Street onto Lorena (Option A only).
  - ◆ 1st Street and Indiana Street – Prohibit eastbound left turns off 1st Street onto Indiana (both options).
  - ◆ 3rd Street and Indiana Street – Prohibit westbound left turns off 3rd Street onto Indiana (both options).
  - ◆ Beverly Boulevard and Atlantic Boulevard - Prohibit eastbound left turns off Beverly onto Atlantic under Option A.
  - ◆ 3rd Street and Pomona/Beverly/Woods – Prohibit westbound left turns from Beverly to

Woods under Option B.

- 21 AB Signalized intersections to be closed are listed above in 21AA. Traffic forecasts and intersection analyses were previously furnished to the City of LA on December 11, 2000.
- 21 AC The MTA realizes the importance of allowing delivery trucks to access business along the Eastside Corridor right-of-way. Delivery trucks will be able to access business via right hand turns. If there is not enough room to accommodate a right hand turn, the MTA will provide an alternative access point.
- 21 AD Conceptual traffic layout plans (striping plans) were furnished to Mr. Joe Kennedy of LADOT on January 5, 2001.
- 21 AE With the exception of the five intersection locations listed below, left turns would be permitted at most future signalized intersections along the entire LRT corridor.
- ◆ 1<sup>st</sup> Street and Lorena Street – Prohibit eastbound and westbound left turns under Option A.
  - ◆ 1<sup>st</sup> Street and Indiana Street – Prohibit eastbound left turns.
  - ◆ 3<sup>rd</sup> Street and Indiana Street – Prohibit westbound left turns.
  - ◆ Beverly Boulevard and Atlantic Boulevard - Prohibit eastbound left turns under Option A.
  - ◆ 3rd Street and Pomona/Beverly/Woods – Prohibit westbound left turns from Beverly to Woods under Option B.
- 21 AF Please refer to Section 3.1.2.2, Bus Operation Impacts, where these impacts are discussed. MTA will widen 1st Street to provide two lanes each way from Alameda to Vignes Street, which will eliminate the blockage of a single traffic lane by a loading bus.
- 21 AG Traffic analysis calculations were provided to MTA in December of 2000.
- 21 AH See response to Comment 21E.
- 21 AI See response to Comment 21J.
- 21 AJ MTA will fund all law enforcement and security needs of the Project as it does for the existing Red, Blue and Green Lines. This verbage has been added to Section 4.14.4 of the Final SEIS/SEIR.
- 21 AK See response to Comment 21AQ. The areas proposed for construction staging and lay down areas are adequate in size, having been carefully calculated by civil engineers.
- 21 AL MTA will work with all LA City requirements with regards to crossing guards in the City of Los Angeles. Revisions have been made to the summary of impacts table in the Final SEIS/SEIR.
- 21 AM Alternative designs and mitigations for the Lorena Street portal have been discussed between MTA and LADOT to address DOT concerns at this location. See response to Comment 21V.
- 21 AN Option 3 was not adopted by the MTA Board. For the options being evaluated in the Final SEIS/SEIR, the MTA property at 1<sup>st</sup>/Lorena is substantial in size and is projected to suffice for both laydown and worker parking needs. If the contractor needs more parking area, they will need to lease it on the open market. The construction contract will stipulate that on-street worker parking is not allowed. Contractor lease of supplemental parking has been effective on all previous MTA projects when needed.
- 21 AO The request has been incorporated into the design.
- 21 AP MTA will coordinate closely with LADOT to develop a worksite traffic control program and construction sequencing plan to meet LADOT requirements.
- 21 AQ Careful investigation during preliminary engineering indicates that lay down areas identified in the document are adequate. Portions of the former Chavez/Soto station site will also be used for staging and lay down.
- 21 AR Gates or access points do not currently exist along the 1st Street side of Pecan Park; therefore, the screening along Pecan Park will not include gates or access points to the park.

- It would simply provide a temporary solid barrier where there is currently only a fence to reduce the "attractive nuisance" views from the park into the construction site in the center median of 1st Street where a portal would be installed. Because there are no gates or access points on this side of the park, no sight obstructions would occur.
- 21 AS The MTA will work with all City, County and State agencies to ensure that all contracts are abided by. The MTA is also working closely with all City, County, and State agencies to ensure that all construction and operation related issues are addressed. MTA will ensure that all emergency requirements are met specifically in regards to problems that may occur outside of the day-to-day construction operational issues such as utility emergencies, natural disasters, subsidence, etc. The MTA will assure compliance with these responsibilities by developing its plans and contracts in accordance with adopted MTA Design Criteria including MTA Fire Life Safety Criteria. All safety related procedures will be reviewed with the MTA Fire Life Safety Committee which includes a City and a County Fire Chief.
- 21 AT The Final SEIS/SEIR has addressed changes to Alameda Street and 1<sup>st</sup> Street which will maintain basic street capacity, which will maintain the travel time comparisons as shown in the Draft SEIS/SEIR for the City of Los Angeles portion of the project.
- 21 AU See response to Comment 21F.
- 21 AV See responses to Comments 21M and 21CL regarding analysis of light and glare impacts. MTA does not plan to install new street lights unless a street is widened, or the sidewalks are modified. If some street lights need to be replaced, MTA will reproduce conditions that are currently in place and conform to existing conditions. Furthermore, studies considering upgrades will consider and stress conformity, safety, and accessibility.
- 21 AW Section 1.2 has been revised to include a description of the City of Los Angeles' Transportation Element under Section 1.2.2.2. This resulted in the numbering being revised for all of Section 1.2. Street classification and standards from the Transportation Element are outlined in Table 1-2.
- 21 AX The sentence has been modified. The table has been modified, and a new table has been inserted. See response to Comment 21AW.
- 21 AY The figures have been revised for the Final SEIS/SEIR.
- 21 AZ Average Daily Traffic (ADT) counts were performed at 15 locations, which were selected as representative locations along the corridor. These locations correspond to screenlines, as explained in Section 3.2.2.2. ADT was not determined for Alameda Street north of Commercial Street as it was decided that a count on Alameda south of Temple Street would suffice.
- 21 BA The number of lanes in Table 1-3 does not include left turn lanes. Left turn lanes are typically only at intersections. This table covers the lane configurations for the study length of the street. There is no parking on Alameda Street – the table has been modified.
- 21 BB Refer to Section 3.2.2.3. A discussion of V/C has been added to this section.
- 21 BC See response to Comments 21D and 21CE.
- 21 BD The improvements being proposed by LADOT in conjunction with the MTA are shown on the engineering drawings that support the Final SEIS/SEIR.
- 21 BE Text of the Final SEIS/SEIR has been revised to reflect Eastside conditions. See response to Comment 21W.
- 21 BF MTA will coordinate with the Bureau of Street Lighting related to the existing and future public lighting requirements and improvements.
- 21 BG Figure 2-8 of the Final SEIS/SEIR shows the proposed bus routings for the LRT project and Figure 2-7 shows the existing routes. In the text on pages 2-23 and 2-32, it explains the route changes and the reasons for them.
- 21 BH See responses to Comments 21F and 21V.

- 21 BI The LRT project running times have been revised during the preliminary engineering and Final SEIS/SEIR work efforts to reflect the new street configurations and operating conditions. This also includes some additional delays due to street congestion and signal priority systems (versus signal preemption). Approximately one minute has been added to the overall running time.
- 21 BJ See response to Comments 21AB, 21AC, and 21AE.
- 21 BK The yard lead track plans have been revised as discussed in Chapter 2.0 of the Final SEIS/SEIR. The track is no longer split at Hewitt Street. Dual tracks traverse Ducommun Street.
- 21 BL Patronage forecasts for the Eastside Corridor project were developed using the MTA's Travel Demand Model. The MTA mode choice model was developed and calibrated as a part of the Eastside Corridor Project. The MTA travel demand modeling process has been validated using observations of individual travel choices obtained through surveys in the region focusing on travel characteristics and behavior of travelers and their households.
- The MTA model encompasses portions of the five county area, like the Southern California Association of Governments (SCAG) regional model but with a greater emphasis on transit. SCAG is the metropolitan planning organization for the Southern California region, and provides the regionally accepted demographics to MTA to use in their modeling process. The MTA travel demand modeling process is a typical four-step model: trip generation, trip distribution, mode choice and trip assignment. More detailed information concerning the development, land use and demographic forecasts, travel forecasting procedures and calibration results of the model is available through MTA.
- 21 BM Please refer to Section 3.1.2.2, Bus Operation Impacts, where these impacts are discussed. MTA will widen 1st Street to provide two lanes each way from Alameda to Vignes Street, which will eliminate the blockage of a single traffic lane by a loading bus.
- 21 BN Chapter 3 has been modified as per the comment.
- 21 BO Refer to the responses to Comments 21AW and 21AX.
- 21 BP See response to Comment 21F.
- 21 BQ See response to Comment 21D. The additional intersections cited will not be reviewed at this time. A list of approved study intersections was approved by LADOT prior to the beginning of this study. It is referenced in Section 3.2.2.3, Peak Hour Traffic Analysis, of the Final SEIS/SEIR.
- 21 BR See response to Comment 21C.
- 21 BS See response to Comment 21C.
- 21 BT See response to Comment 21D.
- 21 BU Requested changes have been addressed in Table 3-6.
- 21 BV Refer to response to Comment 21C.
- 21 BW Refer to response to Comment 21C.
- 21 BX Refer to responses to Comments 21A and 21F.
- 21 BY The Calca DB program developed by LADOT was utilized to analyze the signalized intersection level of service including the split phase operations proposed at signalized intersections along the corridor. Pedestrian movements would be made in conjunction with the parallel traffic movement phase. Left turn prohibitions are proposed as mitigation measures at the following five intersections:
- ◆ 1<sup>st</sup> Street and Lorena Street – Prohibit eastbound and westbound left turns off 1<sup>st</sup> Street onto Lorena under Option A.
  - ◆ 1<sup>st</sup> Street and Indiana Street – Prohibit eastbound left turns off 1<sup>st</sup> Street onto Indiana.
  - ◆ 3<sup>rd</sup> Street and Indiana Street – Prohibit westbound left turns off 3<sup>rd</sup> Street onto Indiana.
  - ◆ Beverly Boulevard and Atlantic Boulevard - Prohibit eastbound left turns off Beverly

onto Atlantic under Option A.

- ◆ 3<sup>rd</sup> Street and Pomona/Beverly/Woods – Prohibit westbound left turns from Beverly to Woods under Option B.

The LADOT proposal for widening 1<sup>st</sup> Street between Alameda and Vignes to provide two lanes each way will be implemented. At other single lane locations, MTA will review options for widening to provide two lanes each way along 1<sup>st</sup> Street and Indiana Street and continue to work with the LADOT on improving conditions. The level of service analysis assumes an average intersection train crossing time of 32 seconds and five minute peak period train headways, for an overall LRT capacity reduction factor equivalent to a V/C of 0.22. Depending upon actual train operation requirements through specific 90° turns, greater LRT time allowances may be required at the four 90° turn locations along the LRT alignment. The LADOT proposed LRT alignment along the east side of widened Alameda Street will be implemented to address the LRT clearance time issue and left turn issue. The LRT U-section at the Lorena Station and the proposed traffic layouts at signalized and unsignalized intersections along the LRT alignment are shown in the conceptual traffic drawings furnished to LADOT on January 5, 2001. Street widths and turning movement access to and from driveways will be reviewed during preliminary engineering to ensure adequate property access in accordance with adopted MTA Design Criteria. Access to all driveways will be maintained during construction and after project implementation. If a driveway must be removed, an alternate means of access will be provided. Catenary pole design during preliminary engineering will recognize the need to meet ADA sidewalk width requirements along Indiana Street.

- 21 BZ See responses to Comments 21A and 21F.
- 21 CA A new figure has been added to illustrate the 1<sup>st</sup> Street Bridge cross section. This is now Figure 3-7, and all other figure numbers have been changed as well.
- 21 CB The requested change has been addressed in what is now Figure 3-8.
- 21 CC Signalization is required to provide safe, positive control of pedestrian crossing. Distance to nearest signalized intersection from closed crossings will be reviewed to determine whether an additional signalized pedestrian crossing should be considered at selected locations. Any proposed added pedestrian signalized crossings will be provided to LADOT and or the County of Los Angeles as well as the Review Advisory Committee for review prior to installation. Use of Caltrans Type E rolled curb will be considered during the preliminary engineering phase. A Type E curb is a rolled gutter used in special drainage situations.
- 21 CD Table 3-11 is a summary of through traffic lanes along specific blocks. Left-turn lanes and right-turn lanes are typically located at intersections. Refer to supplemental traffic analysis calculations referred to in response to Comment 21AG for intersection information.
- 21 CE A detailed traffic analysis was sent to the City of Los Angeles on December 10, 2000. As it pertains to pedestrian timing, please refer to response to Comment 21CC.
- 21 CF Being that the MTA funded a high percentage of the City of Los Angeles's ATSAC system, it is aware that the system is in place in East Los Angeles. However, in order for the system to work with and compliment the Eastside Corridor project, software will need to be added. This software is equipment which will enable some preferential treatment to be given to trains, or to detect an coming train. The ATSAC system that is in place today, by itself, will not be of benefit to the Eastside Corridor project. But with new software, the system will be able to efficiently handle both car and train traffic.
- 21 CG The MTA has not received permits and warrants for all the signalized intersections that will be impacted by the Eastside Corridor Project. However, before construction begins, all permitting processes will be completed.
- 21 CH In response to comments made by LADOT and others, the MTA has relocated the Alameda

- corridor alignment entirely off street on the east side as LADOT requested. The MTA agrees with the City of Los Angeles' modifications to the alignment along 1<sup>st</sup> Street, between Alameda and the 1<sup>st</sup> Street Bridge. For this portion of the alignment, the roadway will be widened to permit for two through lanes in each direction.
- 21 CI Detailed traffic analyses were included in a letter sent to the City of Los Angeles on December 10, 2000. Subsequently, detailed schematics of the entire alignment were provided the City as they were updated.
- 21 CJ Table 3-23 is a summary of existing typical mid-block roadway characteristics for each block on the project alignment. Left turn lanes were not identified in this table because they are located at specific intersections.
- 21 CK See response to Comment 21J.
- 21 CL See response to Comment 21E. Lighting will be provided at stations and parking lots for safety and visibility. LADOT has also expressed concern about added light and glare. MTA will balance lighting needs with the avoidance of intrusive light and glare by focusing light in the needed directions (i.e., into a park-and-ride lot for example), while shielding the light so as to avoid light being cast in private areas where darkness at night is desired. In commercial areas where merchants might welcome added lighting, MTA will evaluate removing shielding to share light. Review by the Review Advisory Committee will be provided.
- 21 CM See response to Comment 21J.
- 21 CN Wording has been added to Section 3.4.3, in the mitigation section, to include LADOT and the Bureau of Street Services Bikeway Design Group in the bicycle route planning process.
- 21 CO See response to Comment 21J.
- 21 CP Cesar Chavez is merely suggested as an example of a potential bikeway facility. Other potential streets that run parallel to 1<sup>st</sup> St. between Alameda and Indiana may be considered. The alternate route will be evaluated and developed in collaboration with LADOT and the Bureau of Street Services during the Community Linkages Study/Program. Refer to Section 3.4.3.
- 21 CQ Bus operations in single lane locations are discussed in Section 3.1.2.2 of the Final SEIS/SEIR. A detailed traffic analysis was furnished to LADOT by MTA on December 10, 2000.
- 21 CR See response to Comment 21J.
- 21 CS Section 4.1 of the Final SEIS/SEIR has been revised to reflect the pertinent information from the Community Plan Updates for Central City North and Boyle Heights. See also responses to Comments 21N and 21O.
- 21 CT Comment noted. Revisions have been made to Table 4.1-1 of the Final SEIS/SEIR.
- 21 CU See response to Comment 21P.
- 21 CV Section 4.2.3.2 of the Final SEIS/EIR has been revised to state:  
"In general, any street or pedestrian lighting improvements within the City of Los Angeles that create new assessments or increase existing assessments to property owners require the Proposition 218 process. This process not only requires community participation, but also public approval through a ballot process. Not all lighting improvements require the process. Lighting improvements associated with Option A will be reviewed for eligibility by the City of Los Angeles prior to installation. The lighting assessment is paid by property owners through the county property tax."
- 21 CW Construction will be implemented so as to avoid street closures. Construction times, haul routes, and permissible street widths during construction will be established in coordination with LADOT.
- 21 CX See responses to Comments 21L and 21AV.

21 CY The discussion of the removal of the grocery store to allow construction of the subway station entrance adjacent to Mariachi Plaza was described specifically in the Draft SEIS/SEIR. It stated that the removal of the grocery store "would continue to open up this area and make it appear less densely developed." The significance of this visual impact was discussed by stating, "while the addition of open space represented by the ground-level portion of the transit station would be a benefit for the majority of the surrounding areas, unless it was carefully designed, the lack of an enclosing element would have a significant negative visual impact on Mariachi Plaza." This was due to its effect on the historic setting of the plaza. However, subsequent to circulation of the Draft SEIS/SEIR, consultation with the State Historic Preservation Office (SHPO) in accordance with Section 106 of the National Historic Preservation Act determined that Mariachi Plaza is not eligible for listing in the National Register of Historic Places (see Sections 4.15.1.1, 4.17.2.1, and Appendix G of the Final SEIS/SEIR). Because it is not an eligible resource, the project will have no impact on its historic setting. As noted in Section 4.17.2.1, MTA will develop a community linkages study/program that will include extensive public involvement in the design for the improvements to the 1<sup>st</sup>/Boyle Station area that includes Mariachi Plaza. Refer to that section for more detail.

21 CZ The first sentence in Section 4.6.3.2, subsection "Light, Glare, Shade, and Shadow" is replaced with the following text: The LRT Build Alternative would not add major new light sources in areas that are currently dark. Generally, the areas through which the LRT would pass currently have street lights that are sufficient for visibility and safety. There would be new lighting in the vicinity of stations and station entrances, but these areas are not currently dark, and the additional lighting would not change the overall lighting levels in the vicinity of the stations.

Note also that if safety is called into question because of lack of lighting, MTA will/may reproduce conditions that are in place today along safer parts of the LRT and conform to existing conditions. However if BSL desires to upgrade or add street lights along the LRT or elsewhere it can at its own discretion under its own budget. MTA will replace lighting along the streets only if the streets are widened or if sidewalks are modified.

21 DA Predicting where wheel squeal will occur is not possible so the mitigation measures that control squeal are determined during pre-revenue operations. The mitigation measures that are used to control wheel squeal are friction modifiers that are applied to either the transit vehicle wheel or the rail. These modifiers will either lubricate the wheel/rail interface to prevent sticking or increase the friction of the wheel/rail interface to prevent slipping, both of which could cause squeal. The use of a friction modifier is determined during pre-revenue operation when the sections of track that have wheel squeal are determined.

21 DB The potential impacts of stray currents that cross 1<sup>st</sup> Street near the Los Angeles River, and at any other locations, will be prevented through standard practices stated in Section 4.18.3.2, Utilities, of the Final SEIS/SEIR.

21 DC The mitigation measures section of Section 4.13 of the Final SEIS/SEIR has been revised to state that, regarding street lighting, the Los Angeles Bureau of Street Lighting requires that high-energy efficient fixtures only are to be specified in all public lighting improvements. This allows for the use of High-pressure Sodium, Metal Alloid, and Fluorescent lamps. This excludes the use of Mercury Vapor, Low-pressure Sodium, and incandescent lamps.

21 DD A fence will be put in place at the U-section on the 1<sup>st</sup> St. alignment to discourage anyone from entering the tunnel. MTA will evaluate either an automatically closing gate, an alarm, or other advanced security measures against trespassing during final design. See response to Comment 21 DE also. The transition of the catenary wires to the tunnel will be similar to the 7<sup>th</sup> and Flower transition on the Long Beach Blue Line and also similar safety measures in place for that transition will be used on the 1<sup>st</sup> St. portal.

- 21 DE A fence will be put in place at the U-section of the alignment to discourage anyone from entering the tunnel. MTA will evaluate either an automatically closing gate, an alarm, or other advanced security measures against trespassing during final design. The result will be reviewed by the MTA Fire Life Safety Committee, including fire chiefs from the City and County Fire Departments.

Note also that money has been set aside in the Eastside Corridor budget for the purpose of identifying and implementing pedestrian and traffic safety apparatus along the entire alignment. The MTA is currently talking to other light rail train operators and vendors around the country to identify the latest technologies in safety and security equipment. The Project will be constructed in full accordance with existing MTA Fire Life Safety Criteria and will be reviewed for safety adequacy by the MTA Fire Life Safety Committee. Their participation is funded by MTA.

- 21 DF Comment noted. See revised mitigation discussion for Section 4.14.
- 21 DG Locations have not been identified for left turn gates. However, they will be given consideration at all locations where left turns are permitted along 1<sup>st</sup> and 3<sup>rd</sup> Streets. Results of the design will be checked for adequacy with the MTA Fire Life Safety Committee, the Los Angeles Department of Transportation, Los Angeles County Department of Public Works, Caltrans, and California Highway Patrol.
- 21 DH See response to Comment 21AL.
- 21 DI Comment noted. MTA concurs and will work with LADOT on development of these plans as needed.
- 21 DJ Any modification of the historic/ornamental electroliers associated with cultural resources will comply with the *Secretary's Standard for the Treatment of Historic Properties*.
- 21 DK See response to Comment 21K.
- 21 DL Safest Routes to School maps will be revised through third party coordination in order to update the maps to provide the safest routes for children to walk to school. This information has been added to Section 4.16.4 of the Final SEIS/SEIR.
- 21 DM The Final SEIS/SEIR text has been revised.
- 21 DN The Final SEIS/SEIR text has been revised.
- 21 DO The sewer at Commercial Street will be encased with concrete for protection per City Standards. The Ducommun Street sewer is to be re-located.
- 21 DP A concrete slab is to be placed over the street east of Vignes for protection of utility systems at this location.
- 21 DQ Your comment has been added as requested to Section 4.19.1 of the Final SEIS/SEIR.
- 21 DR Section 4.19.1.3 of the Final SEIS/SEIR has been revised to discuss extent of street closures and to provide information about utility relocations/modifications.
- 21 DS See response to Comment 21AQ.
- 21 DT Your comment has been added to the table in the Final SEIS/SEIR as requested.
- 21 DU Refer to response to Comment 21I.
- 21 DV Base line construction intent is to leave half of street open at all times. Any exceptions will be negotiated with LADOT. MTA agrees that some crossings will provide the ability for bridging over the track area for reopening when construction is not occurring, as requested. MTA agrees with closure limits listed.
- 21 DW MTA will consult and be guided by Caltrans codes and consultation with City of Los Angeles, Bureau of Engineering, Structural Division about safety issues and other criteria as requested.
- 21 DX Comment noted. There will be similar construction and utility relocation for U-sections as for cut-and cover-stations.
- 21 DY Comment has been added to the Final SEIS/SEIR as requested.
- 21 DZ Comment has been added to the Final SEIS/SEIR as requested.



- 21 EA See response to Comments 21DY and 21DZ. The 17-foot area represents the distance from the building line (foundation shown in figure) to the traffic lane. The street width at Soto Street will be narrower, K-rail likely. Figure 4.19-1 has been revised.
- 21 EB Typically excavators will be used for the shallow excavations at the stations until the depth of excavation is sufficient to operate under the decking. Bulldozers and excavators will move soil to the station entrance area, where it will be stock piled and loaded on to trucks – with cranes or conveyors. The crane would be on the street at the shallower excavation depths, and generally while sheeting and bracing is being installed and removed. This was typical on other Red Line projects.
- 21 EC Hatches and shafts will be located on MTA property wherever possible as requested.
- 21 ED Comment Noted.
- 21 EE Please refer to Section 3.1.2.2, Bus Operation Impacts, where these impacts are discussed. MTA will widen 1<sup>st</sup> Street to provide two lanes each way from Alameda to Vignes Street, which will eliminate the blockage of a single traffic lane by a loading bus.

Construction of the bridge approach structure south of the 101 will include an aerial structure from the bridge which transitions to at-grade just before Alameda Street. Approximately one-half of Commercial Street will need to be closed during construction of this approach structure for access to the work. The US 101 off-ramp to Alameda Street will also be closed. Closure of the ramps will be coordinated with Caltrans, who will be re-aligning the section of the 101 freeway in this area and relocating the ramps to the east. Traffic along Commercial can be accommodated by providing one lane of traffic in each direction or by providing a temporary couplet of traffic movement along Ducommon and Commercial Streets. The discussion of the aerial structure in Section 4.19.1 of the Final SEIS/SEIR has been revised.

- 21 EF MTA construction contracts will require all contractors to provide off –street parking for employees. Also see response to Comment 21 AN.
- 21 EG The MTA agrees with the recommended language change requested by the City of Los Angeles and has modified Section 4.19.2.9 accordingly. Money has been set aside to implement ideas put forth by MTA-appointed citizen advisory committees and concurred in by the MTA Fire Life Safety Committee, which include two Fire Chiefs, one each from the City and County of Los Angeles Fire Departments.
- 21 EH During final design, site and street specific Worksite Traffic Control Plans will be developed in cooperation with LADOT and Los Angeles County to accommodate required pedestrian and traffic movements in residential areas. As part of the coordination with LADOT and the County, traffic and construction schedules will be developed taking into account residential areas. To the extent possible, traffic lanes will be maintained in both directions, particularly during peak traffic hours. Access to homes and businesses will be maintained throughout the construction period. Detours through dense residential areas will be avoided to the extent possible. However, such detours may be necessary for short periods, and additional traffic noise is possible in those areas not normally subjected to higher traffic levels. In these cases, the residents will be informed of the temporary detour routes before they occur.
- 21 EI Section 4.19.2.11 has been revised to include discussion of the Pecan Park construction. MTA will work with the City to avoid construction conflicts between the LRT project and gymnasium and pool construction. MTA encourages the City to move forward with these much needed projects as soon as possible and will coordinate project construction as necessary to avoid delays to either project.
- 21 EJ The Worksite Traffic Control Plans that will be developed in cooperation with and must be approved by your agency and Los Angeles County prior to construction will determine

- locations and times of detours and therefore, the impacts on community facilities/parklands. The mitigation for unavoidable impacts will also be developed in cooperation with, and approved by, the two agencies.
- 21 EK Both of these practices adopted for the Red Line will be used on the Eastside Corridor Light Rail Project. They will be supplied to all public agencies having oversight or construction cooperation roles on the project.
- 21 EL The effect on the street surface will be dependent on the depth of the tunnel. For example, with good tunneling practice, and a tunnel 30 feet deep to the crown, settlement would be expected to be less than 0.75 inches. It must be emphasized that this amount at the surface is variable depending on the geologic conditions, depth of tunnel, alignment, type of machine used, and the contractor's workmanship. Settlement above the crown is used as it is a more consistent measure of workmanship and it should not vary with the depth of the tunnel.
- 21 EM Comment noted: The following text has been added to Section 4.19.2.15:
- Prior to discharging into the City storm drain system, MTA will: 1) Obtain water samples from the locations and depths where the dewatering is planned; 2) Perform water quality sampling tests to determine the different constituents and levels of contamination; 3) Present these findings to the RWQCB to obtain an NPDES permit that will determine the allowed levels of contaminants and volume of discharges into the storm drain system; and 4) provide the City of Los Angeles with a copy of the NPDES permit.
- 21 EN This measure has been added to the mitigation section of 4.19.2.19, Safety and Security of the Final SEIS/SEIR.
- 21 EO The text of the Final SEIS/SEIR has been revised.
- 21 EP The MTA will provide various safety measures at its construction sites. MTA security is usually located at construction site access points. MTA will be following a strict construction methods manual developed as part of the Final SEIS/SEIR, which includes the use of flaggers, cones, and flashing lights, among other items, to enhance safety within the areas of construction. Flag persons and the recommended fence gaps will be provided.
- 21 EQ The MTA will comply with all codes, rules, regulations, and permitting processes of the City and County of Los Angeles during the design and construction phase of the Eastside Corridor Project. MTA will supply decking locations as soon as they become available.
- 21 ER See response to Comments 21L, 21M, 21CL, and 21CX. Special consideration will be given to the range of light levels along the LRT path, intersections, sidewalks, and uniformity ratios. City standards and the LA City/MTA "Land Use/Transportation Policy" will be referenced for designing/proposals for lighting systems for pedestrians and park-and-ride facilities at LRT stations.
- 21 ES The revised preliminary engineering capital cost estimate based on the preliminary engineering plans and proposed mitigations are presented in the Final SEIS/SEIR. The preliminary engineering cost estimate includes all applicable project costs related to the Eastside LRT project and that are eligible for federal funding participation.

**Responses to Richard A. Warford, Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, City of Los Angeles Fire Department (Comment Letter 22)**

- 22 A This will be done and checked by the Fire Department at MTA's expense during both design and construction.
- 22 B The MTA will comply.
- 22 C Comment noted. Access will remain clear and unobstructed.
- 22 D Final lane width will be built to Fire Department requirements and verified by the Fire

- Departments at project expense.
- 22 E This will be done and checked by the Fire Department at MTA expense.
- 22 F Comment noted. Adequate fire hydrants will be provided.
- 22 G Comment noted. Tunnel construction and repairs (after operations begin) will comply with the code.
- 22 H Comment noted. Project contractors will be required to comply.
- 22 I Comment noted. The project will be designed to comply.
- 22 J See response to Comment 22I.

**Responses to Jerry Scharlin, Administrator, Community Redevelopment Agency of the City of Los Angeles (Comment Letter 23)**

- 23 A Each of the referenced comments relate to the Construction Impact Program that is developed, implemented and managed by MTA's Public Affairs Department throughout the preconstruction, construction, and pre-revenue phases of transit corridor development and completion.

Critical to the development of the construction impact program are the factors specified in the Final SEIS/SEIR. This document has legal standing and calls out the major areas of concern that must be addressed for the benefit of the community during the course of construction. Impacts to parking, access, and circulation are examples of areas of major concern. Building on the data in the Final SEIS/SEIR, Public Affairs conducts door-to-door surveys to individually interpret these impacts to businesses, residents, schools and facilities and the population inhabiting, working or frequenting these locations.

Development of a construction impact program is the result of the compiled data from the surveys and ongoing meetings with individuals and groups in the community. A true understanding of the patterns for commerce, education, recreation and general circulation is the underpinning for a successful construction impact program. With this knowledge, the Public Affairs team develops individual impact programs for businesses, facilities, and residents. These programs may include signage, advertising, improved access, parking, cleaning, community fairs, security and pursuing flexibility for scheduling work activities if feasible. Construction impact programs are developed and budgeted annually in consultation with affected businesses and facilities.

As part of the construction impact program, the Public Affairs team has the responsibility to keep the community informed of all current and expected construction activities and impacts. This is accomplished through regularly scheduled meetings in the community, publication of newsletters and the distribution of construction notices. Public Affairs officers represent the community's concerns at meetings with the MTA's contractors and third party participants such as the utilities. Public Affairs Officers are on call and on page for immediate response to concerns or urgent matters affecting the community as a result of transit corridor construction.

The Construction Impact Programs will be developed in accordance with MTA Board adopted criteria for the Construction Impact Program. They will be developed to the same Board approved standard used in the MTA Red Line MOS-3 Project.

- 23 B Section 4.14 of the Final SEIS/SEIR discusses mitigation for the tunnel portals. A fence will be put in place at the U-section of the alignment to discourage anyone from entering the tunnel. MTA will evaluate either an automatically closing gate, an alarm, or other

- advanced security measures against trespassing during final design. The result will be reviewed by the MTA Fire Life Safety Committee, including fire chiefs from the City and County Fire Departments. In addition, MTA will utilize distinctive signs and lights to warn pedestrians of trains emerging from the tunnel. Note also that MTA is conducting station area meetings that provide local residents, businesses, and organizations the opportunity to provide input into planning for specific station areas.
- 23 C On May 24, 2001, the Board approved an at-grade alignment from 1<sup>st</sup>/Lorena to 3<sup>rd</sup>/Rowan. Preliminary engineering has indicated that the addition of a station east of Lorena Street creates additional significant impacts to businesses and residents. The major hindrance is the need to trench in front of businesses to allow for the station to meet ADA, MTA and State requirements. This trench prohibits left turns and creates a safety hazard to autos backing on to the street from existing businesses.
- 23 D The Draft SEIS/SEIR did show the proposed locations of all system appurtenances and ancillary facilities. These facilities and certain locations have been further refined through preliminary engineering and are discussed in the Final SEIS/SEIR. Community meetings are also being held to discuss the locations.

**Responses to Steve Gonzales, Associate Planner, City of Monterey Park  
(Comment Letter 24)**

- 24 A Comment Noted.
- 24 B The Final SEIS/SEIR and the Mitigation Monitoring Program will identify responsibility for implementation of all proposed traffic mitigation measures.
- 24 C Section 4.19.2.2, Construction Impacts: Traffic, includes a section on Mitigation, which has been changed to include the City of Monterey Park in the coordination of Traffic Management Plans where appropriate.

**Responses to Raymond E. Dippel, Assistant Environmental Planning Specialist, Los Angeles Unified School District (Comment Letter 25)**

- 25 A The project description has changed since the origination of the letter agreement between LAUSD and MTA. Nevertheless, MTA will adhere to those points of the agreement that were previously made as part of the former project and that can be applied to the new project at this time. MTA will work closely with PUC, State, County, City of L.A., and LAUSD to ensure all noise and air quality issues are addressed.
- 25 B MTA will meet all PUC, State, City of Los Angeles, and LAUSD requirements in dealing with air quality and noise adjacent to school sites. The project description has changed since the origination of the letter agreement between LAUSD and MTA. Nevertheless, MTA will adhere to those points of the agreement that can be applied to the new project at this time.
- 25 C See responses to Comments 25 H through 25N.
- 25 D See responses to Comments 25O through 25AD.
- 25 E Option 1 was selected by the MTA Board on May 24, 2001 to be carried into the Final SEIS/SEIR. However, since that time, MTA has been meeting with LAUSD and LADOT to discuss concerns relating to Ramona High School, traffic and parking issues on Indiana Street, and the operation of the LRT in the vicinity. As a result of these discussions, MTA has decided to study an additional option (Option B) in the Final SEIS/SEIR (refer to

Chapter 2.0 for a complete discussion of the option). Option B includes purchasing a new school site (whether with a new or existing building) in the community that is acceptable to LAUSD or reconstructing the school building at the existing location and adding a LRT station at 3<sup>rd</sup>/Indiana, which will provide the students and faculty with convenient access to the LRT. MTA, with LAUSD and LADOT input, will decide which option to implement after considering all of the findings in the Final SEIS/SEIR regarding environmental impacts of each option. The new option involves acquisition of existing uses on the east side of Indiana Street between 1<sup>st</sup> and 3<sup>rd</sup> Streets. The acquisitions would allow the existing travel lanes and on-street parking to remain on this narrow street. The LRT track would operate on the acquired parcels east of Indiana Street. If Option B is selected, MTA will provide funding to LAUSD to either purchase a new school site (whether with a new or existing building) acceptable to LAUSD or to reconstruct the school at its present location. It is not feasible for MTA to analyze the impacts of this proposed school replacement at this time because LAUSD has not undertaken any programmatic planning for the new school and the timing, location, and extent of work required to undertake this replacement are unknown. MTA staff has conferred with LAUSD staff, and LAUSD has agreed that, upon its completion of programmatic planning and identification of potential new sites, LAUSD will conduct all required environmental studies as a condition to its determination of whether to relocate or reconstruct the school. Because of the indeterminate nature of the school project, it is beyond the scope of the analysis for the Eastside Corridor Project. However, MTA will monitor LAUSD progress with regard to Ramona High School decision-making and will work with LAUSD to address any conflicts which may arise between LAUSD's Ramona High School and MTA's Eastside Corridor project.

- 25 F Regarding air quality analysis, Sections 4.7 and 4.19.2.6 of the Draft SEIS/SEIR presented the air quality analyses that were conducted for this project. The analyses are consistent with what the SCAQMD requires in their CEQA guidelines manual. No further analysis per CEQA is required. No mitigation for LRT operations is required because the project is expected to have a beneficial effect on air quality. To satisfy conditions of the 1994 letter agreement with LAUSD on the suspended project, additional air quality construction analysis was conducted for the schools within 700 feet of the alignment. The results of the analysis are presented in Section 4.19.2.6 of the Final SEIS/SEIR. Construction air quality mitigation measures are also detailed in that section. In addition, all contractors will be required to conform to MTA Section 01566 mandates, that requires equipment engines to be properly tuned at all times. MTA will coordinate construction activities with school, daycare, and convalescent centers within the area that may be affected by the proposed project to minimize air quality impacts to these sensitive receptor locations.

With regard to noise and vibration, Section 4.8.3 of the Final SEIS/SEIR evaluates impacts of LRT operations on LAUSD's schools nearest the alignment, and no impacts are anticipated at any of them. Regarding construction impacts, as noted in Section 4.19.2.7, "...if noise from construction activities creates disruption at schools, MTA will take action to resolve the issue through reducing or blocking noise from reaching the schools or shifting construction activity to less sensitive time periods. During construction the contractor will be required to implement mandatory mitigation measures to reduce potential noise and vibration impacts on nearby schools...These measures will be based on maintaining acceptable interior noise levels within the school classrooms and occupied spaces. MTA will develop these criteria in coordination with LAUSD and the individual school administrators. MTA will require the contractor to prepare noise and vibration control plans to meet these criteria and will also require the contractor to adhere to a plan to monitor the construction noise and vibration levels to ensure compliance."

- 25 G The project description has changed since the origination of the letter agreement between

- LAUSD and MTA. Nevertheless, MTA will adhere to those points of the agreement that can be applied to the new project at this time. Regarding the project's noise and air quality impacts to schools near the alignment, please see response to Comment 25F.
- 25 H Prior to actual construction, the MTA will meet with all impacted parties to devise a comprehensive Construction Impacts Program. The MTA is committed to minimize the construction impacts as much as possible and work with the community to facilitate this. This plan will be developed in accordance with MTA Board Adopted Design Criteria including Fire Life Safety Criteria.
- 25 I The mitigation measures presented in Section 4.19.2.19, Safety and Security, of the Final SEIS/SEIR are designed to minimize these types of impacts on student pedestrians.
- 25 J The contractors will be required to inform their drivers that they must drive cautiously in areas with concentrations of school children and must stop when they encounter school buses using red flashing lights.
- 25 K As noted in the mitigation portion of Section 4.19.2.19, MTA and their contractors will coordinate and notify the LAUSD, to the fullest extent possible, the scheduling planned for LRT construction. They will also notify LAUSD of possible impacts on school pedestrian and bus routes.
- 25 L The construction contract will contain stipulations that the contractor will not allow vehicles to stage or park along streets bordering school sites unless they contain vehicle-mounted machinery actively in use as part of construction while the vehicle is parked. The construction contractor will also be responsible for providing flag persons at construction sites, as needed, where construction activities compromise the safety of pedestrians and/or motorists while traveling to and from schools. LAUSD will be invited to participate as part of MTA's Third Party Coordination Group to develop Worksite Traffic Control Plans prior to approval by LADOT and the County Department of Public Works. The plans would consider ways to minimize potential conflicts with school buses and student pedestrians.
- 25 M The Agency will ensure that construction sites are contained. This includes proper fencing and site security. All routing alternatives, if any will be devised in cooperation with impacted parties. Modifying routes will be avoided as much as possible.
- 25 N See response to Comment 25J.
- 25 O Comment noted. MTA is committed to providing the funding for a safety education program at the affected schools.
- 25 P The use of perimeter fencing along the entire length of project is infeasible since the right-of-way is in mixed flow traffic. Fencing the entire length would create traffic problems along the route as well as for motorists crossing the route. In addition, businesses would be negatively impacted due to the reduced access as caused by the fence. However, fencing will be used at all station and construction staging locations. All other at grade construction areas will be treated similar to typical street repaving or repair projects.
- 25 Q Project budget does not allow grade separations at all schools but MTA construction will be providing train safety presentations to all adjacent schools. Noise impacts would likely be increased by an aerial grade separation, therefore, aerial grade separations were rejected.
- 25 R The MTA Board did not adopt the Busway alternative. MTA is examining advanced gates to govern left hand turns. All traffic safety measures for the project will be developed to fully comply with applicable laws and MTA Fire, Life, Safety Criteria. MTA will consult with LAUSD about school-related safety issues throughout design. The project description has changed since the origination of the letter agreement between LAUSD and MTA. Nevertheless, MTA will adhere to those points of the agreement that can be applied to the new project at this time.
- 25 S The MTA agrees with this recommendation. Designated/signalized pedestrian crosswalks will be provided at appropriate locations near schools. In addition, the MTA will provide professional crosswalk guards at these sites for as long as school administrators desire them.

- All locations for crossing guards will be reviewed by the MTA Fire Life Safety Committee for adequacy during both construction and operation. This committee includes a Fire Chief each from the City and County of Los Angeles Fire Departments. The Fire Life Safety Committee will approve the crossing guard plan prior to the start of construction, and if either fire chief rejects the plan, it will not be approved nor construction commenced until the fire chiefs concerns are met. Pedestrian gates will be looked on a case by case basis because such gates may not be appropriate in some situations (e.g., stations in the center of the street). MTA will comply with PUC safety standards for pedestrian crossings and will further explore other options for increasing pedestrian safety throughout the corridor.
- 25 T As noted in Section 4.19.2.19, Safety and Security, LAUSD will be notified of impending impacts on existing school bus routes. Bus access to nearby schools will be maintained throughout the construction period.
- 25 U As noted in Section 4.19.2.19, Safety and Security, MTA or their contractors will coordinate with the LAUSD and school administrators to ensure safe and convenient school pedestrian routes to schools are maintained, including the publication and distribution of school pedestrian maps.
- 25 V As noted in Section 4.19.2.19, Safety and Security, MTA or their contractors will maintain the ongoing communication and notice as requested by this comment.
- 25 W The MTA agrees with this recommendation. Appropriate traffic controls will be installed as needed.
- 25 X As noted in Section 4.19.2.19, Safety and Security, LAUSD will be invited to participate as part of MTA's Third Party Coordination Group to develop Worksite Traffic Control Plans prior to approval by LADOT and the County Department of Public Works. The plans will consider ways to minimize potential conflicts with school buses and student pedestrians. MTA or their contractors will coordinate and notify LAUSD, to the fullest extent possible, the scheduling planned for LRT construction. LADOT and DPW are responsible for determining haul routes and times. However, most of the excavated rock and soil materials from the tunneling operation will be removed at the construction staging area near the intersection of 1<sup>st</sup> Street/Boyle Avenue. Haul trucks would be routed along the on- and off-ramps of the nearby US 101 freeway, and impacts on sensitive uses in the project area would, therefore, be minimized.
- 25 Y See response to Comment 25L.
- 25 Z Section 4.19.2.19 calls for providing crossing guards in the vicinity of all construction sites and haul routes as warranted in accordance with *California DOT Traffic Manual, Chapter 10-07.3, Warrants for Adult Crossing Guards*. Where the manual criterion does not warrant placement of crossing guards, MTA may provide crossing guards during school hours on a site-specific basis during school hours during construction, where related lane closures will divert traffic to residential streets utilized by elementary and middle school students.
- 25 AA See response to Comment 25L.
- 25 AB As noted in Section 4.19.2.19, the contractor will be responsible for providing safety and security at construction sites at a level that MTA determines to be appropriate. Among the possible measures cited includes installation of temporary fencing or other barriers around material laydown, subway excavation, and station sites.
- 25 AC As noted in Section 4.19.2.19, the contractor will be responsible for providing security at construction sites at a level that MTA determines to be appropriate. Among the possible measures cited includes use of security patrols.
- 25 AD As noted in Section 4.19.2.19, the contractor will be responsible for providing security at construction sites at a level that MTA determines to be appropriate. Among the possible measures cited includes providing barriers around material laydown, subway excavation, and station sites to minimize trespassing, vandalism, and short-cut attractions.

26 **No Comment Letter**

**Responses to Eric Mann and Deborah Orosz, Bus Riders Union Planning Committee  
(Comment Letter 27)**

27 A The planning process leading to the selection of the LRT Build Alternative is fully documented in Chapter 2 of the Draft and Final SEIS/SEIR (especially Sections 2.2 and 2.3). The Re-Evaluation/Major Investment Study (MIS) considered over 47 alternatives and analyzed eight alternatives, including four bus rapid transit alternatives, a Transportation System Management Alternative, and the No Build Alternative. The MIS included an extensive and comprehensive public involvement program, an MTA Board workshop, and two MTA formal Board meetings leading to the decision on the alternatives to be included in the Draft SEIS/SEIR.

27 B The MTA is committed to improving transit services within the area. In 1999, the MTA initiated the Metro Rapid Bus program on the Whittier/Wilshire Corridor. The program has been extremely successful. The Eastside Light Rail Project will further enhance transit service in the area by including Eastside communities on the regional rail network that will connect to Pasadena, South Pasadena, Lincoln Heights, Downtown L.A., Hollywood, North Hollywood, Mid-Wilshire, Long Beach, Compton, Artesia, and more. Included in the Eastside Light Rail Project budget is funding for new feeder bus services that will connect the communities to the stations. The MTA is able to utilize Federal funding as a portion of this project for the buses by including them as part of the Eastside Light Rail Project. If the project was not built, the MTA would not be able to utilize the Federal funding available for general bus purchase or operation because it was earmarked specifically for fixed guideway new starts projects. Cancellation of this Light Rail Project would cause hundreds of millions of Federal New Start dollars to potentially leave this City and County and be reallocated to other cities or states.

In addition, the State and local funding which will be used to construct the Eastside Light Rail Project may not be used for bus operations. Therefore, a decision to not construct this line will not result in the availability of any additional funding for bus operations.

The MTA has signed a Consent Decree which sets forth certain standards for bus overcrowding and which requires some limited new bus service. The MTA has already added substantial new bus service in response to the Consent Decree. There currently is a dispute between the parties to the Consent Decree as to the exact amount of service required, and this dispute will be resolved by the courts. The MTA is prepared to implement such new service as is ultimately ordered by the courts regardless of whether the MTA moves forward with the construction of the Eastside Light Rail Project. Nothing in the Consent Decree limits the ability of the MTA to construct new rail lines. To the contrary, the Consent Decree specifically states that "Capital improvement and programming for MTA shall include attention to all modes of transportation."

27 C Travel time reduction is but one measure for the public and MTA to consider. Travel time savings as well as other factors are considered by the MTA Board in making a decision.

27 D During the Re-Evaluation/Major Investment Study (MIS) trade-offs between bus rapid transit and light rail were considered by the MTA Board. The 15,000 daily passengers or approximately 2,500 passengers per route mile are considered very good ridership and well above other systems in the U.S. For example, the highly successful Long Beach Blue Line has approximately 2,800 passengers per route mile.



- 27 E There are two plans, SCAQMD Rule 403 and MTA Section 01566 (Pollution Controls), to mitigate all criteria pollutant emissions to the greatest extent feasible. Nonetheless, as disclosed in the Final SEIS/SEIR document, worst-case PM<sub>10</sub> and NO<sub>x</sub> emissions are still anticipated to exceed SCAQMD significance levels. Note that this impact will be included in the Statement of Overriding Considerations (CEQA Guidelines Section 15093) that MTA will prepare to balance the benefits of the project against its unavoidable environmental risk when determining whether to approve the project.

**Responses to Stephen A. Finnegan, Principal Transportation Policy Specialist,  
Automobile Club of Southern California (Comment Letter 28)**

- 28 A The ridership estimate for the six-mile project based on passengers per route mile is equivalent to the productivity of the Long Beach Blue Line. Every effort will be made during preliminary engineering to reduce the project cost and work closely with the Pasadena Blue Line authority on cost-savings measures.
- 28 B Chapter 3 addresses traffic impacts and suggested mitigation measures, including anticipated traffic volume changes on parallel streets and projected LOS with and without the LRT project. In addition, MTA has made major LRT alignment modifications along Alameda Street and 1st Street since circulation of the Draft SEIS/SEIR to significantly improve traffic flow along those streets and to address LADOT concerns.
- 28 C Section 3.3 of the Final SEIS/SEIR discusses areas where replacement parking is needed based on demand. Tables 3-24 through 3-28 show anticipated parking impacts under each option. MTA has committed to providing replacement parking for areas with high utilization. Locations where replacement parking will be constructed are also identified in Section 3.3 of the Final SEIS/SEIR.
- The Eastside LRT Project will have excellent supporting bus service providing access to each LRT station as discussed in Section 3.1 and Tables 3-4 and 3-6. As a result, no new parking facilities are planned along the LRT alignment, except at the Beverly/Atlantic terminal station under Option A and at the Beverly/Pomona terminal station under Option B.
- 28 D The MTA is continuing to review the combined maintenance and operating facilities issue for the two projects. The Red Line yard is proposed for the Eastside fleet of 26 vehicles. The Mid Way yard will still be used for the combined operation and the start-up of the Pasadena Blue Line in 2003. A longer term study including the extensions to Claremont and Whittier may be undertaken by MTA at some time in the future.
- 28 E The Final SEIS/SEIR considers the relocation of some stations but not a reduction in stations. The stations were selected based on community plans, accessibility, and potential ridership. The cost of the at-grade stations is not significant (\$3-\$4 million each) and deleting two or three stations will not significantly reduce the project cost.
- 28 F The details of the capital cost are available and will be provided upon request. The Final SEIS/SEIR includes updated cost estimates based on the decisions made in response to the public comments and to the project's preliminary engineering work efforts. Section 5.1.3 of the Draft SEIS/SEIR details the proposed funding sources using state and federal funds. The proposed financial plan is consistent with MTA's Long Range Transportation Plan adopted in April 2001. A refined funding plan is presented in Chapter 5 of the Final SEIS/SEIR. The issue of reducing the federal contribution and substituting local sales tax funds has been discussed by the MTA but that action by the MTA could possibly reduce the funding for other (transit related) projects if local sales tax funds were used instead of federal funds.

**Responses to Thomas Stanley, Campaign for Better Transit, Los Angeles  
(Comment Letter 29)**

- 29 A The Eastside funding proposal as presented in Section 5.1.3 of the Draft SEIS/SEIR does not use any local sales tax revenues. The MTA has not found a way around the 1998 prohibition.
- 29 B The MTA Board considered the extension of the subway (Option 3) but rejected it. The MTA Board directed staff to minimize the impacts to the Indiana Street transition and an at-grade, off-street option has been developed to respond to community concerns and is presented in the Final SEIS/SEIR.
- 29 C More creative station entrances have been developed during Preliminary Engineering. The relocation of the Ranch Market is necessary for the implementation of the 1<sup>st</sup>/Boyle plaza design. Alternatives do not provide adequate pedestrian pathways. Acquisition and demolition of the Ranch Market was environmentally cleared and approved in connection with the suspended Metro Red Line project.

A station at Eastern Ave would be next to two cemeteries, a car lot, and a car wash. These uses do not support the construction of a station at this location. L.A. County's Orange Line, which serves CSULA and City Terrace, and Monterey Park 5 Line which also serves CSULA will connect to the 3<sup>rd</sup> /Mednik station.

**Responses to Silvia Viramontes, Gabriel Rico, Ventura Guzman, and Jose Viramontes,  
Members, Union Y Fuerza de la Comunidad (Comment Letter 30)**

- 30 A MTA granted an extension to the public review period from 45 to 60 days. CEQA Guidelines (Section 15105) state that "The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances." No unusual circumstances have occurred with the Eastside Corridor LRT project; therefore, an extension beyond 60 days is not necessary.

The executive summary of the Draft SEIS/SEIR was translated into Spanish and was available at the community meetings and for those individuals who requested a copy. Over 100 copies were distributed to community members who requested a Spanish version of the executive summary. Presentation material at the community meetings was also translated into Spanish.

**Responses to Silvia Viramontes, Member, Union Y Fuerza de la Comunidad  
(Comment Letter 31)**

- 31 A Numerous alternatives have been considered during the course of this study and are documented in the Re-Evaluation/Major Investment Study (MIS) for the Eastside Corridor (February 2000). Input was solicited from the public through an extensive community outreach program to assist in defining eight build alternatives to be further assessed in the Re-Evaluation MIS. Preliminary mitigation measures were developed for the potentially adverse impacts of each alternative. The MTA Board considered the environmental and technical information contained in the MIS study in making their decision to select the LRT alignment that was assessed in the SEIS/SEIR. In selecting the LRT Build Alternative, the

Board considered the reduced environmental impacts associated with tunneling through Boyle Heights as represented by the chosen alternative.

Section 4.5 of the Final SEIS/SEIR discusses equity and environmental justice considerations. The conclusions are that the adverse impacts would fall primarily on low income and minority populations since they represent the primary population groups residing in the corridor. The potential long-term impacts for the LRT Build Alternative could be mitigated, with the exception of traffic impacts at some intersections in the study area, as discussed in Chapter 3 of the Final SEIS/SEIR. Some of the temporary construction-related impacts cannot be fully mitigated as discussed in Section 4.19.2 of the Final SEIS/SEIR. In view of the considerable project benefits to people residing within the corridor and local support for implementing the LRT Build Alternative, the adverse impacts would not be disproportionate to the mobility, regional connectivity, equity, and economic gains this alternative could offer.

- 31 B MTA granted an extension to the public review period from 45 to 60 days. CEQA Guidelines (Section 15105) state that "The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances." No unusual circumstances have occurred with the Eastside Corridor LRT project; therefore, an extension beyond 60 days is not necessary.

The executive summary of the Draft SEIS/SEIR was translated into Spanish and was available at the community meetings and for those individuals who requested a copy. Over 100 copies were distributed to community members who requested a Spanish version of the executive summary. Presentation material at the community meetings was also translated into Spanish.

- 31 C The *Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report for the Eastside Corridor, Los Angeles* (1993) and the *Final Environmental Impact Statement/Final Environmental Impact Report, Los Angeles Eastside Corridor, Los Angeles* (1994) are incorporated by reference into the SEIS/SEIR (See Section 1.2 of the Final SEIS/SEIR). These documents are available for review at the offices of MTA. The availability of these documents was inadvertently omitted from the Draft SEIS/SEIR; however, the Final SEIS/SEIR (Section 1.2) indicates where they are available.

- 31 D Thresholds of significance are generally discussed in the "Methodology for Impact Evaluation" subsection for each category of impact analyzed in Chapter 4. MTA has not developed any specific thresholds of significance for use in CEQA documents. Therefore, for some categories of impacts, such thresholds are quantitative-based and are readily clarified. Other categories require a more qualitative approach and are based on federal, state, or CEQA guidelines, or on professional judgment where such guidance does not exist. The draft LA CEQA Thresholds Guide was not used in this document mainly because it is still in draft form and because it applies to the City of Los Angeles, and this project is located within both the City and County of Los Angeles.

- 31 E The MTA adequately covered the goals/objectives, purpose and need, alternatives development, technical analyses, and public involvement programs throughout the RTAA and MIS. A full range of alternatives was presented to the public during the MIS. All of the previous studies and actions are included by reference in the Draft and Final SEIS/SEIR and made part of the public record. Please refer to Chapter 2 of the Final SEIS/SEIR.

- 31 F Tables 3-14 and 3-17 refer to the Non-mitigated 2020 Build Condition. These are mitigated and the resulting improvements are shown in Tables 3-19 and 3-21.

Significant impacts are determined by comparing the future (2020) Build and No-Build conditions. The intersections of Cesar Chavez/Indiana and Pomona/Atlantic were found to

have no significant impact because the 2020 Build Condition resulted in better levels of service than the 2020 No-Build Condition. Refer to Section 3.2.3 under Summary of Impacts.

The goals of the Eastside Light Rail Corridor are discussed in Section 1.3.5. While improving traffic is not one of the goals of the project, the goals do include improving access and mobility for residents, employees, and visitors to the Eastside.

- 31 G See response to Comment 28C. The Pico Aliso site is a part of the replacement parking program. Coordination with the City Housing Authority on the redevelopment of the Pico Aliso housing tract will ensure that residents will have sufficient parking. Refer to Section 3.3.3 of the Final SEIS/SEIR.
- 31 H Where Options A or B would result in disrupting, dividing, or isolating communities or land uses (such as with the removal of all land uses along the eastern side of Indiana Street for Option B only), the significance of the impacts are discussed at the end of the impacts portion of Section 4.1 of the Final SEIS/SEIR. The CEQA Criteria of Significance for Divide Community are discussed in the Methodology for Impact Evaluation portion of Section 4.1. Where construction of the project would result in disrupting, dividing or isolating communities or land uses (generally associated with secondary impacts such as noise, dust, or traffic), impacts are stated under the CEQA Criteria of Significance for Divide Community in Section 4.19.2.5. The duration of these impacts is referred to in Chapter 3 and Sections 4.6, 4.7, 4.8, and 4.19 of the Final SEIS/SEIR.
- 31 I The study area includes the previous area of analysis for the Eastside corridor (1990 – 1994 Red Line studies) and the general extent of the directly served residents and businesses (1/2 to 1 mile each side of the alignment).
- 31 J Section 4.1 of the Final SEIS/SEIR has been revised to discussed consistency with these plans. However, please note that the CHAS policies that you mention have been superceded by the HUD Consolidated Plan.
- 31 K Section 4.3.4, Loss of Housing Stock, of the Final SEIS/SEIR, notes the following: To provide mitigation for the loss of housing stock, MTA would incorporate elements of the revolving loan fund program for the suspended project into a new Housing Replenishment Program for the LRT project. MTA will set up a new revolving loan fund to assist with affordable housing replenishment. Note that the loss of housing stock for the LRT project would not be as substantial as would have occurred with the suspended Red Line East Side Extension, and the supply of housing is expected to increase throughout the Corridor during the 20-year planning period. See also response to Comment 31L.
- 31 L Comment noted. The discussion of loss of housing stock in Section 4.3.4 of the Final SEIS/SEIR has been revised to clarify MTA's commitment to providing a new revolving loan fund for the current project.
- 31 M Comment noted. However, the Ranch Market had originally been displaced as part of the Metro Red Line project. The owners of the market received relocation monies to move the Market to the corner of 1<sup>st</sup> Street & Chicago. They chose instead to continue operating at the same location paying MTA a monthly rent. There are other full service markets located within the Boyle Heights area: Fines Market on Olympic, Food for Less on Olympic, Food for Less on First Street, Vons on Fourth Street, and Big Buy on Cesar Chavez.
- 31 N As noted in Section 4.21.4 of the Final SEIS/SEIR, the LRT Build Alternative, combined with other projects in the area, would improve transportation service and could promote opportunities for new development, most likely in the station areas. However, much of the adjacent project area is currently developed which may limit opportunities for additional infill. To the extent that measures to promote revitalization efforts are successful, new growth resulting from the proposed project is likely to be directed to areas most suitable for more intense land uses and is likely to occur in the form of high density, multi-unit

development. The Los Angeles Community Redevelopment Agency has indicated that the Central Business District and Union Station would be minimally affected with respect to inducing further development because there are already several modes of transportation in the area. The Little Tokyo District, however, would benefit from moderate induced growth, as the LRT Build Alternative would help to centralize and organize development along the project corridor.

Regarding fire or police staffing, Section 4.21.3.13 notes that the LRT Build Alternative could cause a slight increase in demand; however, if it occurs, the magnitude would not be significant. The project is not expected to require additional schools or other public facilities to be built. Because transit access would be improved to many of the existing facilities in the corridor, the LRT would have a beneficial cumulative impact since the addition of new transit connections would broaden the range of accessibility at the system level.

With regard to your concern about increased demand for housing, no one can predict the real estate market over the long term; however, MTA is committed to making available sites for joint development, including sites for affordable housing. A new revolving loan fund will be applied to this project. See response to Comment 31L. The intent of the fund is to assist community based developers and property owners with financing commitments for construction and permanent financing; and assist with affordable housing rehabilitation.

31 O See response to Comment 1F.

31 P The successful Metro Rapid Bus and community Dash are providing service to both the transit dependent and those desiring to change from driving to taking transit. In either case, the people using the system have reduced congestion on the streets by taking transit. By the year 2020, congestion will increase due to the population and job growth within L.A. County. Our Metro Rapid Bus and Dash services will be at-capacity or worse, and traffic on the streets will be so congested that mobility, therefore access to jobs, will be impaired. The Eastside Light Rail Project will provide greater transit capacity and will ease congestion. It will provide fast, reliable service, no matter how bad adjacent traffic congestion gets due to the grade separated right-of-way.

31 Q The cumulative project generated noise from either train operations or ancillary facilities will add to the existing traffic noise and could have a cumulative effect on future noise levels. The expected increase in existing noise levels is less than 1 dBA at those receivers that are predicted to have no impact. Receivers that are moderately impacted would have a 1 to 2 dBA increase in existing noise levels. Severely impacted receivers would have a 3 dBA to 5 dBA increase in existing levels.

31 R During the preliminary engineering detailed vibration testing is being conducted that will identify the ground attenuation at these impacted structures. The results of these tests will be used to determine the necessary vibration control measures that will be incorporated as part of the trackwork design. Potential structural or architectural damage to these buildings is not expected to occur during transit operations (see Section 4.19.2.7). However, during construction, precautions will be taken by the Contractor to limit vibration levels. These requirements are part of the MTA Specification Section 01565, *Construction Noise and Vibration Control*.

31 S While large-scale earth movement is required, it is for the most part covered, and will not be exposed to rain or running water, so the potential for erosion is not considered a hazard. The tunneled soil will be stockpiled at the staging areas but will not constitute a geologic hazard. Similarly station excavations will be covered, and initial support systems of the station walls will be either lagged (wood boards covering soil) or sprayed with concrete to prevent soil loss into the excavation.

- 31 T For the Eastside LRT project, pressure face tunneling machines will be specified for tunnel construction. This machine has a “closed face” (steel cutting wheel at front of the machine), which can be completely closed to stabilize the tunnel face if necessary. In addition, the permanent ground support (tunnel lining) is installed within the body of the machine and grouted in place as the tunnel progresses, thus greatly reducing the potential for collapse. Also see Final SEIS/SEIR Section 4.19.2.13 for a description of the tunneling technology. In addition, MTA’s Public Affairs Officers will be administering a construction impact program. This program will provide a hotline number for a direct connection to MTA staff. MTA staff will provide individual consultation to residents or businesses impacted during construction. Should residences or businesses be impacted during construction, MTA staff will work individually on appropriate solutions.
- 31 U No rolling blackouts, rate hikes, significant cumulative electrical deficiencies, or other burdens to electrical supplies are anticipated for the LRT Build Alternative because the Los Angeles Department of Water and Power (DWP) will service the electricity demands of the rail, stations, and M&SF facilities. The DWP currently draws its energy from 24 major thermal generating units and 27 hydroelectric generating units. The DWP is entirely independent from State energy sources and demands, and has expressed its abilities to serve its service areas with electricity without blackouts for years to come. This information has been added to Section 4.13 of the Final SEIS/SEIR. See also response to Comment 49L.
- 31 V As described in 4.7.3.2, Air Quality Impacts, and 4.21.3.6, Air Quality Cumulative Impacts, the LRT Build Alternative is anticipated to have beneficial impacts on the region’s air quality due to its effect of reducing future vehicles on the road by implementing another mode of public transportation. Although the LRT Build Alternative would require additional energy generation from the DWP power plants (24 of which are thermal generating units; 27 are hydroelectric generating units), additional pollutant emissions from these energy-supplying sources are anticipated to be offset by the beneficial impacts of the project’s public transportation element, especially in comparison with the No-Build Alternative and its anticipated pollutant emissions.
- 31 W MTA considers personal safety to be of utmost importance in the design, construction, and operation of the LRT. The mitigation measures presented in Sections 3.4.3, 4.14.4, and 4.19.2.19 of the Final SEIS/SEIR will be incorporated into the project to minimize the accident potential. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX. See also response to Comment 25R.
- 31 X Section 4.19.2.6 presents the construction air quality analysis that was conducted for this project. The analysis is consistent with what the SCAQMD requires in their CEQA guidelines manual. No further analysis is required. The mitigation measures that are also discussed in that section are designed to minimize air quality impacts to the extent possible. See response to Comment 31Z.
- 31 Y The construction schedule will be dependent on factors such as contract packaging. Approximate durations for various phases of the work are provided in Section 4.19.1. See response to Comment 25X.
- 31 Z Construction air quality mitigation measures are detailed in Section 4.19.2.6 of the Final SEIS/SEIR document. In addition, all contractors will be required to conform to MTA Section 01566 mandates that requires equipment engines to be properly tuned at all times.
- MTA will coordinate construction activities with school, daycare, and convalescent centers within the area that may be affected by the proposed project to minimize air quality impacts to these sensitive receptor locations.
- As required by state law, MTA must comply with all Proposition 65 requirements in the event that construction activities utilize Prop 65 identified toxic materials.

- Signs will be posted throughout the construction area that will include anticipated dates of construction activity, and the telephone number of a construction information desk that can log complaints, or offer additional information regarding the construction process.
- 31 AA The means and methods of construction that will be used by the Contractor are not known at this time. Therefore, MTA has set vibration limits that will ensure that ground vibration generated during construction will not cause any damage or annoyance to nearby buildings.
- 31 BB The equipment and methods of construction that will be used by the Contractor are not known at this time. Therefore, MTA has set noise limits that will protect building occupants from annoyance. Vibration from mine trains does have the potential of causing intrusive noise inside buildings above the tunnel (See Section 4.19.2.7 of the Final SEIS/SEIR).
- 31 CC At the time the Draft SEIS/SEIR was prepared, site-specific geotechnical investigations had not been initiated, and results of the investigation for the suspended project were used. Since then (Beginning in May 2001) borings and monitoring wells have been placed along 1<sup>st</sup> Street, and gas concentrations monitored. At this time, wells are continuing to be monitored. Data thus far shows that the highest methane level measured was 1,700 parts per million (ppm), in one location. The lower explosive limit for methane is 50,000 ppm. All other locations were below 100 ppm. No hydrogen sulfide has been measured in the borings for the 1<sup>st</sup> Street alignment to date. The Final SEIS/SEIR has been updated to reflect the recent investigations.
- 31 DD See response to Comment 1C.
- 31 EE The use of Mariachi Plaza will be temporarily disrupted by excavation and finishing work on the eastern end of the plaza for the 1<sup>st</sup>/Boyle Station. However, the gazebo and adjacent area on the western portion of this facility would remain intact throughout construction. In addition, the street bordering the plaza on the north would be closed for the duration of station and subway construction.
- 31 FF The operating cost per passenger mile includes the total bus and rail operating costs for MTA (no capital costs are included in operating costs). The operating cost of the LRT Build Alternative (with additional bus services) has a \$23.5 million (2001 dollars) higher cost than the No-Build Alternative (Table 5-7 of the Final SEIS/SEIR) but also produces more transit trips and therefore more passenger miles. Based on this standard FTA measure, the operating cost per passenger mile is similar for the No-Build and the LRT Build Alternatives. Please refer to Chapter 5 of the Final SEIS/SEIR.

The capital cost for the LRT Build Alternative and each option is shown in Table 5-1 of the Final SEIS/SEIR in both 2001 dollars and year of expenditure dollars. The capital cost for Option A (approximately \$822 million in year of expenditure dollars) and for Option B (approximately \$826 million in year of expenditure dollars) can be found in Chapter 5 of the Final SEIS/SEIR.

The estimated cost per new transit rider is shown in Table 5-8 of the Final SEIS/SEIR for the LRT Build Alternative options. The cost per new transit rider including both annual operating costs and annualized capital costs is between \$10 and \$11. This is far less than the \$5,000 cost per rider included in your comment letter.

The LRT Build Alternative and supporting bus system will attract new transit riders (almost 28,000 per day) as well as provide an alternative for existing transit riders.

**Response to E. Richard Larson, NAACP Legal Defense and Educations Fund, Inc.**  
**(Comment Letter 32)**

- 32 A The Re-Evaluation Major Investment Study (MIS) that was prepared (and incorporated by reference into the SEIS/SEIR) is discussed in Section 2.3.3 of the Final SEIS/SEIR. That document analyzed the TSM Alternative as well as several other alternatives. As a result of the findings, the LRT Build Alternative was selected for further analysis in the SEIS/SEIR because it was determined it would best meet the project goals and objectives as stated in Section 1.3.5. MTA prepared the Re-Evaluation MIS in close coordination with FTA to meet Federal requirements and was approved by that agency. See also response to Comment 27B.
- 32 B The process outlined in Chapter 2 of the Draft and Final SEIS/SEIRs, as well as the previous environmental documents for the Red Line subway extension all took into consideration a wide range of alternatives, including the Transportation System Management Alternative. The current and previous MTA Board also had the option to select the No-Build or TSM Alternative as the preferred alternative for the Eastside corridor. The processes and analyses conducted have followed all federal and state project planning guidelines including the development and analysis of a wide range of modal alternatives.
- 32 C The No-Build and the LRT Build Alternatives included the Line 720. This was an assumed operating route in the year 2020. The No-Build is defined in Chapter 2 of the Final SEIS/SEIR. It was also included in the model runs conducted for the MIS and in the TSM. The commenter must understand that the model runs and evaluations are done for the analysis year of 2020. The analyses conducted assume that Line 720 continues in service with the LRT Build Alternative as shown in Figure 2-5, page 2-15 and Table 2-1, page 2-11 of the Draft SEIS/SEIR and also in Chapter 2 of the Final SEIS/SEIR.
- 32 D See response to Comment 32C. The model runs included Line 720. This was a very conscious decision by MTA to include the demonstration rapid bus project as a so-called "committed" project improvement in 2020 rather than removing them because the MTA Board had only labeled them as "demonstration" only projects.
- 32 E See responses to Comments 32B, 32C, and 32D.
- 32 F As stated in the response to Comment 32B, a rigorous analysis was done of alternatives including many points of public input and comment. A proper analysis of the No-Build and TSM Alternatives has been conducted, and additional analysis would not provide the MTA Board, the community, and FTA with any better information by which to overturn the decision already made.
- 32 G As stated previously, the TSM Alternative was evaluated and compared in the Re-Evaluation/MIS and presented to the public and MTA Board in public sessions.
- 32 H Comment noted.
- 32 I The MTA and SCAG regional plans study the needs of all travel in Los Angeles County and the region. That process identifies problem travel corridors for detailed studies related to the best modes of service for the related facilities within the corridor. The corridor study then analyzes improvements within the corridor that will help solve the identified long range problems in the corridor. This is the process outlined by the federal government in their planning regulations.
- 32 J The LRT Build Alternative was determined to best meet the goals and objectives (presented in Section 1.3.5 of the Final SEIS/SEIR) that were developed through planning and extensive community involvement activities. While the Eastside LRT definitely provides a more convenient and reliable mode of transit to residents within the study area, persons outside the study area will benefit as well. For example, its convenient connections with the Pasadena Blue Line as well as the Metro Red Line will provide enhanced access to and from other areas throughout the metropolitan area. See also response to Comment 27B.



- 32 K Comment noted. MTA will respond to the public records act request if and when made.

**Response to Barbara Schultz, Legal Aid Foundation of Los Angeles  
(Comment Letter 33)**

- 33 A See response to Comment 1F. The details of the local hire program have not been finalized but they will be completed before the request for proposals is published. MTA is researching similar local hire programs used on other projects in order to assist MTA in the development of its own local hire program.
- 33 B See response to Comment 33A.
- 33 C See response to Comment 33A.
- 33 D See response to Comment 33A.
- 33 E See response to Comment 33A.

**Response to Irene Hirano, Little Tokyo Community Council (Comment Letter 34)**

- 34 A MTA thanks you for your support for the LRT Project. Chapter 3 addresses traffic impacts and suggested mitigation measures, including anticipated traffic volume changes on parallel streets and projected LOS with and without the LRT project. In addition, MTA has made major LRT alignment modifications along Alameda Street and 1st Street since circulation of the Draft SEIS/SEIR that will significantly improve traffic flow along those streets and address LADOT concerns.

The MTA will work with local businesses, organizations, and residents during the Community Linkages Study/Program to address access issues such as these. The MIS and previous studies on the Eastside Corridor analyzed several alternatives. The LRT option with the current route was the locally preferred alternative (LPA). Refer to Section 1.2 for more information on the background and context of the locally preferred alternative.

The First Street Bridge, when originally built, was designed to carry the Red Line streetcars. By utilizing the First Street Bridge to cross the LA River, the MTA is maintaining the historical significance of the structure.

**Response to Margarita Sanchez, Boyle Heights Meioramiento (Comment Letter 35)**

- 35 A MTA granted an extension to the public review period from 45 to 60 days. CEQA Guidelines (Section 15105) state that "The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances." No unusual circumstances have occurred with the Eastside Corridor LRT project; therefore, an extension beyond 60 days is not necessary.

The executive summary of the Draft SEIS/SEIR was translated into Spanish and was available at the community meetings and for those individuals who requested a copy. Over 100 copies were distributed to community members who requested a Spanish version of the executive summary. Presentation material at the community meetings was also translated into Spanish.

The original EIS/EIR is available from MTA Records Management or at the MTA Library,

- 15<sup>th</sup> Floor , One Gateway Plaza.
- 35 B Comment noted. There will be disruption during the construction period of the LRT. The mitigation measures presented in the Final SEIS/SEIR will be implemented to minimize adverse impacts to the extent possible. However, once completed, the LRT will enhance access and mobility for the residents and businesses within the community.

**Response to Margarita Sanchez, Boyle Heights Mejoramiento (Comment Letter 36)**

- 36 A The planning process leading to the selection of the LRT Build Alternative is fully documented in Chapter 2 of the Draft SEIS/SEIR (especially sections 2.2 and 2.3 and also in Chapter 2 of the Final SEIS/SEIR). The Re-Evaluation/Major Investment Study (MIS) considered over 47 alternatives and analyzed eight alternatives, including four bus rapid transit alternatives, a Transportation System Management Alternative, and the No Build Alternative. The MIS included an extensive and comprehensive public involvement program, an MTA Board workshop, and two MTA formal Board meetings leading to the decision on the alternatives to be included in the Draft SEIS/SEIR.
- 36 B See response to Comment 27B.
- 36 C From an air quality perspective, both alternative-fuel buses and light-rail are environmentally superior, when compared to the diesel bus. The main difference is that bus emissions will continue to occur locally, while light-rail emissions occur at some other location (the place of electricity generation). LRT has other advantages over buses because LRT is more convenient and reliable and also provides better access to the region through its easy connections with the Red Line and Pasadena Blue Line (now under construction).
- 36 D See responses to 3A and 36H.
- 36 E Comment noted. As discussed in the Final SEIS/SEIR, the extent of relocations required for the previous freeway projects was of much larger magnitude than those necessary for the Eastside LRT. The adverse impacts of the LRT project will be minimized by the mitigation that is planned and discussed in the Final SEIS/SEIR. In addition, it may be argued that the major purpose of the freeways is to carry traffic through the area. The local community is generally bypassed and opportunities to attract people or business to the area are mostly foregone. The LRT will bring people through the community and could serve as a conduit to attract people here. In addition, people must own or have access to a car to use the freeways. LRT will provide a convenient and reliable mode of transportation to all persons in the corridor.
- 36 F The Re-Evaluation/MIS considered the full Eastside corridor to Norwalk/Whittier Boulevards, but neither community agreement nor funding was agreed upon east of Atlantic Boulevard. Olympic and Washington Boulevards at the time of the MIS were considered to be too far south and did not address the travel needs of the persons who would have used the Suspended Red Line project.
- 36 G The MTA and other public agencies have made many improvements to the bus system including both Metro Rapid Bus and Dash. However, fine as these improvements are, they operate in mixed flow traffic and will be slowed as traffic congestion increases. The proposed light rail project operates in reserved right-of-way and will be much less impacted by traffic increases. The Major Investment Study (MIS) which preceded this EIS/EIR considered 47 alternatives with extensive community input before settling on the light rail alternative. See response to Comment 36H for more details.
- 36 H The successful Metro Rapid Bus and community Dash are providing service to both the transit dependent and those desiring to change from driving to taking transit. In either case, the people using the system have reduced congestion on the streets by taking transit. By the year 2020, congestion will increase due to the population and job growth within L.A.

County. Our Metro Rapid Bus and Dash services will be at-capacity or worse, and traffic congestion will have increased. The Eastside Light Rail Project will provide greater transit capacity and will ease congestion by creating a reliable system that does not stop in traffic and actually provides an alternative to driving. By easing congestion, both the air and noise quality are improved.

- 36 I Table 4.1-1 in the Final SEIS/SEIR presents recent and planned development activity in the study corridor. Cumulative impacts are discussed in Section 4.21.3. The Alameda Corridor Project is designed to reduce, not increase, conflicts between trucks and freight rail movements and passenger traffic including light rail. The totally grade separated Alameda Corridor freight rail lines will reduce the conflict that would otherwise occur between automobiles and transit and freight trains running to and from the Ports in Los Angeles. MTA will work cooperatively with SCAG, LADOT and the County of Los Angeles to ensure that the Light Rail alignment is not designated a major truck route or (as on Alameda) the light rail is assigned its own alignment off street.
- 36 J The FTA vibration criteria are based on human annoyance. Table 4.19-7 is based on building damage. Humans are more sensitive to lower level vibrations while buildings can withstand much higher vibration levels before any damage will occur.
- 36 K MTA will implement a pre-construction building inspection program for older buildings that are within 50 feet of the tunnel alignment. Each building will be inspected and photographed to document its condition before construction. After construction any claims of damage will be assessed using the pre-construction surveys.
- 36 L As noted in Section 4.19.2.7 of the Final SEIS/SEIR, ground-borne vibrations and ground-borne noise due to subway construction will be controlled to minimize disturbance to residents and to sensitive structures. As a minimum, for those portions of the alignment where the tunnel is built under residences and businesses, MTA will require the contractor to install an elastomeric isolator between the floor of the tunnel and the rails and ties on which the train carrying excavated materials operates. The isolation system must ensure that the ground borne noise and vibration from trains carrying excavated material does not exceed project criteria. A Public Affairs Office will maintain a telephone hotline number for individual consultation with residents, facilities, and businesses regarding complaints during construction.
- 36 M Existing 24-hour noise level measurements were taken at seven locations in the project area (see Table 4.8-1).
- 36 N The maximum concentration of all criteria pollutants, which includes PM<sub>10</sub> and NO<sub>x</sub>, are summarized in Table 4.7-2 of the Final SEIS/SEIR for years 1997-99. In addition, Table 4.7-2 also discloses the number of days that pollutant concentrations violated Federal and State standards for the 1997-99 year period. Construction period impacts are presented in Section 4.19.2.6.
- 36 O See response to Comment 4B regarding minimizing use of diesel-powered construction equipment. Additional air quality mitigation measures during construction are discussed in Section 4.19.2.6 of the Final SEIS/SEIR.
- 36 P Designated haul routes for trucks and hours of operation will be established by LADOT, County DPW, and Caltrans and identified during final design. These routes will be situated to minimize noise, vibration, and other possible impacts on residential neighborhoods. The majority of the soil will be removed through the 1<sup>st</sup> and Boyle Street location, and it is anticipated that most of the hauling from that location would be accomplished via the nearby US 101 freeway, thus avoiding neighborhoods. See Section 4.19.2.2 of the Final SEIS/SEIR for more information.
- 36 Q To date, gas measurements have been well below the lower explosive limit (which is 50,000 parts per million by volume) for methane gas. Also see response to Comment 31 CC. To date, no hydrogen sulfide has been detected. During construction, as required by Cal

OSHA, air will be sampled underground, at the machines soil discharge and at enclosed areas, all at specified intervals (minimum; beginning of each work shift) to determine the need for additional ventilation.

During tunneling, tunnels will be continuously ventilated to prevent accumulation of gasses and to provide fresh air to the workers at the tunnel face. The contractor will be required to provide excess ventilation capacity

Tunnel boring machines will have computerized and automated guidance systems to maintain proper alignment of tunnels, thus avoiding any additional mining such as that which led to the Hollywood collapse. Also see Section 4.19.2.13 of the Final SEIS/SEIR on the tunneling technology to be used.

- 36 R Claims against the MTA were filed when subsidence caused by the tunneling underneath properties created damages to properties and businesses. MTA settles claims as appropriate. Also see response to Comment 1D. The mitigation measures discussed in Section 4.9 of the Final SEIS/SEIR will minimize the potential for damage from subsidence.
- 36 S See response to Comment 1F.
- 36 T Compensation to residences and businesses for acquisition and relocation will be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, 84 Stat. 1894), as amended. MTA will be formulating a local employment policy for construction and operational related job opportunities for the corridor. Such a program will include resources for job development and training, and will be made available to persons unable to find a new job as a result of the business relocations. See response to Comment 31L.
- 36 U Growth in the form of multi-family residences and/or rentals is already anticipated through zoning and land use designations throughout the corridor (Section 4.21.4, Growth-Inducing Impacts). In the case that the project or associated transit-oriented development, due to its nature of inducing growth by improving transportation service and promoting opportunities for new development, should warrant future zone and/or general plan land use policy changes, such changes would be made at the discretion of the governing bodies (City, County, etc.), and would undergo analysis for growth-inducing impacts (and other impacts such as adding to overcrowding in schools) at that time. Furthermore, rental rates and income levels, which are always on the rise, would increase, but local sales taxes and commercial taxes will also increase, and incomes should also increase, as described in Section 4.2.3.2 of the Final SEIS/SEIR, benefiting the community as a whole. In any event, MTA is committed to providing sites for joint development, including sites for affordable housing. See also response to Comment 31L.
- 36 V The MTA agrees with this recommendation. Before any significant re-routing changes are made to East Los Angeles buses as a result of the construction of the Eastside Corridor project, fliers will be provided on buses at least two weeks in advance notifying riders of route modifications. In addition, hoods will be placed over the bus-stop signs, also notifying riders of what modifications have been made to the bus route.
- 36 W Due to the need for very detailed information for some of the investigations, they cannot be completed until the final design phase. This phase occurs after the Final SEIS/SEIR is completed, and FTA signs the Record of Decision (ROD). FTA, as the lead agency, does not allow final design to begin until the ROD is signed. However, the studies and mitigation that may be proposed as a result of the studies will need to conform with the criteria specified in MTA's System Design Criteria and Standards Volumes I through IV and applicable federal, state, and local regulations.

**Response to Margarita Sanchez, Boyle Heights Mejoramiento (Comment Letter 37)**

- 37 A Many alternatives were evaluated prior to preparation of the SEIS/SEIR. See Chapter 2 of the Final SEIS/SEIR for additional information. The LRT Build Alternative was determined to be the one that best meets the goals and objectives described in Section 1.3.5. Section 4.19.2.2 states, "During final design, site and street specific Worksite Traffic Control Plans will be developed in cooperation with the City of Los Angeles Department of Transportation and Los Angeles County." The strategies of the plan will be designed to minimize adverse impacts to the extent possible during construction.
- 37 B The LRT would be in subway in the most densely populated portion of the corridor. However, funds are not available to build the entire project below ground or on an aerial structure. MTA considers personal safety to be of utmost importance in the design, construction, and operation of the LRT. The mitigation measures presented in Sections 3.4.3, 4.14.4, and 4.16.4 of the Final SEIS/SEIR will be incorporated into the project to minimize the accident potential. As discussed in Section 4.16.4, crossing guards will be provided to the schools nearest the alignment, if the school administrator requests them. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX.
- 37 C DASH and Rapid routes will not be eliminated prior to, during or after construction as a result of this project. Rerouting of existing service may occur during and after construction to avoid any conflicts during construction but also to provide better service for the community who will be utilizing the new light rail once construction is complete.
- 37 D See response to Comment 1D.
- 37 E Thank you for your comment.

**Response to Ernestina Montellano, CAARP (Comment Letter 38)**

- 38 A MTA granted an extension to the public review period from 45 to 60 days. CEQA Guidelines (Section 15105) state that "The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances." No unusual circumstances have occurred with the Eastside Corridor LRT project; therefore, an extension beyond 60 days is not necessary.
- 38 B See response to Comment 1D. The mitigation presented in the Final SEIS/SEIR will be implemented to minimize adverse impacts in the community.

**Response to Ernestina Montellano, CAARP (Comment Letter 39)**

- 39 A Information has been distributed throughout the corridor since August 1999. There have been numerous community meetings as well as newspaper advertisements that notified the community of the meetings. In addition to these distributions, we have had two mail house distributions done twice to over 60,000 households. There are monthly Review Advisory Committee meetings, which you are currently on our mailing list, and you can address your concerns at these meetings. Flyers were also distributed door to door to all businesses and residents along the alignment route.
- 39 B See response to Comment 31L.
- 39 C The residences, businesses, and jobs displaced as a result of the Metro Red Line project were previously assessed and cleared in the *Los Angeles Metro Red Line East Side Extension, Final Environmental Impact Statement*, 1994. All of the residences and

- businesses were acquired and compensated and all were relocated, with the exception of the Ranch Market, prior to suspension of the Red Line project. Because the project was suspended before the business was relocated, MTA and the Ranch Market owners agreed that the market could lease the property from MTA and continue operating until such time that MTA needed the property. As mentioned, this impact was already considered and cleared during the previous EIS process.
- 39 D Data from the suspended Red line project from previously installed borings and re-sampling of previously installed vapor and groundwater-monitoring wells has been incorporated into the current LRT geo-technical investigation, which commenced April 24, 2001. The LRT geo-technical investigation is currently ongoing, and has included review of previous geo-technical and chemical data, installation of vapor and groundwater monitoring wells, drilling of geo-technical borings, laboratory testing, vibration testing, geophysical logging, pressure meter testing, and investigation of the Coyote Pass Escarpment near 1<sup>st</sup> and Soto Streets. Continuing activities include drilling of additional borings, periodic sampling of newly installed wells, ground shaking and deformation calculations, and preparation of the final geotechnical report for the Eastside LRT preliminary engineering study. The final Preliminary Geotechnical Report for Preliminary Design of Underground structures is dated August 9, 2001 and is available for review at MTA library 15<sup>th</sup> floor or at MTA Records Management, One Gateway Plaza, Los Angeles. A supplemental geotechnical investigation began field work October 1, 2001.
- 39 E See response to Comment 31 S.
- 39 F Any fixed guideway project has permanency, and history has shown that the travel patterns adjust to these fixed facilities (such as freeways). The Eastside corridor shows tremendous growth as depicted in the Purpose and Need (Chapter 1) and in Table 4.2-1 of the Final SEIS/SEIR.
- 39 G See response to Comment 27B.
- 39 H See response to Comment 31U.

**Response to Mary Lou Trevis, Mothers of East Los Angeles (Comment Letter 40)**

- 40 A The MTA Board decided on May 24, 2001 to select Option 1 as the preferred option to be carried into the Final SEIS/SEIR. However, since that time, MTA has been meeting with LAUSD and LADOT to discuss concerns relating to Ramona High School, traffic and parking issues on Indiana Street, and the operation of the LRT in the vicinity. As a result of these discussions, MTA has decided to study an additional option (Option B) in the Final SEIS/SEIR (refer to Chapter 2.0 for a complete discussion of the option). Option B includes purchasing a new school site (whether with a new or existing building) in the community or reconstructing the school building at the existing location and adding a LRT station at 3<sup>rd</sup>/Indiana, which will provide the students and faculty with convenient access to the LRT. MTA, with LAUSD and LADOT input, will decide which option to implement after considering all of the findings in the Final SEIS/SEIR regarding environmental impacts of each option. The new option involves acquisition of existing uses on the east side of Indiana Street between 1<sup>st</sup> and 3<sup>rd</sup> Streets. The acquisitions would allow the existing travel lanes and on-street parking to be retained along Indiana Street, which is currently a narrow street. The LRT track would operate on the acquired parcels east of Indiana Street. The mitigation measures discussed in Sections 3.4.3, 4.14, and 4.16 will help to minimize the potential for accidents between the LRT and pedestrians walking to and from nearby schools. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX as well as PUC safety standards. See also response to Comment 25E.

40 B Comment noted.

**Response to Dr. Ramon Garcia, Latino Urban Forum (Comment Letter 41)**

- 41 A The MTA understands the unique opportunity the communities on the Eastside hold. The existing area is rich in culture and ideas. The MTA has and will continue to work with the community through the Review Advisory Committee to gain input from the community on the design. The Metro Art Program will continue to work with its Art Advisory Panel, which is made of community historians, artists, etc. The Community Linkages Study/Program will continue to work with the community to expand improvements from the immediate station to the surrounding areas. The Project will be designed to comply with MTA Design Criteria for Planning and Federal criteria to ensure good urban design.
- 41 B The FTA, as lead agency, will require that MTA implement the mitigation presented in the Final SEIS/SEIR as a condition of project approval and release of federal funds. A mitigation monitoring program will also be implemented pursuant to CEQA to ensure that the mitigation is carried out.

**Response to Darrell Clarke, Friends 4 Expo Transit (Comment Letter 42)**

42 A MTA thanks you for your support of the Eastside Corridor LRT.

**Response to Dean Pertone, Catellus Development Corporation (Comment Letter 43)**

- 43 A MTA will continue to coordinate with Catellus throughout the design and construction process. MTA currently hosts ongoing meetings with Catellus, Caltrans, LADOT, and other affected parties on the third Monday of each month and will continue to do so to ensure that the issues of the Alameda Corridor district plan are coordinated as requested.
- 43 B No specific Alameda Street improvement plans were identified by the City of Los Angeles in response to request for planned improvements along the Eastside LRT Corridor.
- 43 C Detailed coordination of project with the phasing of development at Union Station is handled through monthly meetings hosted by the MTA and including all interested public and private stakeholders. The SCAG demographic forecasts used for the transportation modeling incorporate future growth assuring that the light rail will be sized appropriately.

**Response to Shoji S. Shimizu, AIA, Mangrove Estates (Comment Letter 44)**

- 44 A Modifications to the proposed street lanes have been developed in cooperation with LADOT to ensure adequate access in the vicinity of 1<sup>st</sup> and Alameda Streets.
- 44 B MTA has incorporated most LRT Project modifications proposed by LADOT to address traffic access and circulation along Alameda Street and 1<sup>st</sup> Street in the vicinity of the Mangrove Estates property.
- 44 C The two paragraphs were revised as shown in Chapter 3 of the Final SEIS/SEIR to reflect the results of the above analysis of traffic access and circulation improvements in the vicinity of the Mangrove Estate Property:

The proposed station location on the east side of Alameda Street, adjacent to the Mangrove Estate Property, will result in the closure of both Turner and Banning Streets and the

prohibition of the northbound right turn movement from Alameda Street onto eastbound Temple Street. Along First Street, four lanes of traffic will be provided, and access to the Mangrove Estate Property will be located at Hewitt Street, where a new signal installation is proposed to accommodate all traffic movements in and out of the property. The Final SEIS/SEIR document will reflect these changes.

- 44 D The proposed project has changed, and traffic capacity along 1st Street has increased due to provision of four lanes between Alameda Street and the First Street Bridge. Consequently, there is no longer any reduced vehicular traffic capacity at the three intersections of 1st/Alameda, Temple/Alameda, and 1st/Vignes. Due to the project changes at Alameda and 1st, the intersections were re-analyzed. Chapter 3 of the Final SEIS/SEIR document reflects the results of the revised analysis.
- 44 E Thank you for your clarification. The Central City North Community Plan available at the time of the preparation of the Draft SEIS/SEIR stated the property as noted. The text and figure have been revised for the Final SEIS/SEIR.
- 44 F Comment noted: Revisions have been made to Table 4.1-1 of the Final SEIS/SEIR.
- 44 G MTA has agreed to widen 1st Street adjacent to Mangrove Estate to two lanes each way at Project expense to reduce the potential for adverse impacts on the Mangrove Estate project. In addition, MTA has agreed to locate its alignment off street on the east side of Alameda to avoid adverse impacts on Alameda. MTA will work cooperatively with LADOT and Mangrove Estate to make sure that the Little Tokyo Arts District station is well integrated with the pedestrian and vehicle access aspects of the Mangrove Estate Project.

As noted in Section 4.1 of the Final SEIS/SEIR, because the LRT Build Alternative would result in restricting planned access to the Mangrove Estates multi-use project by closing both Turner and Banning Streets and resulting in the prohibition of the northbound right-turn movement from Alameda Street onto eastbound Temple Street, access to the property would be located at Hewitt Street, with installation of a new signal. An access point would be re-created as part of the LRT Build Alternative, thus the reduction of planned access to the multi-use project is considered a less than significant land use impact, as it would not significantly detract from the proposed commercial development (Mangrove Estates). It is anticipated that with mitigation in the form of coordination between MTA, the City of Los Angeles, and the Mangrove Estates developer, access issues would be offset further.

- 44 H See Comment 44G above. Impacts on land use policies in the Central City North Community Plan would not be significant after mitigation for access, traffic signal, and coordination between MTA, LADOT, and Mangrove Estates. Although the LRT Build Alternative would result in displacing street parking along 1<sup>st</sup> Street, it is not anticipated that this would be a significant land use impact because the nearby land uses are presently vacant. In the future, if the property is developed as the Mangrove Estates multi-use project, the developer would provide on-site parking.
- 44 I See revised text of Section 4.3.3.2, "Non-residential Displacement", of the Final SEIS/SEIR. Changes have been made to the project since circulation of the Draft SEIS/SEIR, as discussed in the response to Comment 44G, to minimize access and circulation impacts. Also, note that LADOT has agreed to provide MTA a ten-foot dedication on Alameda Street and on 1<sup>st</sup> Street. This dedication would also be requested from LADOT by the Mangrove Estate development should the property, which is currently for sale, be developed as planned. The LRT project will require only a minimal strip of additional property to accommodate the planned transit facilities, so there would be no impact on development density. See also response to Comment 44N.
- 44 J See response to Comment 44D.
- 44 K See comments 44A through 44J, which reflect the changes that have been made, related to the Mangrove Estate property, which is currently for sale.



- 44 L The regional transportation demand model uses demographic data supplied by the Southern California Association of Governments (SCAG). This is required by federal regulation because SCAG is the federally designated Metropolitan Planning Organization (MPO). These demographics include SCAG's estimate of future growth. This would include Mangrove Estates and other projects adjacent to it, although not necessarily by name. However, text has been added to Section 4.1, Land Use, which includes the future development potential within the study area. Also included is text, which explains how the project would benefit such large-scale development by serving as an additional form of mass transit. LADOT has determined that all necessary automobile access to the Mangrove Estates Project can be provided from 1<sup>st</sup> and Temple Streets. Major changes have been made to the proposed LRT alignment at the request of LADOT to minimize traffic impacts and the potential for negative impact on the Mangrove Estates and adjacent projects, by placing the LRT off-street on the east side of Alameda. MTA will work cooperatively with LADOT and Mangrove Estates to ensure auto access and the use of the Little Tokyo Station to enhance access to Mangrove Estates and the surrounding community. With implementation of the mitigation for potential access and parking impacts along Alameda and 1<sup>st</sup> Streets as mentioned in response to Comment 44H, the future development potential of Mangrove Estates and First Street South Plaza projects would not be deterred. Specifically, coordination between MTA, LADOT, and Mangrove Estates is anticipated to offset any less than significant impacts.
- 44 M The area and planned developments along the LRT project alignment are not low density and the project is supportive of the existing and planned land uses.
- 44 N The LRT alignment changes as described in 44L provide adequate access to the property, as defined by the LADOT, and will only enhance the housing proposed.
- 44 O The MTA Board has adopted the Locally Preferred Alternative that is the at-grade Option 1 presented in the Draft SEIS/SEIR with modifications to respond to LADOT concerns including concerns about access to Mangrove Estate. MTA staff will work with Mr. Shimizu and the Mangrove Estate project to minimize environmental impacts and maximize the efficiency of the project serving Mangrove Estate and the community at large.

**Response to Robert Volk, Volk Properties (Comment Letter 45)**

- 45 A Comment noted. Chapter 3 of the Final SEIS/SEIR addresses traffic impacts and suggested mitigation measures, including anticipated traffic volume changes on parallel streets and projected LOS with and without the LRT project. In addition, MTA has made major LRT alignment modifications along Alameda and 1<sup>st</sup> Streets since circulation of the Draft SEIS/SEIR that will significantly improve traffic flow along those streets and address LADOT concerns. Refer to Chapter 2 for more information.
- The MIS and previous studies on the Eastside Corridor looked at several alternatives. The LRT option was the locally preferred alternative (LPA). Refer to Section 1.2 for more information on the background and context of the locally preferred alternative.
- It is more cost efficient to utilize the existing First Street Bridge. When originally built, it was designed to carry the Red Line streetcars. By utilizing the First Street Bridge to cross the LA River, the MTA is maintaining the historical significance of the structure.

**Response to Nancy Araki, Japanese American National Museum (Comment Letter 46)**

- 46 A Comment noted. Chapter 3 addresses traffic impacts and suggested mitigation measures, including anticipated traffic volume changes on parallel streets and projected LOS with and without the LRT project. In addition, MTA has made major LRT alignment modifications along Alameda and 1<sup>st</sup> Streets since circulation of the Draft SEIS/SEIR, which will significantly improve traffic flow along those streets and address LADOT concerns. See Chapter 2.0 of the Final SEIS/SEIR for more detail. The MTA will work with local businesses, organizations, and residents during the Community Linkages Study/Program to address access issues such as these.
- 46 B The light rail alignment has been moved to the east side of Alameda assuring access for trucks and other large vehicles to the loading docks of the two museums.

**Response to Ricky Monugium, Business Owner, 3<sup>rd</sup> Street (Comment Letter 47)**

- 47 A Mitigation for economic impacts to local businesses will include MTA contacting and interviewing individual businesses to discuss appropriate compensation and/or specific mitigation. More detail on the steps MTA will take to help offset economic impacts during construction is included in Section 4.19.2.9, Economic Activity Construction Impacts Mitigation. Access to the car wash will be right in, right out. Section 4.19.2.6 discusses mitigation to be taken during construction to minimize dust in the area. Among the measures cited include site watering and street sweeping.

**Response to Gary Einstein, Einstein & Spiegel, Attorneys at Law (Comment Letter 47)**

- 48 A No portions of the Eastside LRT route have been identified as being in areas subject to flooding as defined by the Federal Insurance Administration. Therefore, flooding is not anticipated to have a significant impact under CEQA on the proposed LRT Build Alternative. However, the street block in question will be designed to meet MTA criteria so as to prevent the possibility of any flooding in that station area.
- 48 B The MTA has committed to implementing a parking replacement program, which will reduce project parking impacts to a less than significant level. The parking replacement program will be developed in close coordination with affected Eastside community groups. Refer to Sections 3.3.3 and 3.4.2.5. The Eastside LRT Project will have excellent supporting bus service providing access to each LRT station as discussed in Section 3.1 and Table 3-4 of the Final SEIS/SEIR. As a result, parking facilities are planned at the terminus of the LRT alignment at the Beverly/Atlantic (Option A) or Pomona/Atlantic (Option B) station. Approximately 200 spaces will be added at the terminus.

**Response to Darren Stroud, Esq., Taira Services Corporation (Comment Letter 49)**

- 49 A This comment discusses property taking issues and does not address significant environmental concerns. CEQA Guidelines (Section 15088) require that the lead agency respond only to comments regarding environmental issues. Note that the project does not require acquisition of any property for the proposed First Street South Plaza.
- 49 B The SEIR applies the proper baseline throughout the document. CEQA Guidelines § 15125

states that the environmental setting or conditions in the vicinity of the project, existing when the agency publishes its NOP, or begins its environmental analysis if no NOP is filed, “will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.” The SEIS/SEIR complies with this CEQA Guideline.

The commenter cites Section S.3.3.1 of the Draft SEIS/SEIR, wherein the document states generally that the No-Build Alternative “should represent the baseline case consisting of existing and committed elements of the region’s transportation plan, excluding the proposed fixed guideway transit (bus and light rail) investments for the study corridor.” This statement describes the method by which the No-Build Alternative is developed, but does not establish the baseline for the environmental analysis in the SEIS/SEIR. As set forth in each of the impact analysis sections (see e.g., Sections 3.2.2.2, 4.1.2, 4.3.2, 4.6.2, and 4.8.1), the baseline for the impacts analysis consists of existing environmental conditions in accordance with CEQA Guidelines § 15125.

In each case where the 2020 No-Build Alternative was compared with the 2020 LRT Build Alternative, the basis for creating the 2020 No-Build scenario was an extrapolation pursuant to methodological criteria established by the appropriate preparers from the baseline established by existing environmental conditions.

- 49 C Below is an analysis of the cumulative impacts with regard to the FSSP project. Based on the analysis, the conclusion is that the cumulative impacts are not significant.

Regarding traffic, the year 2020 traffic analysis is based on forecasts produced by the MTA regional transportation demand model, which represents future baseline growth and development conditions projected by the local agencies throughout the Los Angeles metropolitan area. These traffic forecasts reflect the overall level of urban growth and development and transportation system improvements planned for the region by the year 2020, consistent with the MTA’s recently adopted Long Range Transportation Plan.

Regarding land use, the LRT Build Alternative would not restrict access to, nor displace or hinder land use-associated elements of the FSSP project, and therefore would have no cumulative impacts (see also response to Comment 49G). Furthermore, transit-related ridership created by the LRT Build Alternative would cumulatively benefit residents and workers of the FSSP project with its provision of access to Union Station and along the Eastside Transit Corridor.

Regarding air quality, the mobile emissions portion of the air quality analysis is based on estimated year 2020 intersection traffic volumes and VMT. Traffic volumes and VMT related to the FSSP project were included in the No-Project alternative. Thus, emissions related to the proposed FSSP project were included in this analysis. In addition, as discussed in the Final SEIS/SEIR document, implementation of the proposed LRT Build Alternative is anticipated to have a net benefit to regional air quality.

There are no cumulative vibration impacts expected with both FSSP and the LRT operations since the FSSP generates traffic from rubber-tired vehicles. It is unusual for vibration from cars and trucks to be perceptible even at locations close to major roads. Cumulative effects of FSSP generated traffic noise and LRT noise would be minimal. The existing peak hour traffic noise levels on either 1<sup>st</sup> Street or Alameda Street is typically 70 dBA to 73 dBA, and the average 24-hour day/night noise levels are in the range from 69 dBA to 71 dBA. The noise contribution from the LRT operations are more than 5 dB lower than these existing

noise levels. The cumulative effect of both the existing traffic noise and LRT noise would result in an overall noise level increase of 1 dBA.

Regarding energy: after talking to Eric Tharp, Director of Public Relations for Los Angeles DWP, it was concluded that no cumulative significant impacts associated with the construction/operation of the FSSP project are anticipated. He was familiar with the project and stated that it would not pose any cumulative threats to energy supplies or demand when taken into account with the LRT Build Alternative.

Regarding impacts during construction, the MTA will prepare a traffic alternatives report for the City of Los Angeles building and safety department as part of the process for constructing in the public right-of-way near Alameda. This report will also consider construction of LRT and other projects in the vicinity that may be simultaneously undergoing construction. Construction traffic impacts will be minimized to the extent possible.

- 49 D The level of design that was available during preparation of the Draft SEIS/SEIR had, in some instances, precluded commitment of specific mitigation measures because the design plans were still conceptual in nature. As design has become more refined, specific mitigation measures have been developed and are presented in Chapters 3 and 4 of the Final SEIS/SEIR.
- 49 E The LRT project will achieve an increase in regional travel capacity within the County of Los Angeles and specifically for the communities immediately adjacent to the LRT. Regarding issues of mobility and removal of traffic lanes, alternative designs have been prepared to ensure that there will continue to be two lanes of traffic in each direction of 1<sup>st</sup> Street between Alameda and the 1<sup>st</sup> Street bridge. With regard to your concern regarding the FSSP project not being considered in the land use analysis, see response to Comment 49G. Regarding your concern about achieving local consensus, there is considerable support for building the project. There will always be some who are opposed to almost any project. However, the Eastside Corridor LRT has been designed to minimize takings to the extent possible. The numbers of takings for the current project are considerably fewer than those anticipated for the suspended Metro Red Line project. The LRT project has been designed to be compatible with the community it serves, and, once built, would enhance the physical environment by providing a convenient and reliable source of transportation. The MTA Board has allocated adequate resources to construct the LRT in a timely manner. Adequate circulation, access, and traffic plans will be prepared so as to not preclude reasonable access to construction of other projects near the LRT construction areas.
- 49 F The baseline for the analysis of transportation impacts is the existing environmental conditions within the study area, as described in SEIS/SEIR Section 3.2.2, against which future impacts generated by the No-Build and LRT Build Alternative can be measured. The SEIS/SEIR determines and analyzes potential changes in traffic operations within the study area by first assessing existing traffic conditions (utilizing LADOT traffic count data) (see Table 3-9), and then, based on a one percent annual growth rate projection from existing conditions utilizing SCAG methodology, estimating future conditions to year 2020 without the LRT project, but including existing and committed transportation projects. This forms the traffic analysis for the No-Build Alternative. The LRT Build Alternative consists of additions to the No-Build Alternative of the proposed project. The No-Build and LRT Build Alternatives are then compared against one another to determine likely conditions in 2020 with and without the project, in order to identify the potential significant impacts of the proposed project. Mitigation measures are then proposed for significant impacts. Regarding your concern about delayed mitigation, see response to Comment 49D. See response to Comment 49C regarding cumulative impacts.

49 G The First Street South Plaza (FSSP) project has been added to Table 4.1-1 of the Final SEIS/SEIR. Regarding your concerns about land use impacts, the LRT Build Alternative does not have the potential to significantly conflict on a land use/planning basis with the approved FSSP project. The LRT Build Alternative would result in the construction and operation of surface light rail tracks along Alameda Street and 1<sup>st</sup> Street adjacent to where the approved FSSP project is located. Although there may be temporary land use impacts to the high-rise, multi-use development buildings (office, retail, and residential) during construction, which may temporarily restrict access and/or parking for these land uses, the LRT Build Alternative's transit and station operation would not restrict access to, nor displace or hinder land use-associated elements of the FSSP project, and therefore would have no operational or cumulative impacts. Furthermore, implementation of the LRT Build Alternative would add a mode of mass transit and provide additional access for residents and workers in the FSSP project for travel to the Union Station area and along the Eastside Transit Corridor, thereby providing a beneficial land use impact. The LRT Build Alternative would not divide the FSSP project's sense of community nor would it conflict with land use policies associated with the FSSP project, as the LRT Build Alternative alignment would be limited to the existing street rights-of-way. No property will be taken from the FSSP project. The transit facilities would also be compatible with the adjacent "C2-2" zoning that is established for the FSSP project. This discussion has been added to Section 4.1 of the Final SEIS/SEIR. See response to Comment 49C regarding cumulative impacts.

49 H Since circulation of the Draft SEIS/SEIR, engineering refinements have occurred so that no property for the FSSP project is needed for the LRT project. The issue of whether replacement homes or businesses are available in the local community is unavoidable and a potentially significant impact that could occur if such replacements are not available within the local area at the time that the acquisitions are made and the displacements occur. This impact will be included in the Statement of Overriding Considerations (CEQA Guidelines Section 15093) that MTA will prepare to balance the benefits of the project against its unavoidable environmental risk when determining whether to approve the project. Section 4.3 of the Final SEIS/SEIR provides details on mitigation regarding this issue.

49 I The Light Rail project is being designed to the highest possible aesthetic standards. Stations will be custom designed and streetscape will be improved. Similar projects in Portland, San Jose and San Diego are considered assets to the Downtown Business District. Section 4.6 of the Final SEIS/SEIR addresses visual and aesthetics impacts on the FSSP and mitigation measures for adverse visual and aesthetics impacts.

49 J 1) MTA sent you the Air Quality, Transportation, and Noise and Vibration Technical Reports for the SEIS/SEIR for the Eastside Corridor Light Rail Project. These documents were sent on April 30, 2001.

2) Section 4.7.1.1 (Regulatory Setting) has been updated in the Final SEIS/SEIR to reflect the 1999 amendment to the AQMP. The air quality analysis performed for the SEIS/SEIR utilized the most current SCAQMD air monitoring data that was available at the time the analysis was conducted. Table 4.7-2 has been updated in the Final SEIS/SEIR to include year 2000 data. As discussed in the Final SEIS/SEIR, implementation of the LRT Build Alternative is anticipated to result in a net reduction in Criteria Pollutant emissions. Thus, project implementation would complement EPA efforts to lower ozone and particulate levels.

With regard to the USEPA's 1997 PM<sub>2.5</sub> standard, CARB and local air districts must develop State Implementation Plans (SIP) to reduce unhealthful levels of PM<sub>2.5</sub> in areas violating the standard. Currently, there is no PM<sub>2.5</sub> plan for the SCAB, only a monitoring

network. The plan is anticipated to be in place by mid-decade.

3) Of the six criteria pollutants, localized pollutant concentrations were analyzed with regard to carbon monoxide (CO) and PM<sub>10</sub> only. CO is considered to be the best indicator for changes in pollutant concentrations attributable to mobile sources (vehicles) because (1) in most urbanized areas, automobile traffic is the largest generator of CO, and (2) localized CO concentrations can be modeled using Federal and State recognized methods. The USEPA and CARB approved CAL3QHC microcomputer dispersion model was used to ascertain localized CO impacts.

As for the four remaining pollutants: reactive organic gas (ROG), oxides of nitrogen (NO<sub>x</sub>), oxides of sulfur (SO<sub>x</sub>), and lead (Pb), localized impacts are generally evaluated for stationary emissions sources such as power plants, oil refineries, etc., but not mobile sources. The concern with mobile ROG and NO<sub>x</sub> emissions is regional ozone formation, not localized concentrations, while mobile SO<sub>x</sub> and Pb emissions are negligible.

4) Section 4.7.1.2 of the Final SEIS/SEIR describes the baseline used for air quality impacts under the "Local Setting" paragraph. "[D]ata from the Downtown Los Angeles and Pico Rivera SCAQMD monitoring stations were used to characterize existing conditions in the vicinity of the study area, and to establish a baseline for estimating future conditions both with and without the LRT Build Alternative." This methodology complies with CEQA Guidelines § 15125 concerning baselines.

5) The CO hotspot analysis was performed consistent with USEPA, CARB, and SCAQMD approved methodologies. The second highest CO concentration recorded from the appropriate CARB air monitoring station was averaged for the prior 3-year period. This second high average is then adjusted to reflect future traffic conditions and emissions reduction strategies.

6) See response to Comment 49C for discussion of cumulative impacts.

49 K The noise and vibration impacts of the proposed LRT project have been identified in accordance with the impact assessment guidelines of the Federal Transit Administration (FTA) as presented in their guidance manual, *Transit Noise and Vibration Impact Assessment*, April 1995. The FTA noise impact and vibration impact criterion were used to determine project impacts. Mitigation measures identified in the Draft SEIS/SEIR are based on reducing the project generated noise and vibration to a level that is equal to or less than the FTA criterion. The mitigation measures have been finalized as part of the preliminary engineering process and are included in Section 4.8.4 of the Final SEIS/SEIR. An assessment of the LRT noise and vibration on the FSSP has been prepared and is discussed in Section 4.8 of the Final SEIS/SEIR. See response to Comment 49C for discussion of cumulative impacts.

49 L After talking to Eric Tharp, Director of Public Relations at the Los Angeles DWP, we obtained annual use and current capacity numbers in order to compare our project (and others like the FSSP) with current demands and supplies for electricity. In fiscal year 2000 (July 1, 1999 – June 30, 2000), the DWP service area used 22.2 billion kilowatt-hours (kwh). Peak service/demand was recorded at 5.65 million kilowatts at any given time. The DWP has a current capacity to serve up to 7.00 million kilowatts at any given time. In July 2001 they will add another 0.30 million kilowatts to their capacity, and will continue to add facilities or make old facilities more efficient in order to serve its area for years to come. They anticipate a 1-2% growth in electricity demand over the next ten years.

Regarding your request about clarifying the methodology used in the Draft SEIS/SEIR, one

aspect of the methodology for determining significant impacts on energy resources is whether or not our project would be serviceable by the local provider. Eric Tharp of DWP stated that our project not only is nominal compared to all other demands, but is also anticipated in its 1-2% demand increase in the next decade. Therefore, our project would not cause any significant or sudden changes in the demand, and therefore supply, of the provider or its resources. Another way to determine significance is by comparing the project's energy demands to current and anticipated supplies. Although there is no established significance threshold criteria, a 1% increase could be used as a significance threshold. The LRT Build Alternative would result in a net annual energy demand in the area of 3.78 million kwh, compared to the No- Build Alternative. When this number is compared to the DWP service area, annual demand of 22,200 million kwh, it is clearly less than 1% of the demand. Thus, no significant impact is anticipated.

See responses to Comment 49B regarding baseline and Comment 49C regarding cumulative impacts. The text of Sections 4.13.2 and 4.13.3.2 of the Final SEIS/SEIR have been revised.

- 49 M The analysis included the forecasted employment and population estimates for the year 2020 as provided in the SCAG and MTA Long Range plans. The demographics are provided by the City of Los Angeles and consider all existing and planned development. Based on these assumptions and the history of the Long Beach Blue Line in similar roadway operations, estimates were made. The Final SEIS/SEIR specifies the mitigation based on comments received and modifications made to the alignment along Alameda Street and 1<sup>st</sup> Street in response to your comment.
- 49 N See response to Comment 21K.
- 49 O See response to Comment 49L. There is no need for the additional analysis requested.
- 49 P The SEIS/SEIR cannot possibly include all of the technical analyses that have been prepared for this project. It would be too voluminous. However, it does contain all of the important results and conclusions. Separate technical reports were prepared and are available for review at the MTA offices. They contain the assumptions, formulas, and methodologies used in the analyses. You have already received several of these reports (see response to Comment 49J). All technical reports are referenced in the bibliography of the Final SEIS/SEIR. Also see response to Comment 31X.
- 49 Q See response to Comment 49D.
- 49 R The FSSP project has not provided a construction timeline. MTA has assumed that the LRT project will be in operation before the FSSP is developed. See also response to Comment 49C.
- 49 S See responses to previous comments. Changes to the summary of impacts have been made where warranted.
- 49 T See responses to previous comments. No property will be taken from the FSSP for the LRT project. Revisions to 1<sup>st</sup> Street have been made in consultation with LADOT to ensure that two lanes of traffic will be maintained in both directions on 1<sup>st</sup> Street. MTA will work with Mr. Taira and First Street South Plaza throughout project design to coordinate traffic issues. Regarding recirculation of the Draft SEIS/SEIR, there is no need to do so.

**Response to Rolando Hidalgo, Law Offices of Manuel Hidalgo (Comment Letter 50)**

- 50 A The mitigation measures discussed in the Final SEIS/SEIR are designed to minimize adverse impacts. Once operational, the LRT will provide the area with a convenient and reliable mode of transportation that will significantly improve access and mobility to transit-dependent persons as well as those who simply wish to use transit. Note also that, since

circulation of the Draft SEIS/SEIR, another option (Option B) has been added, which removes the station from Beverly/Atlantic and places it near Pomona/Atlantic. Both options are studied in the Final SEIS/SEIR. The MTA Board will make a decision prior to issuance of the Record of Decision (ROD) for the project which option will be implemented based on the results of the studies and the considerable community input that has been received.

- 50 B The station at Beverly/Atlantic is slated to have approximately 200 parking spaces constructed. As noted in Chapter 3 of the Final SEIS/SEIR, the parking under Option A will be provided through a shared use agreement with the owners of Pep Boys for use of their lot. In addition, property will be purchased near Pomona/Atlantic to provide additional parking. The MTA has committed to implementing a parking replacement program for areas with high utilization. This will reduce project parking impacts to a less than significant level. Refer to Section 3.3.3 for a list of the areas along the corridor that have been identified where replacement parking is required based on utilization, and the locations where replacement parking will be provided.
- 50 C Refer to Section 3.2.3. Split-phase traffic signal operation will be implemented to accommodate the Beverly Boulevard left-turn demand. Left turns across the tracks will be controlled via left turn arrows. Traffic and pedestrians would be allowed to cross the LRT tracks only at signalized intersections. Pedestrian access to this station is only from the east side of the Atlantic pedestrian crosswalk.
- 50 D See response to Comment 50A.
- 50 E According to our research, Montebello Bus Lines Route 60 runs from San Gabriel River Parkway to Telegraph Road in Pico Rivera. The Montebello Bus lines that will be affected by the LRT are Routes 10, 40, 341, 342, and 343. These lines will not be displaced. Refer to Section 3.1.2.
- 50 F This comment discusses property taking issues and does not address significant environmental concerns. CEQA Guidelines (Section 15088) require that the lead agency respond only to comments regarding environmental issues. See also response to Comment 50A.
- 50 G In response to the direction of the MTA Board, an alternative station location has been proposed on Pomona Boulevard west of Atlantic Boulevard. See also response to Comment 50A.
- 50 H The MTA Board determined that the No-Build Alternative does not meet the needs of the community which is planned to grow by 20 percent in population and by 30 percent in jobs over the next 20 years. The LRT project is supportive and consistent with the local community plans and regional programs.

**Response to Reverend Matsubayashi, Rimban, Los Angeles Homba Hongwanji Buddhist Temple (Comment Letter 51)**

- 51 A Comment noted. No question posed. This potential impact is disclosed in the Final SEIS/SEIR document. Fugitive dust impacts during the construction period would be significant and unavoidable, even after the implementation of available mitigation measures. This impact will be included in the Statement of Overriding Considerations that MTA will use to weigh the benefits and adverse impacts before deciding on whether to proceed with the project.
- 51 B The project generated noise levels of LRT train passbys is predicted to be 8 dBA lower than the existing noise levels at the La Homba Hongwanji Buddhist Temple (see Table 4.8-4, Receiver #5). Construction practices, times, and methods are consistent with current City of Los Angeles and County of Los Angeles approved practices. The MTA will recommend



- modifications to the contractor's practices if they are in direct conflict with the facilities normal operating times.
- 51 C Comment noted. Construction will likely temporarily impair the appearance of the temple. However, it will not result in any long-term impacts to its appearance and will ultimately provide worshippers with much improved transit access. Section 4.19.1 of the Final SEIS/SEIR provides estimates of the actual time involved for construction activities along a typical mile segment. The MTA will ensure alternative access to the temple if construction methods or practices preclude access to the current parking area.
- 51 D It is recognized that construction of the LRT system would temporarily interfere with the normal flow of traffic along 1<sup>st</sup> Street. Temporary lane closures would be minimized during the daytime hours, with the bulk of the construction and utility relocation activities taking place at night. In order to minimize construction impacts, street specific Worksite Traffic Control Plans will be developed in cooperation with the City of Los Angeles Department of Transportation (LADOT) and Los Angeles County to accommodate the required pedestrian and traffic movements. To the extent practical, traffic lanes will be maintained in both directions, particularly during peak traffic hours and access to homes and businesses, including the temple, will be maintained throughout the construction period. At least one traffic lane in each direction in addition to pedestrian access will be maintained during construction. Consequently, specific construction techniques may be utilized that minimize the construction envelopes such as the use of segmental construction, which minimizes the need for extensive falsework on the ground. When certain facilities are closed to traffic for extended periods of time during tunnel construction, detailed signing and detour plans will be developed by MTA, in conjunction with the City and the County. These plans will identify alternate routes and provide adequate signage to guide the general public around the construction area with minimal impact.
- 51 E MTA will meet with affected organizations and businesses in Little Tokyo to discuss concerns regarding construction and will make every attempt to avoid or minimize adverse impacts. Depending on the timing of the 2005 Temple Centennial activities, it may be possible to schedule the contractor to avoid construction activities in the area during that time.
- 51 F Refer to Section 3.2.3 for information on traffic circulation. MTA will widen 1st Street to provide two lanes each way from Alameda to Vignes Street, which will eliminate the blockage of a single traffic lane by a loading bus or stopped vehicle.
- For safety, left turns across the LRT alignment will be accommodated at signalized intersections only. There will not be a dedicated left turn lane for EB 1<sup>st</sup> Street at Vignes, due to a lack of available space. Split-phase signal operation will be used to accommodate the left turn demand at this location. However, the City of Los Angeles has been awarded grants to widen the ends of the bridge specifically at Vignes and 1<sup>st</sup> St. to provide a left hand turn lane onto Vignes. The City and MTA will coordinate on both projects.
- MTA will work with local businesses, community organizations, and residents during the Community Linkages Study/Program to address issues such as maintenance work on 1<sup>st</sup> Street.
- Emergency response options will be provided via mountable curbs used to separate the track from traffic lanes. These allow emergency vehicles to bypass stopped traffic or cross the LRT tracks when necessary. Refer to Section 2.4.2.3 for more LRT operating characteristics.
- Washington Boulevard comment noted. Refer to Section 4.14.2.1 for accident and safety information.
- 51 G See response to Comment 51 B. The proposed LRT system will be street running (similar

- to a trolley) and will not have at-grade crossing gates with warning bells.
- 51 H MTA will work with local businesses, organizations and residents during the Community Linkages Study/Program to address these traffic access issues. Additionally, the MTA has committed to implementing a parking replacement program, which will reduce project parking impacts to a less than significant level. The parking replacement program will be developed in close coordination with affected Eastside community groups. Refer to Section 4.19.2.3.
- 51 I Large concentrations of people and street level activity in areas of the station and park-and-ride lots may actually decrease crime rates. MTA will involve the LAPD and the County Sheriff in the planning and design of stations to improve station area security. In addition MTA contracts with the LAPD and County Sheriff to patrol stations. Heightened security will be implemented during the initial years of operation. Security cameras will also be installed at stations. Lighting will be strategically placed throughout the LRT line to minimize criminal activity.

**Response to Greg Heet, Heet Sound Products (Comment Letter 52)**

- 52 A We have had meetings within the Little Tokyo Community for the past few years, and members of the Review Advisory Committee belong to the Little Tokyo Business Association as well as other organizations within the Little Tokyo/Arts District communities. We have advertised the community meetings in the *Los Angeles Times* and the *Downtown News*.
- 52 B MTA will conduct a vibration analysis for the recording studio that is located in a light manufacturing building on Ducommun Street near the planned LRT track that will lead into the maintenance and storage facility. If it is determined that train operations will impact the recording studio, vibration control measures will be provided to mitigate the ground vibration to a level where they will meet the MTA Systemwide Criteria for maximum ground-borne vibration in studios of 65 VdB. Section 4.19.2.7 of the Final SEIS/SEIR provides additional information.

**Response to Albert Deininger, White Memorial Medical Center (Comment Letter 53)**

- 53 A MTA will be working closely with all partners in the vicinity of the Eastside Light Rail Project to ensure that all required seismic standards are met.
- 53 B The MTA is committed to providing a project that not only provides improved transit service in the area, but also a project that enhances the physical aesthetics of the neighborhoods in which it is planned. The Eastside Light Rail Project budget includes funding for new landscaping, lighting, art, signage and other amenities, which will enhance the communities in which the project runs. The MTA will also be conducting a Community Linkages Study/Program that will identify further pedestrian improvements that will tie surrounding communities to the project beyond the immediate station area. MTA's joint development team will perform a market analysis of the area and work with the community to attract joint development projects that will foster economic development and provide needed services to the area. MTA's current joint development policy does not provide a "First Right of Refusal" to adjacent property owners. However, MTA can enter into negotiations with adjacent property owners at anytime should the MTA Board choose to do so.

- 53 C The MTA will be considering the use of property owned by the MTA for construction parking and staging during construction of the project.
- 53 D Bailey and State Streets are located in the tunnel segment of this project, and as such, will remain open at all times. Segments of 1st Street potentially will be temporarily closed during construction. Section 4.19.2.2 states, "During final design, site and street specific Worksite Traffic Control Plans will be developed in cooperation with the City of Los Angeles Department of Transportation and Los Angeles County." The strategies developed for the plan will help to minimize adverse impacts during construction to the extent possible.
- 53 E The MTA will be working with local jurisdictions to create policies to further incorporate the new transportation project into the corridor and fully maximize the benefits of the project, however, ultimately the local jurisdictions have the final authority to make these policies decisions, and the Agency can only make recommendations.

**Response to Byron Edwards, PhD (Comment Letter 54)**

- 54 A Union Station is the hub of transportation activities in the region. The Eastside LRT project will provide access to buses, Red Line, light rail lines, Amtrak, and Metrolink services. The Eastside LRT project does not preclude extensions to the west along 1<sup>st</sup> Street or south along Alameda Street.

**Response to Diane Zaepfel (Comment Letter 55)**

- 55 A MTA thanks you for your support of the Eastside Corridor project.

**Response to Silvia Viramontes (Comment Letter 56)**

- 56 A The Supplemental EIS/Subsequent EIR was prepared to assess the impacts of the LRT project. All of the baseline information has been updated to reflect current conditions.
- 56 B Funds from the Union y Fuerza suit will not be used for any property compensation for this current project. The \$2.6 million can only be used to replace housing units in Boyle Heights due to the previous suspended subway project. See Section 4.3.4 of the Final SEIS/SEIR that discusses MTA's commitment to providing a new revolving loan fund for the current project for loss of housing stock.

**Response to Gerardo Salas (Comment Letter 57)**

- 57 A See response to Comment 35A.

**Response to Anita Castellanos (Comment Letter 58)**

- 58 A See response to Comment 1D.

**Response to Philip Nurenberg (Comment Letter 59)**

- 59 A The MTA agrees with all of the comments. The agency wants to expand its bus system in East Los Angeles, and in the last three years, the MTA has added a number of new buses to the area. Soon, public hearings will be held which is the first step necessary to introduce rapid buses to East Los Angeles. Although the MTA does have a number of diesel-powered buses, it has only purchased clean-fuel buses over the last three years and will continue to only purchase clean fuel buses as it retires older diesel powered buses.

**Response to Silvia Viramontes (Comment Letter 60)**

- 60 A See responses to Comments 31AA, 31BB, 36L, 71J, and 73G.
- 60 B The Eastside LRT will add transportation options for community residents. Traffic will increase over the next 20 years, regardless of what improvements are made. The LRT will help to control future traffic congestion by providing an alternative transportation choice. The MTA has committed to implementing a parking replacement program, which will reduce project parking impacts to a less than significant level. The parking replacement program will be developed in close coordination with affected Eastside community groups. Refer to Section 3.3.3 of the Final SEIS/SEIR. There are four areas along the alignment where replacement parking will be required. These are (1) on 1st Street between Anderson and Utah Streets (both options), (2) on 1st Street between Fresno and Indiana Streets (both options), and (3) along Indiana Street between 1st and 3rd Streets (Option A only), and (4) along Ducommun Street in the vicinity of the planned yard lead (both options).

Along 1st Street between Anderson and Utah Streets, there are a total of 24 peak-period restricted parking spaces. This section, when compared to other blocks on 1st Street between Mission Road to US-101, has comparatively high parking utilization. Coordination with the City Housing Authority will provide replacement parking north of 1st Street where there are plans to redevelop the Pico Aliso housing tract. A parking utilization study was conducted for this area, and the results indicate relatively low parking demand in this area. With the active redevelopment of the Pico-Aliso complexes by the City, the parking requirement of development, redevelopment, and new uses would be taken care of as part of the development approval process of the City. MTA will contribute an appropriate parking space replacement fee (to be negotiated) to the City for the 24 spaces removed between Anderson and Utah. The remaining 55 spaces are not utilized and removal by the City would have no impact on the area and the adjacent uses.

In both options, on-street parking will be removed on 1st Street between Fresno Street and Cheesbroughs Street. Nine spaces of replacement parking will be provided at 1st/Lorena on property currently owned by MTA.

On Indiana Street under Option A, development of an off-street parking lot will be utilized for replacement parking. The relatively high utilization of on-street parking spaces on Indiana Street precludes the possibility of demand being sufficiently transferred to side streets, such as 2nd or Gleason Streets. Three parcels on the eastern side of Indiana would be purchased to provide replacement parking for Option A. There would be no parking spaces removed on Indiana Street under Option B, and therefore no replacement parking would be sought under this option.

For the losses on Ducommun Street, parking will remain available on adjacent streets. Additionally, a metered parking lot will be developed on property at Ducommun and Garey Streets. This lot will be administered by LADOT in a manner similar to that of the metered curb parking currently in place. Replacement parking will also be provided at Alameda/Ducommun on property to be acquired by MTA.

The Eastside LRT Project will have excellent supporting bus service providing access to each LRT station as discussed in Section 3.1 and Table 3-4. As a result, no new parking facilities are planned along the LRT alignment, except at the Beverly/Atlantic (Option A) or Pomona/Atlantic (Option B) terminal station.

- 60 C Comment noted. During the construction period, there will be adverse impacts that are unavoidable. However, MTA will take steps, as discussed in Section 4.19.2 of the Final SEIS/SEIR, to minimize adverse impacts to the extent possible. Note that the adverse impacts will be included in the Statement of Overriding Considerations (CEQA Guidelines Section 15093) that MTA will prepare to balance the benefits of the project against its unavoidable environmental risk when determining whether to approve the project.

**Response to James Fujita (Comment Letter 61)**

- 61 A We will be using modified designs from the suspended project's subway station for the current Light Rail project. The stations are smaller in this project so the designs do need to be modified to fit the current project.

**Response to Charles R. Hockett (Comment Letter 62)**

- 62 A The MTA Board determined in 1998 that the Red Line extension to 1<sup>st</sup>/Lorena was not financially feasible and MTA directed staff to study alternatives. The LRT project does include almost two miles of tunnel in the most congested and dense areas of Boyle Heights.
- 62 B Comment noted. MTA believes that Gateway Center/Union Station provides a regional transit focus point.
- 62 C Comment noted. Refer to response to Comment 62A.
- 62 D Readers wishing to know the financial status of the Bus Riders Union should contact them directly. The issue does not pertain directly to the Eastside Corridor LRT Project.

**Response to Jackie McCauley (Comment Letter 63)**

- 63 A Comment noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to George Del Rio (Comment Letter 64)**

- 64 A The mitigation measures presented in Sections 3.4.3, 4.14, and 4.16 of the Final SEIS/SEIR will enhance safety and minimize the potential for pedestrian accidents. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX.
- 64 B The analysis for visual impacts did not consider subjective judgments such as "beautiful" and "ugly" because people seldom agree on these values. However, the visual impacts of

the catenary system are discussed in the visual analysis. Section 4.6.3.2 of the Final SEIS/SEIR states that "the catenary system would have significant visual impacts in some locations," specifically on the historic 1st Street Bridge and in residential neighborhoods. It stated that "catenary wires in residential areas may add to the visual clutter of existing telephone, electrical, and cable television wires," which would be especially significant along Indiana Street and in some locations along 1st and 3rd Streets.

The wires cannot be "screened" from view. They must be in along the tracks, which are generally in the center of the street. Mitigation is proposed, requiring MTA to work with local utility purveyors to place other utility lines underground, thus resulting in no net increase in the amount of visual clutter, and potentially, some reduction.

- 64 C All of the East Los Angeles Shuttle buses will connect to the proposed LRT stations. Refer to Table 3-4 of the Draft SEIS/SEIR and Chapter 3 of the Final SEIS/SEIR.
- 64 D The station will be maintained in its existing location adjacent to the Civic Center that is going through enhancements and will include new community facilities. The MTA, however, will continue to meet with the CAC to further discuss the coordination of the station in the Maravilla community. The MTA will also strive to create pedestrian connections to the station and the commercial area west of Mednik Avenue to accommodate access from all directions.

**Response to Clara M. Solis (Comment Letter 65)**

- 65 A The mitigation measures presented in Sections 3.4.3, 4.14, and 4.16 of the Final SEIS/SEIR will enhance safety and minimize the potential for pedestrian accidents. MTA will provide the funding for a crossing guard at the Griffith Middle School, if the school administrator requests it.
- 65 B Commuters will be discouraged from using 3rd Street as a defacto freeway with the advent of construction. Once construction of the LRT is completed, 3rd Street will have three through traffic lanes during the peak period (two lanes one direction, one lane the other direction), instead of the current five through traffic lanes during the peak period. This will reduce speeds and encourage commuters to take alternate routes.
- 65 C Pedestrian crossings will still be available at each signalized intersection. Signs will be placed at the unsignalized locations indicating that crossing is prohibited and that the nearest safe crossing is nearby at a signalized crosswalk.
- 65 D The MTA will work to design the Light Rail system so that it serves the communities of Little Tokyo, Arts District, Boyle Heights and East Los Angeles.

**Response to John Smart (Comment Letter 66)**

- 66 A Comment noted. MTA thanks you for your support.
- 66 B Comment noted. Color schemes are determined by the MTA Board of Directors.
- 66 C Comment noted. MTA will proceed as fast as possible.

**Response to John C. Arrovo (Comment Letter 67)**

- 67 A Comment noted. MTA thanks you for your support.

**Response to Jesus Samano (Comment Letter 68)**

- 68 A MTA has no plans to acquire your properties for the LRT project. The mitigation measures presented in the Final SEIS/SEIR will minimize adverse impacts on surrounding properties.

**Response to Robert J. Wang (Comment Letter 69)**

- 69 A Yes, the cultural context of each station area will be taken into account by the architects. Artists, selected by panels comprised of community members and arts professionals, will be fabricating site-specific artworks at each station. Station area meetings were conducted during August, September, and October 2001 with the community. Each architect was required to read the Cultural Needs Assessment from the original suspended Eastside Extension project.
- 69 B MTA will have a comprehensive urban design for the project including trees. MTA will maintain all trees planted as a direct part of the project including; fertilizing, pruning, and watering. In addition, MTA will fund a Community Linkages Study/Program for the urban design of pedestrian pathways well beyond the limits of the project proper. The recommendations of the study will be implemented through coordination between the MTA, the City of Los Angeles, and the County of Los Angeles.
- 69 C The MTA agrees with this recommendation. It is anticipated that Eastside Corridor trains will receive priority treatment at all signalized intersections.
- 69 D MTA and Caltrans have begun a study to evaluate transportation options for the US 101 Corridor from Thousand Oaks to Downtown LA. MTA Board has also adopted LRT for the first phase of the Exposition Boulevard corridor from Downtown to Venice/Robertson. MTA thanks you for your support.

**Response to Raymond Covarrubias, Davis Blue Print Company (Comment Letter 70)**

- 70 A During the implementation of the construction impact program, representatives of the MTA seek to support local businesses, vendors, and services by including them in the opportunity to submit competitive bids or proposals in keeping with the procurement policies of the MTA.

**Response to Renee M. G. Chavez (Comment Letter 71)**

- 71 A MTA staff has investigated additional funding sources for the extended tunnel in Option 3, but additional state money does not appear available because of the lack of any state surpluses due to the energy crisis in order to match federal funds if they were available. Based on Proposition A, no local MTA sales tax funds can be used for Option 3. Therefore, there are not any easily available local funding sources that could assist in financing Option 3.
- 71 B The MTA Board, the State of California, and the Federal Government have approved resources to construct the project, pending the final approval and acceptance from the Federal Government. The MTA is currently in the process to ensure that construction begins in 2003. However, uncontrollable natural disasters or events such as the energy crisis, etc. could always have an impact on MTA's ability to implement projects. Notwithstanding the aforementioned, the MTA will continue to take the necessary steps to implement the

- approved project.
- 71 C The MTA will be including an art component to the project per our previous Metro Art programs that were implemented at currently operating stations. Artists selected for the project will indicate their relationship to the community and will work with an Art Panel that include historians, activists, artists, and others from the community. In addition, the MTA is planning to include a local hire program similar to other major public capital projects like the Alameda Corridor project.
- 71 D No air quality readings will be taken during construction. However, as noted in Section 4.19.2.6 of the Final SEIS/SEIR, the mitigation measures stipulated will be taken to minimize impacts during construction. In addition, all contractors will be required to conform to MTA Section 01566 mandates that requires equipment engines to be properly tuned at all times. See also responses to Comments 4A and 4B.
- 71 E See response to Comment 31U.
- 71 F See response to Comment 1F.
- 71 G Coordination with the State Historic Preservation Office (SHPO) in accordance with Section 106 of the National Historic Preservation Act subsequent to circulation of the Draft SEIS/SEIR determined that Mariachi Plaza is not eligible to the National Register of Historic Places (see Appendix G of the Final SEIS/SEIR). The Final SEIS/SEIR has been revised to reflect this information.
- 71 H Comment noted. The text and figure have been revised as requested.
- 71 I See response to Comment 71E.
- 71 J Construction phase air quality impacts are disclosed in Section 4.19.2.6 of the Final SEIS/SEIR document and mitigation measures are also discussed. PM<sub>10</sub> and NO<sub>x</sub> emissions during the construction period, even after implementation of available mitigation measures, are anticipated to exceed SCAQMD daily significance thresholds, which results in an impact that is significant and unavoidable. This impact will be included in the Statement of Overriding Considerations that MTA will use to weigh the benefits and adverse impacts before deciding on whether to proceed with the project.
- Construction will generally occur between the hours of 7:00 AM and 10:00 PM. Construction will not cease during school arrival and departure times. However, the contractor will be required to inform their workers of the need to be especially cognizant of school children and others in the vicinity of the schools while they are performing their work.
- 71 K See response to Comment 1F.
- 71 L Sections 4.19.2.9 and 4.19.2.10 of the Final SEIS/SEIR indicate that property owners, residences, and businesses will be notified of major construction activities and also will provide the community with the name and telephone numbers of public affairs staff that they can talk to as needed. These sections also discuss other outreach efforts during construction. Section 4.19.2.2 states, "During final design, site and street specific Worksite Traffic Control Plans will be developed in cooperation with the City of Los Angeles Department of Transportation and Los Angeles County." These plans will outline the sequence of events that must take place prior to a street closure, including the notification of residents and businesses.
- 71 M MTA is working with LADOT and the County to ensure that parking and traffic needs are addressed throughout construction and implementation of the LRT. Section 4.19.2.3 states that a parking mitigation plan will be developed to the standards of, and reviewed by, LADOT and County DPW prior to construction to minimize impacts on curb parking. This will outline what streets will be affected as well as where replacement parking will be located.



The MTA has committed to implementing a parking replacement program, which will reduce project parking impacts to a less than significant level. The parking replacement program will be developed in close coordination with affected Eastside community groups. Refer to Section 4.19.2.3. See also response to Comment 60B.

- 71 N See response to Comment 1F. The MTA is currently working with the RAC on issues regarding the project. See also response to Comment 23B.
- 71 O Refer to the response to Comment 71L.
- 71 P See response to Comment 1F.
- 71 Q See response to Comment 71E.
- 71 R See response to Comment 1F.

**Response to Jose L. Gomez (Comment Letter 72)**

- 72 A Heavy rail was considered in the 1998 Major Investment Study for this area. Unfortunately, Los Angeles County voted in 1999 to prohibit spending of local funds for subway projects. Therefore, the MTA is not able to pursue subway projects without obtaining additional funds from another eligible source. With community input and support, the MTA Board decided to pursue a light rail line alternative that has more stations, is twice as long, and includes a direct connection to the currently constructed Pasadena Metro Blue Line.
- 72 B The LRT Build Alternative, Option A, will run to the intersection of Atlantic and Beverly Boulevards. Under Option B, the LRT will run to the intersection of Pomona and Atlantic Boulevards.
- 72 C The safety issues of the Blue Line relate more to the high speed section (>55 mph) of the operating line. The street running portion has very few fatalities. The Eastside LRT project will have the safest operation that is available at the time of operation. Section 4.14 of the Final SEIS/SEIR discusses the safety issues and the proposed mitigations.
- 72 D The MTA understands the concern the communities have with regard to building at-grade projects near schools. The MTA, however, does not have the necessary funding to be able to construct an extended tunnel at every school or at the particular school you have mentioned. The MTA has investigated many projects nationally that have similar projects near schools. In addition, the MTA currently operates the Long Beach Blue Line and will operate the Pasadena Metro Blue Line near some schools. At these locations, the MTA has implemented some of the most state-of-the-art safety measures including quad-gates, specialized pedestrian signals, and others. The MTA will continue to work with the schools located adjacent to the project to implement safety measures including education programs to insure that children are informed of the project. MTA considers safety first before all design/engineering solutions.
- 72 E The concerns of the principal of that school as well as those of the Los Angeles Unified School District have been addressed. See responses to Comments 25A through 25AD and also responses to verbal public comments P-30A through P-30C.
- 72 F Currently, there is a potential pedestrian safety issue at the Santuario de Nuestra Señora de Guadalupe Church. During worship services, many people park their vehicles across 3<sup>rd</sup> Street and illegally cross the street to go to church. To avoid the illegal crossings, MTA will install a pedestrian signal at Marianna Avenue and provide a crossing guard on weekends during services.
- 72 G See response to Comment 1F.

**Response to Sylvia Sanchez (Comment Letter 73)**

- 73 A The vibration levels generated by LRT trains are significantly lower than the threshold levels for building damage (see Section 4.19.2.7, Construction Noise and Vibration Criteria, Table 4.19-7, Damage Risk Vibration Criteria).
- 73 B Comment noted. MTA will implement the measures discussed in Section 4.14.4 of the Final SEIS/SEIR to reduce the potential for criminal activities.
- 73 C Comment noted. MTA will implement the measures discussed in Sections 4.7.4, 4.8.4, 4.11.4, and 4.19.2 of the Final SEIS/SEIR to minimize adverse impacts of noise and pollution during construction and operation of the LRT.
- 73 D Comment noted. Although real estate values along the corridor and areas it serves may increase, local sales taxes and commercial taxes are anticipated to increase along with incomes, as described in 4.2.3.2 of the Final SEIS/SEIR, benefiting the community as a whole.
- 73 E MTA has no plans to acquire your property for the LRT project. Therefore, relocation is not necessary.
- 73 F The Review Advisory Committee meets on a monthly basis where you can attend and voice your concern in regards to the project.
- 73 G The Contractor will be allowed to begin construction at 7 AM and work until 10 PM.

**Response to Tim Adams (Comment Letter 74)**

- 74 A Comment noted. MTA thanks you for your support.

**Response to Sandra Sandoval (Comment Letter 75)**

- 75 A See response to Comment 72A.

**Response to Robert C. Bellinger (Comment Letter 76)**

- 76 A The MTA Board in 1998 determined that the Red Line subway was not financially feasible any longer and that lower cost alternatives needed to be studied. The so-called pre-metro type of system (heavy rail) usually requires full grade separation.

**Response to John G. Sullivan (Comment Letter 77)**

- 77 A Existing through-lanes will be maintained on Alameda Street. However, left turns will be prohibited at unsignalized intersections. Business owners, employees, and patrons will have to enter and exit buildings by making right turns only.

**Response to Nadine Diaz (Comment Letter 78)**

- 78 A MTA can properly design and implement a quality transportation system for Boyle Heights. Most of the properties purchased will be useable for the LRT project. MTA thanks you for your support for having the Eastside connected to the whole City and region.

**Response to Mirna Troncoso (Comment Letter 79)**

- 79 A The Eastside LRT project includes additional bus service to connect to the stations and will not terminate any bus line. One-half of the added operation cost goes to the additional bus services. The LRT project is consistent with the community plans and will minimize displacements if residents and businesses. The LRT project does address the needs of the community and provides a “permanent” mass transit line.
- 79 B MTA will require all contractors to comply with all appropriate AQMD and State of California air quality standards for construction equipment. In an effort to minimize all equipment emissions, contractors will be required to conform to MTA Section 01566 mandates that require equipment engines to be properly tuned at all times. The MTA will further request that all contractors additionally minimize the use of on-site diesel equipment. However, heavy earthmoving equipment such as dozers, backhoes, and graders have no non-diesel equivalent. Only ancillary equipment, such as small generators and compressors have non-diesel equivalents.
- 79 C The MTA Board adopted the Locally Preferred Alternative (light rail) at its meeting of May 24, 2001, following a massive Major Investment Study effort involving the consideration of 47 alternatives including bus rapid transit, heavy rail, and light rail followed by the Draft Supplemental EIS/Subsequent EIR development process which further considered the current project in greater detail. Therefore, the MTA will not consider another project at this time. This project is designed to address the lack of enough mass transportation and the environmental health condition of LA because of the high concentrations of diesel emissions as the commentor requests. This light rail project will be electrically powered, and its feeder buses will be Compressed Natural Gas (CNG) powered precisely out of the concern of the MTA Board with clean air issues, including diesel emissions.

**Response to Gladys Bryant (Comment Letter 80G)**

- 80 A The tunnel and station will not enter or be constructed below the cemetery property.

**Response to J. Lesko (Comment Letter 81)**

- 81 A Thank you for your comment. Street signage does not fall under the jurisdiction of the MTA.

**Response to Tony Chavez (Comment Letter 82)**

- 82 A Currently installation of bus benches does not fall under the jurisdiction of the MTA. The City of Los Angeles is responsible for all street furniture on the sidewalk. However, the MTA is looking at including shelters and benches at this location for the Eastside LRT project. Unfortunately, this project cannot act promptly on your request as actual construction of this project including bus shelters is unlikely to begin until 2003 . Therefore, at this time, this request should be directed to the Los Angeles Department of Transportation (LADOT) for a near term or, if possible, immediate response. Given your request, MTA will also discuss this with LADOT and see if early action on a bus bench is possible through them.

**Response to Estella Gonzalez (Comment Letter 83)**

- 83 A Although the current project alignment does not stop at the door step of East L.A. College and Atlantic Square in Monterey Park, the MTA understands the importance of both destinations points. Expanded service from the East L.A. Civic Center Station to ELAC is included within the budget. In addition, Monterey Park shuttles are planned to provide service from the station to Atlantic Square. The current alignment was selected because it provides a connection to the East L.A. businesses on Beverly Boulevard just east of Atlantic Boulevard (Option A) or to businesses on Pomona Boulevard near Atlantic Boulevard (Option B). It also provides a better alignment for a future extension should that become viable.
- 83 B The Locally Preferred Alternative (LPA) does include increased bus service on lines 30 & 31. The LPA will not be able to connect directly to the suggested destinations. MTA, however, does see both the Atlantic/Floral site and the USC County General Hospital Site as being important destinations. Monterey Shuttle connections and an added MTA line are being included in the project cost to ensure connectivity to these sites. In addition, existing shuttle services to these areas will be analyzed to include connections to existing station sites.
- 83 C MTA will operate the Eastside Light Rail Project seven days a week.
- 83 D See response to Comment 82A concerning the near term provision of bus benches. As part of the project, all bus stops immediately adjacent to rail stations, where sidewalks need to be rebuilt, will receive bus benches and shelters at project expense in accordance with MTA Board Adopted Design Criteria.
- 83 E The MTA's Public Affairs Department provides guided tours on the existing rail alignments for members of the community to become acquainted with the range of service currently available and to experience how the system may serve them in the future. In addition, the MTA has an Art Docent Tour, which is a comprehensive tour of rail alignments highlighting the origins and themes of the MTA's outstanding public arts program. During the pre-revenue phase of a rail project (just a few months before an alignment opens for daily operation) there are a number of tours scheduled to provide members of the community a "preview" of their new rail system.
- 83 F The tunnel segment through Boyle Heights was adopted by the MTA Board based on community comments during the MIS and reaffirmed during the Draft SEIS/SEIR comment period.

**Response to Tunde T. Thomas (Comment Letter 84)**

- 84 A MTA thanks you for your comment. However, it is outside the scope of the Eastside Corridor LRT project.
- 84 B See response to Comment 84A.

**Response to Alexis Navarro (Comment Letter 85)**

- 85 A MTA thanks you for your support of the Eastside Corridor project.

**Response to Alberto Rodriguez (Comment Letter 86)**

- 86 A MTA will be formulating a local employment policy for construction and operational related job opportunities for the corridor. Such a program will include resources for job development and training and will be made available to persons unable to find a new job as a result of the business relocations. See response to Comment 1F.
- 86 B To enhance safety and minimize the potential for accidents, MTA will clearly post signs and implement other safety measures discussed in Sections 3.4.3, 4.14, and 4.16 of the Final SEIS/SEIR. The alignment will be underground in the most densely populated segment of the corridor.
- 86 C Comment noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Juaquin Castellanos (Comment Letter 87)**

- 87 A The Final SEIS/SEIR addresses these issues and presents mitigation to avoid or minimize adverse impacts. Please refer to Sections 2.4.2.3, 3.4.3, 4.8, 4.14, and 4.16 for details. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX.
- 87 B Setting fares for transit services is an MTA Board responsibility. There are a number of advantages built into the current fare structure for seniors, students, riders with disabilities, and riders who purchase a monthly pass. Information on the entire MTA multi-modal system with a trip planning component and fare information can be accessed through MTA.net. A new element on the MTA website is the Stakeholder's page which covers a wide-range of current MTA policies, programs and media coverage. It provides an opportunity for maximum community involvement with state-of-the art information on the politics and plans of the region's transportation future.
- 87 C This light rail project will be electrically powered, and its feeder buses will be Compressed Natural Gas (CNG) powered precisely out of the concern of the MTA Board with clean air issues. MTA is completely revamping its bus fleet having ordered more than 2,000 buses for FY2001. Already more than 1,200 new CNG buses have been delivered, and about 20 new buses arrive weekly. By mid-2005 the entire fleet will be replaced and will be 100% CNG.
- 87 D The existing North Broadway Bridge did not follow the route of the new Pasadena Blue Line and, therefore, a new bridge had to be built. The Eastside Light Rail Project will share the 1<sup>st</sup> Street Bridge, as did the historic P line streetcar. Thus, it will not destroy our history; but rather restore it. The historic eastside land use form and scale was developed in conjunction with the development of the former streetcar system. The historic streetcar system helped establish still existing residential and commercial land use patterns.

**Response to Ron Mukai (Comment Letter 88)**

- 88 A Construction of a westbound right turn lane on 3rd Street at Mednik is not anticipated in the current LRT project. Development of an additional lane would require the removal of the landscaped area along the north side of 3<sup>rd</sup> Street. Improved pedestrian safety signalization and upgrading of the traffic signalization in the area will be installed as part of the LRT project.

**Response to Juan Carlos Morales (Comment Letter 89)**

89 A MTA thanks you for your support of the Eastside Corridor LRT.

**Response to Robert Lopez (Comment Letter 90)**

90 A Safety issues and proposed mitigations to address the LRT project are discussed and presented in Section 4.14 of the Final SEIS/SEIR.

**Response to Servando Ornelas (Comment Letter 91)**

91 A Approximately two miles (1/3<sup>rd</sup> of the alignment) of the LRT project will be underground. There is not enough funding to build the whole project underground and that is why alternatives to the Red Line subway extension to 1<sup>st</sup>/Lorena were studied at the direction of the MTA Board.

91 B MTA is funded for transportation purposes by law and cannot divert its funding to non-transportation related uses. However, the MTA can, and will, cooperate with responsible agencies, non-profit groups, firms, and private individuals to help make sure that transportation and public transit helps facilitate appropriate civic land use. The MTA has a Joint Development section which works actively to attract community desired land uses to MTA stations including commercial, residential, and mixed use projects. New examples at MTA stations through public/private co-venture efforts include the 26-story office tower over the Figueroa Entrance to the 7<sup>th</sup> Metro Center Station, the Trizac-Hahn development at the Hollywood and Highland Station, and apartments at the Hollywood and Western Station. Examples of public transit access to parks include the Pershing Square Station and the Westlake Station across the Street from MacArthur Park. In addition, a vast array of parks Countywide are accessible by MTA MetroBus.

91 C Many community meetings were held, and support was obtained from the Legislative offices as well as the community on the Eastside Light Rail project and the current alignment.

91 D See response to Comment 1F.

**Response to Signature is Unreadable (Comment Letter 92)**

92 A Thank you for your comment. However, it is outside the scope of the Eastside Corridor LRT project.

**Response to Signature is Unreadable (Comment Letter 93)**

93 A MTA thanks you for your support of the Eastside Corridor LRT.

**Response to Jerome H. Weymouth (Comment Letter 94)**

94 A Regarding drawings in Appendix E:

PP003--Project budget, safety, and maintenance requirements do not allow for the inclusion

of entire switches, which may not be needed for many years. In addition, the exact location of needed switches for a possible future downtown connector have not been determined or environmentally cleared. In the event that a downtown connector is implemented in the future, switches could be installed at night, when service is stopped for maintenance, as has recently been done with the just completed 3<sup>rd</sup> car platform extensions of The Long Beach Blue Line.

PP008.3--Your desire not to see this alternative implemented is concurred with by the MTA Board in their Action of May 24, 2001.

PP009.1--The Board has adopted this alternative as you indicate is appropriate.

PP009.2--The MTA Board rejected this alternative.

PP009.3--The MTA Board did not adopt this alternative, complying with your request.

Y002A--The Board rejected this alternative agreeing with your preference.

Y003--The MTA Board adopted this alternative as you indicated you preferred. It is, as you stated, likely to be the least expensive alternative.

**Response to SRM (Comment Letter 95)**

- 95 A Thank you for your comments. However, they do not relate to the Eastside Corridor LRT project. Your comments have been forwarded to MTA's Bus Operations.

**Response to Adelina Portillo (Comment Letter 96)**

- 96 A Signs will be posted along 3<sup>rd</sup> Street informing pedestrians about the locations where they should cross. Barriers will be installed, where appropriate, along the alignment. Distinctive crosswalk treatments such as textured paving and eye-catching designs would be used to capture the attention of pedestrians and encourage the use of crosswalks.
- 96 B Dust control mitigation measures will be employed by the contractor and monitored by the MTA throughout the duration of the construction project. South Coast Air Quality Management District Rule 403 and other applicable regulations will be strictly adhered to, and the procedures for dust control and mitigation measures will be included within the final contract specifications. The MTA will continuously monitor the contractor's performance of dust mitigation measures throughout the duration of the construction project.
- 96 C MTA will work with local businesses and residents during the Community Linkages Study/Program to address issues such as these. However, due to the center alignment of the LRT, the center turn lane will be removed, and traffic will be prohibited from making left turns mid-block. Left- and U-turns will be possible at signalized intersections, and customers will still be able to access your business. Refer to Section 3.2.3 for information on traffic circulation.





**7.4 PUBLIC HEARING TRANSCRIPTS**



EASTSIDE TRANSIT CORRIDOR STUDY

PUBLIC HEARING

LACMTA

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Thursday, March 29, 2001



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REPORTED BY

LISA L. GROOM  
C.S.R. No. 11765



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EASTSIDE TRANSIT CORRIDOR STUDY

PUBLIC HEARING

LACMTA

MARCH 29, 2001

THE PROCEEDINGS, taken on behalf of Metropolitan  
Transit Authority, at Japanese American National Museum, 369  
E. First Street, Los Angeles, California, at 6:00 p.m.,  
Thursday, March 29, 2001, before LISA L. GROOM, C.S.R. No.  
11765.

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APPEARANCES:

Diego Cardoza  
Steven Brye  
Henry Gonzalez  
Dolores Roybal  
Joanna Cucchi  
Adrian Alvarez  
Tom Jenkins  
Frank Villalobos  
Luzmaria Chavez  
Judge Julius Title

Also Present:

Alex Palomino, Audio Technician  
Alfredo Landeros, Spanish Interpreter

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1 Los Angeles, California, Thursday, March 29, 2001

2 6:00 P.M.

3  
4 MR. CARDOZA: We are going to start. Will you please  
5 take your seats.

6 Good evening. My name is Diego Cardoza. I'm the  
7 director of the team that is in charge of this project.

8 I would like to make some introductions of people  
9 that will be working with you tonight in the hearing and in  
10 the future. Some of you have already worked with us.

11 So let me start with Steve Brye. Steve Brye is the  
12 project manager, in the back. Henry Gonzalez, who is the  
13 person that is helping us with the community outreach.  
14 Dolores Roybal, who will be making the presentation as one  
15 of the project planners. Joanna Cucchi, who's at the table  
16 over there. Adrian Alvarez, who will be in charge of the  
17 timing. Tom Jenkins, who is one of the consultants. The  
18 project manager for the consultant team. Frank Villalobos.  
19 Frank is somewhere here in the room -- Frank is over  
20 there -- who is helping us with urban design in community  
21 outreach. And Luz Maria Chavez, also who is with Barrio  
22 Planners.

23 What we're going to do tonight, this is one of the  
24 first hearings that we are conducting in order to gather  
25 comment from the community regarding the environmental



1 impact report that we are preparing. Delores Roybal will  
2 explain what the project is, and then Judge will also  
3 explain how we're going to proceed with the hearing.

4 I want to clarify that we have had many, many  
5 committee meetings to get to this point. On hearings, what  
6 we do is we gather comment. We do not answer questions. We  
7 do have documents that provide some -- quite a bit of  
8 information, plus the draft environmental impact reports  
9 that we have distributed.

10 So, Dolores, will you please come so we can start?

11 Dolores Roybal will make a short presentation of  
12 the project.

13 MS. ROYBAL: Thank you.

14 Good evening. Before I proceed with the project  
15 description, I would like to go over the method in which you  
16 can conduct public testimony.

17 If you'd like to speak, please sign in at the  
18 reception table and fill out a speaker card. Speakers will  
19 be called in an order cards are received, and cards must be  
20 turned in prior to 9:00 p.m.

21 If you'd like to submit written comment, please get  
22 some comment sheets that we have located at the reception  
23 table. You may either turn them in this evening or send  
24 them via the mail on the address noted on the card.

25 I will proceed now with the project description.

1 The Eastside Light Rail Project is essentially from Union  
2 Station going to Beverly and Atlantic. The blue segments  
3 designate the portion of the alignment that will be at gray  
4 or what we call street level. And the red segment  
5 designates the stations that will be going through the  
6 tunnel segment, and they will be underground.

7 Next slide.

8 The project is essentially six miles, running from  
9 Union Station to Beverly and Atlantic. The total travel  
10 time is approximately 16 minutes. There will be nine  
11 stations including the one at Union Station. The tunnel  
12 segment is approximately two miles, going through Boyle  
13 Heights. The street surface speed will be approximately 35  
14 miles per hour or less. The system will include increased  
15 bus service, which will enhance access to the Light Rail  
16 Project.

17 Based on mitigation measures developed through the  
18 environmental process prior, lessons learned from previous  
19 projects, as well as ongoing pedestrian safety studies that  
20 we will be conducting, the MTA will include several of these  
21 safety features: For example, crossing guards, crosswalks,  
22 signage, safety lights and fenders, and community rail  
23 safety education.

24 Next slide.

25 The significance of this light rail

1 project is that it will connect the community to the current  
2 Pasadena project that's under construction, as well as the  
3 MTA's network of rail and bus system, which includes the two  
4 metro rapid bus lines that are currently in service, as well  
5 as the additional phases that we're going to implement in  
6 the future.

7 Next slide.

8 This slide designates the environmental process  
9 that we must adhere to. There are two. One is governed by  
10 the state, which is called CEQA; and the other is governed  
11 by the federal government called NEPA.

12 Currently we're in this phase, public  
13 review -- public and agency review. And this is what we're  
14 going through right now. And we're going to incorporate  
15 your comments into the final draft and ultimately draft or  
16 get a revised full funding grant agreement which secures the  
17 funding to actually implement the project.

18 Next slide.

19 The method in which we came about this current  
20 project and alignment was based on what we call a major  
21 investment study, which analyzed 47 alternatives. And this  
22 was done in conjunction with an extensive community outreach  
23 program which we conducted various public meetings,  
24 corridor-wide informational mailings, which reached over  
25 64,000 businesses and residents, public notices in major

1 newspapers, and went door-to-door to distribute the  
2 information.

3 The project is funded by two sources, federal and  
4 state. The total project cost at this point is 714.6  
5 million plus interest.

6 Next slide.

7 There will be two additional public meetings next  
8 week. The first one is Wednesday, April 4th, at Roosevelt  
9 High School, and the last one will be at Garfield High  
10 School, April 5th, both starting at 6:00.

11 Next slide.

12 The next phases of this process are the following:  
13 We'll be starting preliminary engineering, drafting the  
14 final environmental documents, going through final design,  
15 revising our full funding grant agreement between the MTA  
16 and the FTA. We're looking at the date of Spring 2002, and  
17 we're anticipating a construction period of between four to  
18 five years.

19 That will conclude my presentation, and now we can  
20 proceed with the public testimony.

21 THE JUDGE: Thank you.

22 Good evening. Pleased to be able to participate  
23 here tonight with you in getting your comments and your  
24 discussions concerning the Eastside Transit Corridor.

25 We are going to proceed as I'm going to call

1 the -- can you all hear me?

2 THE AUDIENCE: No.

3 THE JUDGE: Can you hear me now?

4 THE AUDIENCE: Much better.

5 THE JUDGE: Okay.

6 The way we're going to proceed tonight is I'm going  
7 to call your cards; and when I call your name, please come  
8 forward. And before you begin your statement, we would  
9 appreciate it if you state your name and your address for  
10 our records.

11 Also, I bear in mind that because of the time  
12 strictures we have, we will have to limit you each to three  
13 minutes; and when the indication is that the three minutes  
14 is up, please terminate your discussion immediately.

15 As has already been indicated to you, it violates  
16 federal law for any of the MTA people to respond to your  
17 questions here orally. But they will respond to them in the  
18 final report, which will come out, as I understand it, after  
19 April the 17th.

20 All right. I'm going to start with the first name.  
21 I may have a little trouble reading some of these, so you'll  
22 excuse me if I mispronounce it. But this one looks kind of  
23 easy.

24 Michael Vega.

25 MR. VEGA: I'm here.

1 THE JUDGE: Come forward, please.

2 State your name and address.

3 MR. VEGA: Thank you.

4 My name is Michael Vega. And my address is 3645  
5 East 3rd Street. My office is just east of Indiana and 3rd.

6 My comments have to do -- I've reviewed the EIR and  
7 EIS, the 500-page documents, and I notice that there's,  
8 like, two paragraphs dealing with how the people in the area  
9 actually do business with MTA. Your Section 4.2.1.2 talks  
10 about "MTA evaluating to ensure," and you're setting  
11 yourself up as an evaluator.

12 What I would like the MTA to do is be a  
13 facilitator. Now, I'm used to forms and dealing with the  
14 government, and it's very tedious. Most of the people that  
15 I talk to in our neighborhood, it has -- it smacks of  
16 government interference, immigration, and all these things.

17 My suggestion is probably a bit naive, but I'd like  
18 you to think about it, that the ultimate constructors and  
19 engineers of this project will comply with the federal  
20 rules, but perhaps to allow the people in the neighborhood  
21 to make -- avail themselves of the lower-tiered contractors  
22 outside of the DBE requirements and let it be a  
23 business-to-business basis. Because I haven't talked to  
24 anybody in my neighborhood that would go through the MTA  
25 process.

P-1.A

1           And just to let you know how tedious it is, I have  
2 a Hub Zone cert, CalTrans cert, and City of LA cert, and I  
3 can't do business today with the MTA. But I'm going to  
4 file. I'm not -- I'm just saying it's very tedious. And  
5 that's my first point.

6           My second point is I noticed in the EIR that  
7 there's a shortfall of capital. And I would like to  
8 recommend that you try and reduce the operating and  
9 maintenance. There is a Office of Management and Budget  
10 analysis called A-76. It might help you to get more bang  
11 out of the maintenance budget than is perhaps being looked  
12 at today.

13           My feeling is that the capital shouldn't be  
14 jeopardized. It ought to be -- you ought to look more  
15 closely at the maintenance.

16           So those make up my two comments, and I thank you  
17 for your time.

18           THE JUDGE: Thank you.

19           Frances Hashimoto? Frances Hashimoto?

20           MS. HASHIMOTO: My name is Frances Hashimoto. My  
21 address is 800 East 4th Street, Los Angeles.

22           And I'm here -- well, I have a business in Little  
23 Tokyo. And our concerns -- and I'm also president of the  
24 Little Tokyo Business Association.

25           I just want to reiterate that Little Tokyo, we have

P-2.A

1 a lot of writers and people who work and live here, and the  
2 concern is that Alameda, which is a very busy street now,  
3 and 1st Street going both ways, is very busy. We want to  
4 really be sure that there will be car lanes, or at least two  
5 lanes on both sides on 1st Street as well as on Alameda  
6 Street, as this process proceeds, that we really would like  
7 to emphasize the need to have traffic spaces. As well as on  
8 1st Street right now, they do have parking lanes also, which  
9 is west of Alameda.

10 However, our main concern is that there be enough  
11 to facilitate the traffic that's going to occur.

12 And that's all. Thank you.

13 THE JUDGE: Thank you.

14 Are you all having any trouble listening or hearing  
15 the speaker?

16 Everybody here put your hand up if you have  
17 difficulty with the microphone.

18 All right. Thank you.

19 Charles -- it looks like Adelman?

20 MR. ADELMAN: Charles Adelman. 6146 Eleanor Avenue, in  
21 Los Angeles.

22 And my comment is basically the Eastside  
23 desperately needs a high-quality mass transit system so we  
24 can get with the rest of the city. But this system that is  
25 be being proposed here is going to take away street lanes in



1 order to run the system at grade, and is going to go through  
2 corridors that aren't really the corridors where it's most  
3 needed. So basically, this is, like, a system that's not a  
4 very good proposal at all.

P-3.A 5 What they really need is to go back to the original  
6 Plan 1, which was the Red Line Subway Extension, which would  
7 go through the corridor where it's most needed, where the  
8 highest demand for ridership is, and would run underground  
9 through the whole route, thereby not take away traffic lanes  
10 and reducing streets to absolute gridlock, which this one,  
11 according to the EIR will do, and will have much higher  
12 ridership capacity and much faster trip times.

13 Thank you, very much.

14 THE JUDGE: Thank you.

15 Thun Wing Motto. Mr. Motto? Not here?

16 Oh, here he is.

17 MR. MOTTO: Motto.

18 THE JUDGE: Motto. I'm sorry. Motto.

P-4.A 19 MR. MOTTO: How do you do, ladies and gentlemen. My  
20 name is Motto Wing Thun. I was living in Los Angeles  
21 Chinatown since 1950. That is 51 years ago.

22 When I first came here, they build Chinatown  
23 connect all this area. People don't know that. So I am the  
24 one has the pent up at the present time.

25 I need public to know my case is a kidnap cases.

1       Embezzle, extortion, illegal transaction to many places.  
2       International also involved in this case. So people don't  
3       know that.

4               They did not directly my name. They just call me  
5       in the newspaper, just name me as X. LAX Airport. That's  
6       my original label.

7               I was working at Douglas Aircraft during the 1955  
8       in Santa Monica. That is the creation from thereon, ever  
9       after. So people never know and never heard of such thing.  
10      They label me as God. Jesus Christ, Superstar. And label  
11      me also as a scholar for the past 51 years.

12              So people involved with the public from gossip,  
13      propaganda agenda from the government abuser, many, many  
14      other things. They call this is a silencer. A private call  
15      in local, international.

16              So I want public to know this, who I am. It's  
17      nameless. Just named X. LAX.

18              So that is 51 years ago. Also connected in Los  
19      Angeles Chinatown since 1950. The Chinatown, they call this  
20      the three coin in the fountain. Have you ever saw that  
21      movie? That is make sense. That's made in Rome in 1954.

22              So I am the one relate to Chinatown since 1951. So  
23      they torture me, ignore me. People got killed. They don't  
24      know where they come from. You see. That is the essence of  
25      malaise.

1 THE JUDGE: Mr. Motto, your time is up. Thank you, very  
2 much.

3 MR. MOTTO: Thank you.

4 THE JUDGE: Edgar Sanchez.

5 MR. SANCHEZ: Hello. My name is Edgar Sanchez from the  
6 Bus Riders Union.

P-5.A

7 We're here basically to oppose the Eastside Rail  
8 Line. We have to understand that this rail line is in  
9 direct violation of a civil rights consent decree that the  
10 MTA signed with the Bus Riders Union to basically better the  
11 bus service.

P-5.B

12 We have to understand that this money that's being  
13 spent, \$750 million, is money that is the same money that  
14 can be spent to buy the 350 buses that a federal court  
15 ordered the MTA to buy to reduce overcrowding. It's the  
16 same money that 400,000 working class people and people of  
17 color who use the buses and need to get to work.

P-5.C

18 I've been to various review advisory committees  
19 where -- I mean, obviously, this is supposed to be about  
20 transportation -- but I've been to a lot of review advisory  
21 committees where what people talk about is more about how  
22 businesses are going to get affected, how businesses are  
23 going to improve, how the Latino businesses in the Eastside  
24 are going to improve, how the Japanese merchant class here  
25 are going to get benefits. And so we have to understand

1 that this rail line has nothing to do with transportation,  
2 but that it does have to do with basically benefiting, for  
3 example, the tourist industry here in Little Tokyo and  
4 businesses in the Eastside.

5 So what we're saying is that this money belongs to  
6 the people who ride the bus. 400,000 bus riders who -- I  
7 don't know if you people use the bus, but it's mainly  
8 working class people and people of color on the bus who  
9 needs to get to work. So this money is being used at the  
10 expense of these people, and the consent decree is one of  
11 the only legal binding agreements right now in the country  
12 that it's literally saying that resources should be returned  
13 to working class communities of color; and right now the MTA  
14 is saying, no, we do not want to do that.

15 So we're asking people here today to make a choice.  
16 The choice is clear, you know. Are you in favor of this  
17 rail line that's basically benefiting more middle class and  
18 upper class interest, or you are in favor of using this  
19 money to better the bus service for working class people and  
20 people of color?

21 Thank you.

22 THE JUDGE: Thank you.

23 I'm having a little trouble with this one. It  
24 looks like Joe, is it Itow?

25 MR. ITOW: Yes, it is.

1                    Could I postpone mine until a little bit later?

2                    THE JUDGE: All right.

3                    Keri Itow.

4                    MS. ITOW: Postpone.

5                    THE JUDGE: I-t-o-w? Can you read it better than I can?

6                    MS. ITOW: Can I be postponed?

7                    THE JUDGE: The second one who wants to postpone it; am  
8 I right?

9                    MS. ITOW: Yes.

10                   THE JUDGE: All right.

11                   S. Armstrong.

12                   MR. ARMSTRONG: Good evening. Sean Armstrong. I live  
13 at 900 East 1st Street -- actually, I manage the 900 East  
14 1st Street building right there on the corner of 1st and  
15 Vigness.

16                   And my ideas, and also reviewing other tenants of  
17 the building, is that they're not in favor of the metro  
18 rail, for one, the increase of graffiti that will hinder the  
19 performance and the look of all the properties that will  
20 align the surface streets of the light rail that will be on  
21 the surface.

P-6.A

22                   Using the example of the Blue Line, if you ride the  
23 Blue Line from downtown to Long Beach, you would see all the  
24 graffiti that aligns that route. So that will become an  
25 extra concern of ours.

1           And also the noise level. How will you restructure  
2 the sound to keep the train noise and the effects of the  
3 train noise that will affect our daily performance, our  
4 daily living, our offices that we work -- we live and work  
5 in those buildings -- businesses, our lives, Christmastime  
6 waking up to trains, Thanksgiving trains, days-off trains.

7           So if there's any way that you can help the  
8 surrounding areas of that Blue Line, I know it's pretty much  
9 impossible to stop it, what you're going to do is what  
10 you're going to do. But if you can improve just that area  
11 by increasing the bus lines instead of having the train.  
12 Add a little extra umph to the trains -- or to the bus  
13 lines, I'm sorry. Even a double-decker bus maybe just to  
14 encourage more bus riders along that route.

15           Just looking towards other alternatives instead of  
16 using such a thing \$750 million to build a train, when you  
17 can use half of that and improve the bus services.

18           That's it. Thank you.

19           THE JUDGE: Thank you.

20           Mich Sakata.

21           MR. SAKATA: My name is Mich Sakata. I represent the  
22 L.A. Honpa Hongwanji Buddhist Temple, 815 East 1st Street,  
23 in L.A.

24           My comments -- and all these will be summarized in  
25 a written report that will be submitted in writing to the

P-6.B

P-6.C

1 MTA -- what I want to do is preface my remarks by describing  
2 our temple and its functions. Our temple functions from  
3 9:00 to 9:00 on weekdays, conducting services in the  
4 Buddhist tradition for several families. We also conduct a  
5 day care center for preschool children every day of the  
6 week. On weekends our calendar is quite full with services  
7 for families as well as our regular Sunday services.

8 What I want to get to is a summary of the remarks  
9 based on the draft EIR/EIS report as envisioned up-to-date.  
10 From this report we can see only slight, if any, advantage  
11 to the temple in building the system. There are substantial  
12 disadvantages for the temple in the light rail system in the  
13 proposed construction.

14 The principal disadvantages have been stated in  
15 this written report. I'll go through some of this. These  
16 P-7.A really pertain to reduced and impeded access to our temple,  
17 P-7.B potential adverse impact on the environment especially  
18 P-7.C around our temple, adverse effect on the temple operations,  
19 especially during our upcoming temple centennial, which we  
20 plan to observe in the year 2005, and there's also some  
21 P-7.D potential for security problems.

22 We do endorse any improvements to the bus system  
23 for East L.A., as well as through downtown. However, the  
24 temple, based on the current draft EIR/EIS report, does not  
25 recommend building this system. These conclusions actually

1 emanate from a breakdown in the report as we looked at it.  
2 These were based on a preconstruction overview, a  
3 construction phase analysis, and a postconstruction phase  
4 analysis.

5 We notice that in the preconstruction overview,  
6 again, there's slight, if any, advantages, and tremendous  
7 amount of disadvantages. We looked at the Washington  
8 Boulevard light rail system in comparison to what is being  
9 proposed for 1st Street. And because there is only one  
10 traffic lane in each direction, that limits access to our  
11 temple tremendously every day of the week where we do have  
12 activities taking place.

13 THE JUDGE: Your time is up. You can include the  
14 balance of your statement in your writing.

15 Thank you, very much.

16 MR. SAKATA: We will be sending the written statement.

17 I thank you very much.

18 THE JUDGE: Albert Taira.

19 MR. TAIRA: Taira.

20 THE JUDGE: Taira. Okay.

21 MR. TAIRA: My name is Al Taira, and I'm representing  
22 1st Street South Plaza.

23 THE JUDGE: State your address, please.

24 MR. TAIRA: 201 South Santa Fe Avenue. Suite 100, L.A.,  
25 Cal, 90012.



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THE JUDGE: Okay.

MR. TAIRA: Thank you for allowing me to speak to you tonight.

I am a very, very dedicated advocate for the subway. However, we do not have a subway proposed now. The light way rail system that you have proposed is totally inadequate. It allows only one lane of traffic on 1st Street going east and one lane of traffic going west on 1st Street. We're looking at possibly one lane of traffic going north and south on Alameda, also.

P-8.A

So without -- I advocate the subway, I support the subway, but I cannot support the light rail system for the primary reason that it would choke off our community from the outside. Alameda corridor is very important to us. We must keep that lane -- those lanes open. 1st street is important to us. We must keep those lanes open.

Without a subway, I have to oppose the light rail system for that reason. It would totally cut us off.

We have a project coming up on 1st and Alameda that will require 4- to 5,000 parking spaces under the current Building Code. We plan to build over 2 1/2 million square feet of improvements, multiuse situation, and asking for 4- or 5,000 parking spaces on a corner on 7 1/2 acres, how would MTA resolve that problem as far as ingress and egress?

P-8.B

1           So, No. 1, I'm for the subway. If we can't have  
2 the subway, I'm totally opposed to the light rail system.  
3 And if a light rail system is built, I would demand that we  
4 have two-way traffic east, north, south, and west.

5           Thank you.

6           THE JUDGE: Thank you.

7           Ayako Hagihara.

8           MS. HAGIHARA: Good evening. My name is Ayako Hagihara.  
9 I work at 231 East 3rd Street, Suite G-106, Los Angeles  
10 90013. I'm a community organizer with the Little Tokyo  
11 Service Center Community Development Corporation, and I work  
12 with the Little Tokyo Residence Association.

13           Just as a recap, as you all know, Little Tokyo is a  
14 robust community with over 600 businesses, 1200 residents,  
15 most whom are elderly and primarily limited in their  
16 speaking. Many of them have known about the subway or the  
17 suspended plan; and this community has been promised that  
18 mass transit for many years, and we're still waiting for  
19 that.

20           But this light rail plan obviously does not compare  
21 to the subway plan, and so mitigation must be provided if  
22 this plan -- or when this plan goes through. And it's not  
23 just at 1st and Alameda where the station is proposed, but  
24 for the rest of Little Tokyo that would be impacted by  
25 preconstruction, during construction, and during the

P-9.A

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P-9.A

operation.

For example, obviously, the compensation for business laws, perhaps payments to local public safety association for increased security, payments to or cooperation with the Little Tokyo Business Association and other community institutions for marketing. And I urge the MTA to work closely with the City Department of Transportation, listen to and accommodate their concerns.

James Okazaki at the City DOT knows this community well. He is from this community. And we urge you to accommodate his proposals.

P-9.B

And also, as others have stated, this light rail plan must not move forward with plans that will eventually bottleneck the street -- the traffic on this street at the bridge. It must not deter development at Alameda and 1st. Little Tokyo has been counting on that development for many years.

P-9.C

And also, the station design needs to take into consideration that Little Tokyo -- the majority of Little Tokyo residents are elderly and limited English proficient. This includes signage, as well as gates and safety measures that are enhanced.

P-9.D

I'd like to -- I am a part of the Review Advisory Committee. Oh, and one last thing is I -- this light rail plan must -- or we need to protect important community

1 institutions such as the Nishi Hongwanji Buddhist Temple and  
2 the Japanese American National Museum, and also must not  
3 block access to the Zenshuji Buddhist Temple that's East  
4 Alameda, plus Maryknoll Catholic Center.

5 And I'd like to -- at this point I'd like to thank  
6 the MTA staff, because through my participation with the  
7 review advisory committee, I've seen their openness to  
8 community input thus far, and I hope that this will continue  
9 and that you will accommodate all of the community's  
10 concerns at this time.

11 Thank you.

12 THE JUDGE: Thank you.

13 Joel Bloom.

14 MR. BLOOM: My name is Joel Bloom, and I have a business  
15 over here in the arts district at Hewitt and Traction.

16 THE JUDGE: Just back up just a little from the mic.

17 MR. BLOOM: Okay. Gotcha.

18 I'm also president of a Central City North  
19 organization called the Los Angeles River Arts and Business  
20 Association.

21 Now, according to the EIR, my neighborhood doesn't  
22 exist. And I'd just like to read real quickly what the MTA  
23 believes my area is.

24 "This area has remained largely industrial and  
25 with some vacant parcels."

1 I'm here to tell you there's 600 arts and residents  
2 units in Central City North as well as Mr. Taira's proposed  
3 development. Going through the EIR, a lot of this is based  
4 on the fact that you go back to a 1979 Central City North  
5 community plan, as opposed to the 1996 Central City North  
6 community plan which calls for arts and residents usage  
7 between 1st and 6th, Alameda and the river.

8 If you don't admit that there is a neighborhood,  
9 how do you serve it with your light rail?

10 I would also like to comment on one of your options  
11 for the maintenance facility, which is the Red Line yard.  
12 Again, states it's industrial and railroad uses. I'm sorry.  
13 The 900 East 1st building is near there. The 1001 East 1st  
14 building abuts the MTA rail yard. The 201 South Santa Fe  
15 build does. There are 20 condos being built. The 215 South  
16 Santa Fe. There's a quarter-mile long building that's going  
17 to house the Southern California Institute of Architecture  
18 that's right across the street from the maintenance yard.  
19 So I don't understand how this is industrial or railroad  
20 related.

21 I'd also like to comment on your buses. You state  
22 that the DASH Line A serves this station. Well, it might.  
23 But if I get on that bus at 3rd and Alameda or 3rd and San  
24 Pedro, I have to go all the way to the Convention Center  
25 before I come to 1st and Alameda. I think somebody has to

1 look into that.

2 I mean, I have many, many, many more things to  
3 bring up; you'll get those in writing. Most of them I'm  
4 just here to tell you, and I'll leave off if you want. The  
5 list of the 627 arts and residents units that are in Central  
6 City North, we are not industrial, we are not vacant land,  
7 there are 1500 -- there are as many residents in the arts  
8 district as there are in Little Tokyo, and we wish to be  
9 served by a station that abuts the arts district.

10 You'll get the rest of what I have to say in  
11 writing.

12 Thank you, very much.

13 THE JUDGE: Thank you.

14 Shoh Shimizu.

15 MR. SHIMIZU: My name is Shoh Shimizu. My address is  
16 201 South Santa Fe, Suite 101, Los Angeles 90012.

17 I totally oppose this current concept of putting  
18 trains on the surface. And it's -- we may not see today,  
19 but then with our effort and our neighbors' effort in the  
20 last 10 years, we do have now the large commercial district  
21 right at Alameda and 1st Street. And the zoning is  
22 permanently established as a C-22 FAR six times, which is  
23 considerable, and in future will be building up to 5 million  
24 square feet of commercial or housing or whatever. That  
25 could generate a minimum of about 10,000 cars. That's what

P-10.D

P-11.A

1 the plan for. And that's only high density area east of  
2 Alameda, and was approved based on that the location where  
3 they across the civic center, across the Little Tokyo area,  
4 and then that's regional commercial area.

5 Now, this -- the way I feel that the public  
6 transportation is great. But something to supplement ease  
7 and for the betterment of the local or large area where  
8 there being traffic on freeway and so forth, but not by  
9 destroying current system we have and overriding. And that  
10 will create tremendous impact to the area.

11 Now, people thinking about the two lanes. Two lane  
12 doesn't serve if it stops on only block go over to one lane.  
13 And traffic volume on the 1st Street will be tremendously  
14 reduced. During construction stage, maybe nil. That mean  
15 for long period of time there's no traffic, no public  
16 exposure for Little Tokyo area, and then business will  
17 subside and then it's detrimental to the area.

18 So only system we can accept is the subway system,  
19 which doesn't interrupt the first conditions we have. And  
20 then that will even help us to serve the regional commercial  
21 district and the area will start to germinate.

22 I will summarize this report in writing.

23 Here is something I created because lot of people  
24 is doesn't visualize what they look like when you have  
25 a -- this is 1st Street today at six lanes and then

1 left-turn street in the middle. After you bring a train,  
2 it's only leaves one lane.

3 THE JUDGE: I'm sorry. Your time is up.

4 You can include the photographs in your written  
5 report.

6 MR. SHIMIZU: Okay. Thank you, very much.

7 THE JUDGE: Thank you.

8 Barbara Schultz.

9 MS. SCHULTZ: Hi. My name is Barbara Schultz. I'm an  
10 attorney with Legal Aid Foundation of Los Angeles. My  
11 office is 8601 South Broadway, but we have six offices  
12 throughout L.A., including on Whittier in East L.A.

13 The first thing I wanted to do is request that the  
14 MTA give an extension for the public comment period. This  
15 45-day comment period is really too short for such a  
16 voluminous and dense document. I think the MTA should also  
17 take into account the fact that many of the people who are  
18 most impacted have English as their second language and may  
19 require translation; and as far as I know, the MTA hasn't  
20 offered translation for the draft SEIR.

21 The other thing I wanted to comment on is after  
22 reading the draft SEIR, the biggest impression that I was  
23 left with was the fact that there were no real alternatives  
24 given for which the community could compare the project to.  
25 It's hard to know really whether this light rail project is

P-12.A

P-12.B



P-12.B

1 going to be good or bad for East L.A., because this document  
2 doesn't compare it to anything. So I believe that the MTA  
3 should make a real alternative such as a comparison with  
4 regular bus or with rapid bus going both north/south and  
5 east/west.

P-12.C

6 And the last thing I wanted to comment on was I was  
7 very heartened to see in the environmental justice section  
8 that you mention local hiring. And I would like to  
9 encourage that any like local hiring program, if you set up  
10 a percentage goal, that that percentage be viewed as a  
11 minimum, not a maximum. Also, that it concern new hires,  
12 not transfers, and also full-time work, not all part-time  
13 work. And lastly, that any local hiring agreement would  
14 include both construction jobs as well as postproject jobs.

15 I think the MTA should offer the community training  
16 and permanent jobs in the transportation field, and that  
17 would be a big benefit to the East L.A. community.

18 Thank you.

19 THE JUDGE: Thank you.

20 Anita Castellanos.

21 MS. CASTELLANOS: First of all, good evening, your  
22 Honor, and thank you for moderating this event tonight. Not  
23 many people in the audience know that you are a very  
24 respected retired jurist from our local bench and are now  
25 rendering your services as an arbitrator, very

1 well-respected by the legal community in assisting us in  
2 terminating voluminous litigation with a very fair and  
3 binding method, which is arbitration/mediation.

4 That is my purpose in addressing this meeting  
5 tonight. I have just suggested to Steve Brye the idea that  
6 I have been espousing for the last six or seven years as a  
7 member of the review advisory committee of this MTA project.

8 We are from a poor community. I have had the  
9 privilege, or disadvantage perhaps, of looking at Hollywood  
10 and North Hollywood during the construction process, and I'm  
11 aware of the fact that Boyle Heights cannot handle  
12 litigation in the way that those people did in claiming  
13 losses against the MTA for any possible destruction or  
14 disruption of business or destruction of property, the  
15 damage to foundations, walls, whatever, from the tunnelling  
16 or simply from the construction.

17 My suggestion to Mr. Brye is that for the next two  
18 meetings that he bring someone from the claims unit in MTA  
19 and the legal department and address the community's  
20 concerns. I own the property from 1703 to 1717 Mariachi  
21 Plaza, and I am concerned because the tunnelling is going to  
22 be very close to me. But it is my suggestion that we have  
23 people who will not just address the engineering design of  
24 this project, but who also address what happens to the  
25 little person who files a claim form with the MTA. What is

1 the process now in place? They had experience with five  
2 another projects as to how to handle claims, but the  
3 community is not aware of what that process may have evolved  
4 into since Hollywood and since North Hollywood.

5 We would like and I would strongly recommend that  
6 at the next two meetings the community be told what the  
7 claims process is. You file a claim form with MTA, then  
8 where does the paper go? How long does it take for you to  
9 hear yes, no, on your claim; and then what do you have to  
10 do? Do you have to go out and hire an attorney and litigate  
11 this for five years?

12 I would strongly suggest that the MTA put in, in  
13 black and white, a very simplistic method. You file a claim  
14 form if you have any damages to claim from the MTA, and then  
15 within 30 days it is either adjudicated or not. If you  
16 don't hear from the MTA, you can deem it denied. And then  
17 within 90 days, that the matter be submitted for arbitration  
18 before a person of, say, your prestige in the legal  
19 community; pick, say, from the L.A. County Bar or from ADR  
20 or whatever the system is that is picked, but that MTA give  
21 the community a clear view now of what the process will be  
22 that can be followed so that they're not nervous about their  
23 little businesses going under while they are fighting MTA to  
24 get \$500 or \$5,000 back in their pockets.

25 THE JUDGE: Thank you.

1 John Walsh.

2 MR. WALSH: John Walsh, 6218 Yucca Street, Hollywood.  
3 For this lady tunnelling damage occurred in 1994. To this  
4 day some of those property owners are still in litigation  
5 with MTA seven years later and have not been paid.

6 You know, this isn't the first rail project for  
7 East L.A. It's the second one. Who are members? The  
8 subway. The subway they spent \$150 million in construction.  
9 150 million. 75 million local money, 75 million federal  
10 money. And what do we get? We didn't even get a hole.  
11 They destroyed housing in East L.A. Now they're starting  
12 all over again.

13 Notice something they eliminated with the light  
14 rail. They eliminated the station in Little Tokyo. You  
15 want to know why the station was eliminated in Little Tokyo?  
16 Well, you just count how many Asian-Americans there are in  
17 the MTA and how many Asian-Americans there are in this -- on  
18 the County Board of Supervisors and how many Asians there  
19 are on the City Counsel. Zero, zero, zero, and that's why  
20 there's no station here. That's what it's about. It's  
21 about ethnic politics, ladies and gentlemen.

22 And I don't have to tell people -- and I've been in  
23 this building -- older Japanese Americans about trusting the  
24 United States when they tell you something. You don't have  
25 to -- just go upstairs if you want to find out.

P-14.A

P-14.B

1           They spent, they claimed on the subway,  
2           108 -- 298,000 boardings on the Red Line per day. There are  
3           currently 120,000. That was in the EIR, incidentally.  
4           298,000 boardings on the subway; they're at 120,000. Under  
5           40 percent. The figures in this document are inflated  
6           ridership predictions. They are absolutely out of whack.

7           Surface light rail with a subway, that's what  
8           they're building. Either it's a subway or it's light rail.  
9           They've done that because Prop A was passed in 1998 by more  
10          than 2 to 1 that says that none of our sales tax, our local  
11          county sales tax, can be used as matching dollars for  
12          federal money. The federal government gives you nothing  
13          except with a matching dollar.

P-14.C

14          So now they have created a secret service,  
15          undercover light rail, hoping that the federal government  
16          would deem it a light rail rather than a subway, and that's  
17          why we're saying officially on the record, this is a subway.  
18          And if the EIR is approved by the federal government, if  
19          they accept it, I'm telling you there will be a lawsuit and  
20          not a dime of matching funds will come to pay for the -- for  
21          our local match.

22          They spent \$150 million. More than they spent on  
23          Belmont, on a subway that never got built, and their answer  
24          to that is to start a light rail. And on my mother's grave,  
25          this will never be built. Do you understand? It will never

1 be built.

2 What's it about? It's about giving jobs to  
3 engineers. It's about giving jobs to planners. It's about  
4 giving jobs to MTA bureaucrats.

5 They were going to build a subway to Santa Monica;  
6 they didn't build it. They were going to build one to  
7 Crenshaw; they didn't build it. They were going to build a  
8 light rail to Glendale; they didn't build it. But they  
9 spent -- and I'll finish by saying -- \$1 billion in planning  
10 in the last 20 years on 16 rail lines that never got built.

11 THE JUDGE: Thank you.

12 Ms. Kaoru Matsumoto.

13 MR. MATSUMOTO: My name is Doug Matsumoto. I'm speaking  
14 for my mother, Kaoru. I represent the property at 800  
15 Alameda.

16 THE JUDGE: Excuse me. You'll have to just speak just a  
17 little louder, please. You don't have to get necessarily  
18 closer to the microphone, but raise your voice so the  
19 reporter can hear you, okay?

20 MR. MATSUMOTO: Thank you.

21 I represent the property at 800 Alameda. And as we  
22 are directly affected by the light rail proposal, and  
23 especially if it's located on the east side of street, it  
24 would completely block off our property.

25 Also, we feel that the light rail system also will

P-14.D

P-15.A

1 impede traffic and stuff like that. And it's around the  
2 same position as the temple has on going down 1st Street.  
3 Whereas if the whole system is located underground subway or  
4 located elsewhere, this would be greatly appreciated, for  
5 one thing. And the traffic on 1st Street and the traffic on  
6 Alameda would be flowing a lot better than with the system  
7 in place.

8 Also, the light rail system as imposed, as we can  
9 see with the Blue Line and stuff like that, has problems  
10 with surface traffic, pedestrian traffic, and with the  
11 amount of pedestrian traffic in the downtown area, this  
12 would be, I think, detrimental to the area.

13 So we would like very much to have the whole thing  
14 either going back to the subway or located in another manner  
15 to help mass transit, which Los Angeles definitely needs.

16 Anyway, that's my comments. Thank you.

17 THE JUDGE: Thank you, very much.

18 Ernestina Montellano.

19 MS. MONTELLANO: Good evening. My name is Ernestina  
20 Montellano. I am here to request an extension of at least  
21 six months to be able to read the supplemental environment  
22 impact statements and reports that the light rail have our  
23 families and in our communities.

24 I'm sure it took you at least two years or more to  
25 put this big book together. So please have the courtesy to

1 give us at least six month.

2 I got a letter from the chairperson, Joe Coria,  
3 from the review advisory committee, letting me know that the  
4 March RAC meeting was postponed to get themselves prepared  
5 for the public hearing.

P-16.B 6 I feel the community meetings are very important to  
7 all the people that will be impacted. We must be informed  
8 properly. Don't treat us like we don't count. We have the  
9 right to know, and you must respect that.

10 The light rail is going to 1st Street. It will  
11 have a big impact on a convalescent home on the 1st Street  
P-16.C 12 School, on the Evergreen Cemetery. The buried, when they're  
13 going to bury their loved ones, it will be very difficult  
14 with all the digging and the closure of the streets. And  
15 there will also be sidewalks narrowed, closure of streets.

P-16.D 16 Is there any money in case of accidents and deaths?

17 The Red Line took away homes and business from our  
18 community. We don't need your light rail to come in and  
P-16.E 19 take away more homes and more businesses. We need more  
20 buses, also rapid transit. We need new buses, also. And  
21 DASH. Never mind your light rail and tunnel.

22 This is for the contractors and politicians and big  
23 business. It's not for us. This will push us out. This is  
24 greed.

P-16.F 25 How will you ride your train and light the tunnels?



1       Where are you going to get electricity? What are you going  
2       to do, suck out the money from the poor?

3               This plan is the mayor's plan and the politicians  
4       and the big contractors. This plan was not made for us.  
5       This will not benefit our communities in no way.

6               Thank you.

7               THE JUDGE: Thank you.

8               Goraido Salas.

9               MR. SALAS: Good afternoon. My name is Goraido Salas.  
10       I'm living --

11              THE JUDGE: Your address, please.

12              MR. SALAS: -- in 2729 East 4th Street.

13                      As you can see, I'm one block away from the route  
14       and two blocks away from one of the proposed stations at the  
15       corner of Soto and 1st.

16                      I've been living in Boyle Heights for 15 years, and  
17       during that time I've been using public transportation for  
18       seven, eight years. I used to go from Wabash Avenue to Del  
19       Amo Boulevard in Rancho Dominguez using public  
20       transportation, so I believe that I have a good  
21       understanding about public transportation in Los Angeles.

22                      And I -- I'm trying to match that sense that I got  
23       when I used the public transportation with all the figures  
24       that we can see in the environmental impact report. And  
25       believe me, you don't need to be sophisticated, you don't

1 need to be an educated guy in order to see that the figures  
2 that you see in the environmental impact report have kind of  
3 a problem.

4 Those figures are numbers that are trying to show  
5 the people that we need a light rail. But the common sense  
6 of the people says that, well, maybe we need a light rail.  
7 We're not going to say no. But there is kind of a very  
8 basic problems that need to be addressed before you build  
9 any light rail.

10 Like, for example, the Soto -- the street where  
11 routes pass bus lines 251 and 252, that routes are pretty  
12 crowded all the time. It's very hard to use those buses.  
13 When you go in summertime at 3:30, 4:00 p.m., and you try to  
14 use those buses, it's very hard because it's so crowded.  
15 The situation is even dangerous.

P-17.A 16 And after reading the environmental impact report,  
17 I understood that even though \$1 billion are going to be  
18 spent and also eight years are going to happen -- are going  
19 to pass, and this problem on Soto Street is not be  
20 addressed. So it's kind of shocking to see that in order to  
21 have a light rail, little problems that are very important  
22 to be addressed are going to be just the same as they are  
23 now in eight years after the spending of so much money.

24 The other thing that I would like to say is that we  
25 should consider the extension problem. We don't have enough

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time to respond to this environmental impact report. We need an extension.

THE JUDGE: Respond in writing, if you wish, to the MTA.

MR. SALAS: Of course.

THE JUDGE: Thank you.

Margarita Sanchez.

MS. SANCHEZ: Hello everybody. I'm Margarita Sanchez from Boyle Heights Mejoramiento.

THE JUDGE: Your address, please.

MS. SANCHEZ: 2474 East 7th Street in Boyle Heights, near Boyle.

We come here to address the population here in this area. As you know, Boyle Heights when I grew up there, was a mixed population, Japanese, Jewish, and Mexican. It's changed since the freeways came in and disrupted the entire community. It's cut us all apart.

Now, if you read from the papers, we've been fighting the very terrible, cancer-causing diesel pollution both from the freeways and from the truck traffic that we are subjected to. As well as the dust that we can never keep out of our homes. As well as the noise that make it impossible to sleep and study and racket all the time. You have to keep your windows and doors closed, and you can't even leave open your door and go out into your porch, it's so bad.

1           The gentleman was right when he made these  
2 pictures. This light rail is going to be a very ugly thing,  
3 because if you go down on Washington and take a look, it's  
4 dingy, it's ugly, people scattered around there are just  
5 waiting to go home from their jobs. You have a lot of  
6 traffic but very little room to put it in after you've got a  
7 light rail.

8           Now, the report that we from Mejoramiento also  
9 requests a six-month extension in order to answer; and you  
10 will get this in writing from us, a request for extension.  
11 It's 800 pages long.

12           Inside that report, way in the back somewhere,  
13 like, about 600 pages down, it tells us that for about four  
14 or five years we will very easily be subjected to twice the  
15 level of PM-10 carcinogenics than is allowable. And they  
16 make no mention of the terrible levels we already have that  
17 the AQMD has found all along our freeway routes. So likely  
18 as not, we're going to be at three times the highest level  
19 even admissible for that amount of period of time.

20           We have in my street multiple grandparents dying  
21 from cancer, multiple children, grandchildren, with asthma,  
22 respiratory problems, things that I never saw in my  
23 childhood. And even to this day, the State of California  
24 and the federal government do not do anything to help us.  
25 They do not clean it up, and that is what you are going to

P-18.D

1 get with this light rail. Not to mention the noise, the  
2 vibrations which are going to make cracks in your homes.  
3 And you know as well as I in Boyle Heights and these areas  
4 over here, we have buildings that are 75 and 100 years old.  
5 And I -- in my home I have lathe and plaster that never had  
6 these cracks, and now I got these hairlines, even  
7 foundations starting to fall apart behind the vibrations of  
8 these truck and freeways. And that's what you're going to  
9 have 24 hours a day.

10 THE JUDGE: Thank you, very much. Your time is up.  
11 Thank you.

12 MS. SANCHEZ: I thank all population here in Japanese  
13 Town for having me here.

14 THE JUDGE: Artemio Dominguez.

15 I understand we need a Spanish translator for that.

16 Do we have one, I understand?

17 Where are they?

18 Dominguez?

19 MR. DOMINGUEZ: My name is Artemio Dominguez.

20 I'm here -- I've noticed how the cars run from  
21 Rowan going north to west. The station that you're planning  
22 to build in Rowan and 3rd is a very dangerous place. To the  
23 left there is a school. East there is another school. Once  
24 you build that station between Rowan and 3rd, those children  
25 are going to be in a very dangerous situation.

P-19.A

1           Also, the parents who go to -- trying to turn to  
2 the right, they're going to be stopping traffic.

3           And changing the subject, the days of activities at  
4 the church, the cars are waiting to enter into the church.  
5 A lot of people aren't going to like that because the street  
6 is going to be a lot smaller. Narrow. So the people who  
7 are attending church, they might run over these people. And  
8 they're going to be talking about how the people in East  
9 L.A. behave. That's why that point, that area's very, very  
10 dangerous. Because they're going to be on the street. If  
11 it's going under the street, there is not going to be any  
12 danger at all. So I'm thinking about the children who are  
13 walking from left to right.

14           That's all.

15           THE JUDGE: Thank you.

16           Santiago Cardona.

17           We also need the translator here.

18           Cardona?

19           MS. CARDONA: I'm Santiago Cardona's daughter. My name  
20 is Consuelo. And we live on 173 South Indiana Street.

21           And the concerns we have as part of the community  
22 members is what's going to happen to our homes that will  
23 affected directly by the metro. Our home runs right along  
24 the Indiana Street where the metro will be running through.

25           Our main concern is what's going to happen to our

1 home? Is it going to be demolished? How much time do we  
2 have to look for a new place, or will you be replacing our  
3 homes for new homes? Will these homes be better homes or  
4 will they be worse than what we're already living in at this  
5 moment? Those are one of our main concerns.

P-20.A

6 I don't know if you have any answers for that at  
7 this moment, because we've been told that the city will pay  
8 for the homes. We've also heard that we will be replaced  
9 into a different setting, a different location. So we just  
10 want to know exactly how much time we have left to start  
11 looking for a new place. What is exactly going to happen to  
12 our homes?

13 And unfortunately, we don't even think that the  
14 metro should be passing through our homes, first of all,  
15 because it does intervene a lot with the school that we have  
16 right across. We have the water and power that runs right  
17 next to our homes.

18 A lot of homes will be affected by the whole thing  
19 that's going on. And what's worse, I believe, is we were  
20 not really fully informed as to what the metro -- when it  
21 was going to get started, how is it going to impact whole  
22 community.

P-20.B

23 We have been given, like, the runaround. When we  
24 ask questions, we're still getting the runaround. And we're  
25 just trying to get things straight because we're, like, off

1 in space somewhere, trying to understand exactly what's  
2 going on with this whole situation. Because we have been  
3 misinformed.

4 So I don't know if you have any answers to the  
5 questions.

6 THE JUDGE: Thank you.

7 Olga Salas.

8 MS. SALAS: My name is Olga Salas, and I live in 2729  
9 1/2 East 4th Street, two blocks from 1st Street where the  
10 project is going to be done.

11 I'm here to ask you please to consider an extension  
12 for the environmental report because it's not fair that we  
13 just have 45 days to check this document that is 800 pages.  
14 It's a lot of information, and for many of us around my  
15 community it's very difficult to understand the document  
16 that use words very difficult for us. As you see, my second  
17 language is English, and I'm really having a hard time doing  
18 this.

19 Even though it's hard for me, the first thing, when  
20 I received the book, I check what the MTA is going to do  
21 about the safety of our childrens. And what I discovered is  
22 once more the MTA is not doing anything to ensure the safety  
23 of our childrens. Once more the MTA have done the same as  
24 five years ago when we fight, okay, this project. They're  
25 not addressing really how are they going to take care of our

P-21.A

P-21.B



1 childrena, okay. My daughter goes to 2nd Street School and  
2 Hollenbeck.

3 And I have several friends they don't feel brave  
4 enough to come here because, as I say, English is our second  
5 language.

6 Another thing I wanted to point out, it's very  
7 unfair that you sent these big, fat books, okay, just in  
8 English. We need those books in Spanish, okay. I can't  
9 believe that you're doing this project in our community and  
10 you're going to get you are salaries from our community and  
11 you're not even doing those books in Spanish. How could you  
12 do that?

P-21.A

13 I'm holding you liable for anything that our  
14 childrens, okay, if they have any accident there, because  
15 you're not addressing the people that live there. I live  
16 there.

P-21.B

17 I go to the laundry that is on the corner of Boyle  
18 and 1st Street, and that is where the station, the Mariachi  
19 Station, is going to be. I go the Roybal Hospital, and that  
20 is going to be another station, okay. I'm going to buy my  
21 groceries at Rancho Market, and you're going to take away  
22 Rancho Market. I have the option to go to Food 4 Less, but  
23 you're going to construct there the tunnel, so I'm going to  
24 be afraid of going there. If I'm going to have fun, I'm  
25 going to Mercadito, but now Mercadito you're going to dig a

P-21.C

1 tunnel also.

2 So all the community where I live is going to be in  
3 great danger. I can't believe you are doing this to our  
4 community, and I can't believe you are doing again the same  
5 mistakes you did five years ago.

6 I really encourage you to do this because we don't  
7 speak English properly as you educated people. But if  
8 something happens to our childrens because you're not  
9 addressing the problems or the risks, we are going to hold  
10 you liable, we're going to sue you and we're going to fight.  
11 Because really, really, you're doing once more to our  
12 community unfair.

13 THE JUDGE: Sorry, your time is up.

14 Thank you, very much.

15 Silvia Viramontes.

16 MS. VIRAMONTES: My name is Silvia Viramontes. I live  
17 on 3039 Inez Street, Los Angeles, California 90023.

18 I read the questions and answers of the paper  
19 prepared by MTA, how the noise and dust is going to affect  
20 our children's lives during the five-year construction of  
21 the light rail. Now, we have a lot of traffic and reduced  
22 space to park our cars. During the construction we are  
23 going to have loss of traffic lanes and less space to park  
24 our cars on the street. In those five years construction,  
25 our community is going to be more polluted than it is now.

P-22.A

P-22.B

1           In one way it seems that it's going to better our  
2 lives, but in the other way it's going to ruin our lives  
3 with pollution, danger, and inconveniences.

4           In the question and answers paper it seems that  
5 everything is going to be all right. But that's not true.  
6 We are the ones that are going to be impacted because we  
7 live here.

8           THE JUDGE: Thank you.

9           Michael Weintraub.

10          THE WITNESS: My name is Dr. Michael Weintraub. I'm a  
11 pediatrician practicing in Los Angeles for 28 years. I live  
12 at 201 South Santa Fe, and I have the bonsai nursery at 622  
13 East 1st.

14          Looking at the pictures that Al Taira and  
15 Mr. Shimizu presented, it's clear that I would do better to  
16 turn my bonsai nursery into an emergency room for the amount  
17 of accidents and problems that will develop in the area of  
18 1st Street.

19          I've spent three years developing that nursery.  
20 It's the intersection between the Little Tokyo Japanese  
21 community and the arts community, two very powerful  
22 communities developing the future of the City of Los  
23 Angeles, each representing not just ethnic diversity, but  
24 ideas and concepts that will lead the city into the future.

25          And we all agree that there's been a lot of

1 problems in the recent past with the school board issues,  
2 with the LAPD issues, and any other issues that we want to  
3 see resolved.

4 I feel that having lived and worked early in the  
5 morning until late at night developing a bonsai nursery on  
6 East 1st, I know that street intimately. I've felt the  
7 pulse of it, I know the comings and goings of it. And it's  
8 clear to me that a light rail system quick fix that will be  
9 advantageous in some ways, but extremely destructive to the  
10 culture and environment that's developing there.

11 Thank you.

12 THE JUDGE: Thank you.

13 Joe Itow.

14 MR. ITOW: Good evening. My name is Joe Itow. My  
15 address is 525 South Normandie Avenue in Los Angeles.

16 This is my daughter Keri.

17 MS. ITOW: Hello. 18107 Harvard Street, Gardena  
18 Boulevard, 92078.

19 MR. ITOW: My daughter Keri is 14 years old, and she is  
20 a bus rider and a public transportation person as myself.

21 I choose to speak this way because what I have  
22 found with going to MTA board meetings and talking to the  
23 MTA, you're talking to deaf ears anyway.

24 I also wonder about all these suits over here.

25 Hi, gentleman. Are you public transportation

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1 people or are you the authorities?

2 THE JUDGE: Let's proceed. They're not able to respond.

3 MR. ITOW: Thank you. Thank you.

4 THE JUDGE: Just proceed, please.

5 MR. ITOW: Nevertheless, I find that the issue here is  
6 not a pro-bus and a anti-rail issue at all. I think that's  
7 an oversimplification, and I think it tends to confuse the  
8 public. This is a civil rights issue. That's exactly what  
9 this is, a civil rights issue.

P-24.A  
P-25.A

10 Let me direct my questions to my daughter here.

11 Q. First of all, Keri, are you a member of the Bus  
12 Riders Union?

13 A. Yes.

14 Q. They can't hear you, Keri.

15 A. Yes.

16 Q. And do you like the Bus Riders Union?

17 A. Yes.

18 Q. Do you like riding the bus system in Los Angeles?

19 A. Yes.

20 Q. Is it a good system?

21 A. No.

22 Q. I remember a time, Keri, that we were riding the  
23 rail because you requested to, even though I tried to  
24 explain to you, it goes way out of the way and will probably  
25 take us longer.

P-24.A  
P-25.A

1                   And many times it's very confusing because  
2                   it's -- as I was told by one of the transit operators, that  
3                   it just doesn't make sense down here. This is one of the  
4                   rail operators. That it just doesn't make sense down here.

5                   Do you recall that one time that you insisted on  
6                   riding that rail? Do you remember that time, Keri?

7                   A.     Yes.

8                   Q.     And since then what has happened?

9                   A.     Nothing changed.

10                  Q.     And now you like to ride the rail?

11                  A.     Nope.

12                  Q.     And what do we do instead?

13                  A.     Ride the bus.

14                  Q.     Because the rail -- and you correct me if I'm  
15                  wrong -- the rail has a tendency to take you out of way --

16                  A.     Yes.

17                  Q.     -- right?

18                  A.     Yes.

19                  Q.     Takes you out of way. In other words, you end up  
20                  having to take a bus to the rail and from the rail.

21                  A.     Yes.

22                  Q.     All right.

23                  MR. ITOW: How many public transportation people are  
24                  here?

25                  THE JUDGE: Let's just proceed with comments, please.

1           Comments only.

2           MR. ITOW:  You know, being here in this particular  
3           museum takes me back to when I was a young college student.  
4           And I remember doing protests out here during a time back in  
5           the '70s concerning redevelopment when our concerns as  
6           students were that the Japanese corporate businessmen were  
7           going to come through here like they did through Asia.

8           THE JUDGE:  I'm going to give you another three minutes  
9           because you both asked to speak.

10          MR. ITOW:  Thank you, very much.

11                  Also I'd like to -- this particular place to have  
12           this particular meeting is appropriate, as well.  And I  
13           don't believe and I hope that the Asian community,  
14           specifically the Japanese community here, will not tolerate  
15           the MTA and their proceedings, specifically this rail, which  
16           I do not support.  I am against this rail and I believe the  
17           public, once correctly informed, will also not support this  
18           rail.

19                  Please, Japanese public -- and I hear some of the  
20           established community members like the church -- please  
21           recall some of the misinformation that our government and  
22           city officials have given us that led us to relocation and  
23           led us to redress.

24                  I thank you, very much.  And please discontinue  
25           this rail and please look into how this particular issue is

1 a civil rights issue.

2 Thank you.

3 THE JUDGE: Thank you.

4 Joaquin Castellanos.

5 MR. CASTELLANOS: Yes. Good evening. My name is  
6 Joaquin Castellanos. I live in Boyle Heights, 528 North  
7 Cummings Street.

8 THE JUDGE: Just a little slower. Thank you.

9 MR. CASTELLANOS: Thank you.

10 I'm also part of the Boyle Heights Neighbors  
11 Organization. And we do believe that we need public  
12 transportation. Plus we don't believe the street level  
13 trains is the solution, not for Little Tokyo, not for Boyle  
14 Heights, not for East Los Angeles.

P-26.A

15 What we need is a complete subway from Union  
16 Station to East Los Angeles. Because the subway is faster,  
17 it's safe, it doesn't endanger the environment, and plus I  
18 say before, is safe for all the community.

19 Also, one more thing is please do not destroy our  
20 bridges. The bridges are history for Los Angeles, and the  
21 MTA plans to put a train in the middle of the bridges. What  
22 it's going to cause is going to be a lot of traffic.

P-26.B

23 When it happens an accident, they're going to close  
24 the whole bridge. They're going to make worse the traffic.  
25 The traffic is going to go to the other bridges because the



1 bridges are the only way to get from East Los Angeles to Los  
2 Angeles. So that's one concern that we have.

3 So please review the plans that you already have,  
4 because as I say before, we don't believe the trains on the  
5 street is a good solution for the public transportation.

6 Thank you.

7 THE JUDGE: Thank you.

8 I think we've concluded with all the speakers who  
9 wished to speak, so on behalf of the MTA staff, we thank you  
10 for attending.

11 Thank you. The meeting is concluded.

12 (Recess.)

13 THE JUDGE: We have another speaker.

14 It is Rachel Santos.

15 MS. SANTOS: Yes. I'd like to make a couple of opening  
16 remarks. My name of is Rachel Santos, and I'm a resident  
17 and long time community --

18 THE JUDGE: Give us your address, please.

19 MS. SANTOS: 3336 East Folsom, F-o-l-s-o-m, Street, in  
20 Los Angeles. We're just adjacent to the 1st and Lorena  
21 station that will be affected by the light rail.

22 No. 1, this has been a long romance with MTA, and  
23 we were basically jilted at the altar. And we were promised  
24 a subway system to the Eastside, and then our sacrifice, of  
25 course, we had to settle for second best for the Blue Line

1 project.

2 I'm here tonight after many years of investment of  
3 personal sacrifice to speak on behalf of my community. The  
4 impacts of the Blue Line Rail Project bring with it an  
5 opportunity for our community to connect to the rest of the  
6 city of Los Angeles and for the transit users. I'd like to  
7 say that it was our choice to make the decision to have the  
8 light rail.

9 I resent that bus riders and other people, our  
10 so-called mayoral candidates, that I listen to attentively,  
11 think they have a real fast, snap decision by saying buy  
12 more buses. Well, that's not absolutely the best solution  
13 for our community. Our community was one in which was an  
14 old district, one that was important to preserve for the  
15 residents. And what little economic businesses there are,  
16 we didn't want to disturb.

17 Of main concern that will have a major impact after  
18 the tunnelling that will end at 1st and Lorena, I want to  
19 urge the MTA, whether state and federal or matching funds,  
20 to extend the tunnelling all the way to Downey Road. There  
21 is a problem on Indiana Street that affects not only the  
22 residents and the businesses, but by the schools. Both the  
23 Ramona and the Belevedere Elementary Schools. There's a  
24 Catholic church that has a high parishioner congregation  
25 that will be greatly affected by the left-hand turn of the

P-27.B

1 rail project.

2 So I want to urge and demand that that tunnel be  
3 extended all the way to Downey Road. There is the flow of  
4 both the on-ramp to the Pomona 60 Freeway and the exiting  
5 off Downey Road that will be majorly impacted if that tunnel  
6 is not extended further down for that whole East Los Angeles  
7 community.

8 So that's one main thing that I want MTA to please  
9 ensure that that is done, whether it takes personal lobbying  
10 on behalf of the residents of East Los Angeles or our voice  
11 to the MTA at the board meetings, we want to make sure we  
12 get that done.

13 THE JUDGE: Thank you, very much.

14 I have to limit you to the three minutes so you  
15 don't get an undue advantage over other speakers.

16 MS. SANTOS: All right. Thank you.

17 THE JUDGE: Anne Abraham.

18 MS. ABRAHAM: Hi. My name IS Anne Abraham. I'm a  
19 little late because I was riding the No. 40 --

20 THE JUDGE: Would you give us your address, please.

21 MS. ABRAHAM: My mailing address is 3780 Wilshire, Suite  
22 1200, 90010.

23 I'm a little late because I was running on a No. 40  
24 bus that was over a half hour late and was packed and  
25 overcrowded.

1 I'm representing myself and Juan Hernandez and my  
2 child, Gabriel Hernandez, over there, who is six years old.  
3 We're transit dependent people, and I really want the MTA to  
4 understand that you need to buy the buses. You have a  
5 third-class bus system. It's a terrible bus system. It is  
6 overcrowded, you sit and wait and wait even on most popular  
7 lines. The only good thing you guys have done lately is the  
8 Rapid Transit Bus, the Rapid Line down Wilshire and  
9 Whittier.

P-28.A  
10 To spend a lot more money on light rail when you  
11 can't even buy 350 little piddly buses for a city the size  
12 of L.A., you guys are irresponsible. And I just hope the  
13 federal government comes in and audits you guys, because you  
14 don't even deserve to have any tax or federal money of us.

15 We're dirt poor, you know. I may be white, but  
16 I'm -- most people on that bus are people of color. And we  
17 just happen to be on the bus too. Because we're dirt poor.

18 But, you know, you guys, you're just terrible. You  
19 guys sit in your offices, all you seem to care about is  
20 contracts for the big rails, you know, and putting -- I  
21 just -- and anyhow, even if you build this rail, you're  
22 going to have to do something about the buses because 80  
23 percent of the people who take the rail end up transferring  
24 to a bus.

25 It's not like you could just leave -- say, oh, we

1 built this rail, you know, and leave the buses in the lurch  
2 as you always do. You know. And believe me, I'm on the  
3 buses every day. Every day I'm constantly on these buses.  
4 I'm talking from a very personal level.

5 I came on the bus today, people standing in line,  
6 like, 30 people in the middle of the bus. On the 40.  
7 That's down Crenshaw, you know. That's ridiculous. You  
8 guys should have buses running every 10 to 15 minute down  
9 Crenshaw. We had kids standing in the line, I mean, people  
10 pushing over, children crying. You know, the back door  
11 didn't even open, you know. The bus driver was giving  
12 instructions on how to finagle the door because it didn't  
13 even open.

14 It's just not okay, you know. As far as I'm  
15 concerned, you're criminals and you need to be stopped. You  
16 need to be stopped in your tracks. Because the poor people  
17 that are transit dependent are certainly suffering from your  
18 total abdication of your real role, which is to provide the  
19 city of Los Angeles -- it's is a huge city if you haven't  
20 guessed; you know, it's got, like, 11 million people -- to  
21 provide a first-class bus system. And believe me, you have  
22 the capital to do it. There should be no -- if you want to  
23 build your little light rail after you buy the buses and  
24 improve the bus system, maybe you guys should talk about it.  
25 But not now. You know.

1           And I just hope you go to court and hope everybody  
2           does a strategic lawsuit against public participation, which  
3           is what -- it's called a slap, and that's what you guys have  
4           done when you put us in the 9th Circuit Court of Appeals.  
5           There's a remedy for it. Because you're trying to stop  
6           people from speaking up and their speech, and that's why you  
7           really put the civil rights group in the --

8           THE JUDGE: Thank you, very much.

9           MS. ABRAHAM: Yeah. Thank you.

10          THE JUDGE: Roger Christensen.

11          MR. CHRISTENSEN: Hi there. My name is Roger  
12          Christensen, and I live at 14335 Houston, No. 205.

13                 I came here today on a bus and a train, and I did a  
14                 lot of walking. I was here earlier at 6:00, and I had to  
15                 leave and go to another meeting came back. And I heard a  
16                 lot of responses that I thought was worth responding [SIC].

17                 I'm really saddened that this BRU line continues  
18                 about rail versus buses. Just a complete lie, and it  
19                 saddens me to see people come up here and say that money  
20                 being robbed for rail. But obviously, of course, the  
21                 federal money and the state money has nothing to do with the  
22                 buses; but they keep telling this lie and they keep revving  
23                 people up with this, you know, and it's shameful.

24                 I heard one guy here today say that the light rail  
25                 does not have a little Tokyo stop. I don't know what the

P-29.A

P-29.B

1 corner of 1st and Alameda is, as opposed to subway did; and  
2 that was because the city counsel, the MTA is racist and  
3 there are no Asians on, you know.

P-29.B

4 I think for those of you that remember, that their  
5 subway stop, of course, was originally at 3rd and Santa Fe,  
6 which is a lot farther away from what we would call central  
7 Little Tokyo than what we have now.

8 I've heard people say that there were no  
9 alternatives that have been explored, and that's a total  
10 lie. Because before the EIR approach was the RTAA. There  
11 were lots of alternative that were explored. This came  
12 through tons of meetings, and this is a -- rail is the  
13 choice of the community. It's an issue of capacity, you  
14 know.

P-29.C

15 I came in on the Red Line today. I live in the  
16 Valley, and I stood on the Red Line from North Hollywood  
17 because there was not a seat in that six-car, 500-capacity  
18 train.

19 Let me tell you as a bus rider that bus people love  
20 the rail. They can't wait to get on the rail. They  
21 consider it -- rail is the buses best friend, not its enemy.  
22 And anyone tells you elsewhere is, of course, lying and the  
23 BRU are liars and they're good at that.

24 Thank you.

25 THE JUDGE: Thank you.

1                   We'll wait to see if any other speakers come. In  
2 the meantime, we'll be here for you until 9:00.

3                   (At 8:36 P.M., the proceedings were concluded.)  
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**EASTSIDE TRANSIT CORRIDOR STUDY**

**PUBLIC HEARING**

**LACMTA**

**TRANSCRIPT OF PROCEEDINGS**

Los Angeles, California

Wednesday, April 4, 2001



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REPORTED BY

**LISA L. GROOM**  
C.S.R. No. 11765



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EASTSIDE TRANSIT CORRIDOR STUDY  
PUBLIC HEARING

LACMTA

APRIL 4, 2001

THE PROCEEDINGS, taken on behalf of Metropolitan  
Transit Authority, at Roosevelt High School, 456 S. Mathews  
St., Los Angeles, California, at 6:00 p.m., Wednesday, April  
4, 2001, before LISA L. GROOM, C.S.R. No. 11765.

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APPEARANCES:

Judge Julius Title

- Diego Cardoza
- Steven Brye
- Dolores Roybal
- Joanna Cucchi
- Adrian Alvarez
- Henry Gonzalez
- Walt Davis
- Linda Ivey
- Gary Sari [phonetic]
- Tom Jenkins
- Luzmaria Chavez
- Frank Villalobos

Also Present:

- Alex Palomino, Audio Technician
- Juan Carlos Morales, Spanish Interpreter

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PARTICIPANTS

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Renee M.G. Chavez  
Luis Hernandez

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1 Los Angeles, California, Wednesday, April 4, 2001

2 6:00 P.M.

3  
4 MR. CARDOZA: We are going to start the hearing.

5 Good evening. My name is Diego Cardoza. I'm the  
6 director of the team that conducts this project for the MTA.  
7 And I would like to welcome you to this hearing.

8 And we have Judge Title with you. And thank you,  
9 very much, Judge Title, for covering the hearing. Judge  
10 Title is an alumni of Roosevelt High School. So am I. Then  
11 we have Steve Brye, the project manager; Dolores Roybal, who  
12 will be making a presentation; Joanna Cucchi; Adrian  
13 Alvarez, who was a young intern with us and now is a  
14 planner. Where's Adrian? He's also an alumni from  
15 Roosevelt High School. Henry Gonzalez, Walt Davis, Linda  
16 Ivey, who's with public affairs, MTA; Gary Sari [phonetic],  
17 MTA engineering. We also have the consultants Tom Jenkins,  
18 who is probably in the back talking to the public; Luzmaria  
19 Chavez with Barrio Planners; and Frank Villalobos.

20 What we are going to do tonight is we'll make a  
21 short presentation. Those of you that need simultaneous  
22 translation, we have -- would you please tell if you need  
23 that. We have provided anybody that needs for that. We  
24 also have lots of materials in English and Spanish  
25 available.

1           Okay. Dolores, will you please come and start.

2           MS. ROYBAL: Good evening and welcome.

3           Before I proceed, I would like to go over the  
4 hearing process.

5           If you would like to speak, please sign in at the  
6 reception table and fill out a speaker card. All cards will  
7 be called out in the order received. They must be turned in  
8 prior to 9:00, and each speaker will have three minutes to  
9 comment.

10          If you would like to submit written comment, please  
11 ask for a comment sheet at the reception table. You may  
12 either turn it in this evening or via mail at the address  
13 indicated on the sheet.

14          And just for logistics, the bathrooms are located  
15 in the back.

16          I'll now start with the presentation.

17          The Eastside Light Rail Project starts from Union  
18 Station and ends at Beverly and Atlantic. The blue segment  
19 designates the at-grade stations, and the red segment  
20 designates those that will be underground.

21          Next slide.

22          The project is essentially six miles, starting from  
23 Union Station to Beverly and Atlantic. Total travel time is  
24 16 minutes. There will be nine stations including the one  
25 at Union Station. The tunnel segment through Boyle Heights

1 is approximately two miles. The train at grade would be  
2 running at 35 miles or less.

3 The system includes increased bus service, which  
4 will enhance access to the light rail. That includes  
5 additional bus lines, as well as increased frequency for the  
6 existing bus service. That's demonstrated on the board to  
7 my left.

8 Based on previous lessons learned, as well as  
9 mitigation measures that are going to be developed through  
10 this environmental process, as well as other pedestrian  
11 safety studies, the MTA will include some of these safety  
12 features such as crossing guards, crosswalks, signage,  
13 safety light and fenders, and community rail safety  
14 education.

15 Next slide.

16 The significance of this project is that the  
17 Eastside Light Rail Project will be connected with the  
18 Pasadena line that's currently under construction, as well  
19 as the MTA rail system, which includes the Red Line going to  
20 North Hollywood, the Blue Line going to Long Beach, and the  
21 Green Line going to El Segundo, as well as the existing bus  
22 service, which includes the Metro Rapid Bus Lines in  
23 addition to the additional phases that will be implemented  
24 in the future.

25 Next slide.

1           This project is governed by two environmental  
2 processes. One is governed by the State, which is CEQA, and  
3 the other one is NEPA.

4           We are currently at the public and review agency  
5 period. And what this means is we'll be having these public  
6 hearings and including the comments that we receive at this  
7 time into the final revision of this environmental document.

8           Next slide.

9           The method in which we came to this current project  
10 was based on major investment study where we looked at 47  
11 alternatives, selected 8, and one of those alternatives was  
12 our current project. This was facilitated by an extensive  
13 community outreach program which consisted of various public  
14 meetings, corridor ride informational mailings, door-to-door  
15 distribution of the information, as well as --

16          Next slide, please.

17          Funding for this project is based on two sources.  
18 One is federal; the other, state. The project budget is  
19 714.6 million plus interest.

20          Next slide.

21          This photo simulation is showing you currently what  
22 Indiana and 3rd Street looks like. We're showing this as a  
23 typical cross-section in the alignment.

24          Next slide.

25          This slide simulates what a basic light rail

1 system will look on Indiana transitioning onto 3rd. This is  
2 a basic skeleton system, and the community would be very  
3 much active in working out further improvements on the  
4 alignment, which would include signage, trees, safety  
5 measures, any other additional urban design.

6 Next slide.

7 Currently this is the second public hearing. We  
8 had one last week in Little Tokyo. The next one will be at  
9 Garfield High School starting at 6:00.

10 The next steps in this process includes commencing  
11 preliminary engineering; preparing the final environmental  
12 document, which would include your comments that we'll be  
13 receiving until April 17th; final design; negotiating a  
14 revised full funding grant agreement between the FTA and  
15 MTA, due spring of 2002. We anticipate a construction  
16 period of four to five years.

17 And at this point this concludes the brief  
18 presentation, and we'll now open to public comments.

19 THE JUDGE: Thank you. Good evening. Very pleased to  
20 participate in this hearing with you, particularly since as  
21 indicated, I graduated from this school, although I have to  
22 concede it was a couple of years ago.

23 What we're going to do as indicated also is I'm  
24 going to call your cards. And please come forward when I  
25 call your card, and please give your name and address before

1 you begin to speak.

2 We have to limit you to three minutes because we  
3 want to give everyone an opportunity to be heard tonight.  
4 So when I indicate that your three minutes is up, please  
5 terminate your statement quickly.

6 And just lastly, let me point out to you that it's  
7 not possible under federal law for any of the MTA people to  
8 respond to your questions orally here. Hopefully, they'll  
9 be able to respond to them in the next written report, which  
10 I understand is due sometime after April 17.

11 Is that correct?

12 All right. So with those thoughts in mind, I'm  
13 going to call the first card.

14 It's Sherry Breskin. Please come forward.

15 MS. BRESKIN: Thank you. Good evening. My name is  
16 Sherry Breskin. I represent Ramona High School.

17 THE JUDGE: Your address, please.

18 MS. BRESKIN: 231 South Alma Avenue, L.A., 63.

19 And as the principal of that school, my major  
20 response when I saw these plans is to surround a school on  
21 two sides, the major entryways of that school with trains  
22 that pass by every five minutes during work-hour traffic  
23 when the kids come to school is reprehensible. It should  
24 not be permitted.

25 The only issue for not having the tunnel go

P-30.A

P-30.B

1 underneath our school is money. And I don't think you can  
2 ever measure the lives of children, the lives of community  
3 members, or the life of a staff member in dollars. I think  
4 that that is unethical.

5 And I'm speaking for myself as the principal now  
6 and all the future principals and on behalf of all the  
7 future children.

8 My school is an all-girl school. These girls have  
9 not been successful in other schools. We have a tremendous  
10 program. Twenty-six of our girls bring their babies to  
11 school. We have an infants' center. Most of the girls  
12 come, you know, on foot traffic with their strollers,  
13 bringing their babies during work hours.

14 Our girls sat out under the trees and counted 1800  
15 cars on an average that use that section between 8:00 and  
16 9:00 in the morning. 1800 automobiles. And we're going to  
17 add trains to that? I think that is absolutely impossible.

18 We support the extension of the Eastside Corridor  
19 100 percent. Our community needs it. We're going to get  
20 many options and opportunities because of that corridor. We  
21 want the corridor; we are desperate for the corridor; we  
22 hope it comes right away. We just hope that it goes  
23 underneath Ramona High School. That will be the greatest  
24 thing you could do for us and these girls.

P-30.C

25 Thank you.

P-31.A

1 THE JUDGE: Thank you.

2 Concepcion Vasquez.

3 MS. VASQUEZ: Good evening. My name is Concepcion

4 Vasquez. I live on 2nd and St. Louis.

5 I agree with the project because I think that the

6 project is good for our community. Because we also deserve

7 good transportation. And in the long run it is going to be

8 beneficial for all of us. All right.

9 Thank you so much.

10 THE JUDGE: Thank you.

11 Raul Vasquez.

12 MR. VASQUEZ: Good evening. My name is Raul Vasquez. I

13 live on 2nd Street in Boyle Heights.

14 THE JUDGE: Give us your address, please.

15 MR. VASQUEZ: 2101 East 2nd Street.

16 It is now finally time for us to improve our

17 community. As foreigners, we're accustomed to live in a

18 country that is not progressing. When we return to our

19 places of origin, we find out 10, 20 years later that the

20 cities have not changed. And now that we have the

21 opportunity of improving, we must support this with all of

22 our hearts.

23 Considering the fact that when we came to this

24 country, we had adopted a new culture, a new language, and

25 new neighbors, we cannot allow for other communities



P-32.A

1 surrounding us to improve while we are still just as when we  
2 arrived. The benefits that we are going to have with these  
3 changes will be in the long run.

4 We do understand that is going to take time. That  
5 it is going to cause difficulties while being built. But we  
6 do have the necessary people that are prepared and that  
7 would be in charge of making possible that all these  
8 troublesome times would be not felt so bad.

9 We must also consider the fact that with this new  
10 project there's going to be more work, more commerce, and  
11 people would be able to move from one side to the other with  
12 less difficulty.

13 Now, we have to consider also the fact that there's  
14 so many people in our community that don't have driver's  
15 license or because of the high cost of insurance and with  
16 these --

17 THE JUDGE: Thank you, very much.

18 Just complete your sentence and your time is up.

19 MR. VASQUEZ: Thank you.

20 THE JUDGE: Silvia Diharce.

21 MS. DIHARCE: Good evening. My name is Silvia Diharce,  
22 and I'm on 231 South Alma Avenue, representing Ramona High  
23 School.

24 I'm a student body president at Ramona High School.

25 On behalf of all the students at Ramona High School, I would

P-33.A

1 like to say that we do support the MTA; however, we support  
2 the railroad system to be built underground. Too many of  
3 our teen moms and their children daily cross the street on  
4 Indiana and 3rd as well as myself. Safety of our students  
5 and people in our community is the No. 1 issue.

6 If you are concerned with safety, you will agree  
7 that the safest way to have the railroad system travel will  
8 be underground.

9 Thank you for this consideration.

10 THE JUDGE: Thank you.

11 Linda Sabori.

12 I hope I'm pronouncing these correctly. It's a  
13 little difficult to read some of them.

14 Sabori?

15 She's not here? Pass.

16 Leticia Sanchez.

17 MS. SANCHEZ: Leticia.

18 THE JUDGE: What is it?

19 Leticia Sanchez.

20 MS. SANCHEZ: Good evening. My name is Leticia Sanchez,  
21 and I'm here representing Humphreys Avenue Elementary  
22 School, 500 South Humphreys Avenue.

23 I've been speaking with some of the parents and  
24 teachers at our school, and they are in support of the MTA  
25 building the light rail system.

P-34.A

P-34.A

1           Some of the suggestions are that we have crosswalk  
2 attendants during school hours, during the morning time and  
3 the afternoon time. Also, keep in mind that there is  
4 kindergarten time, so parents drop off and pick up your  
5 students in the middle of the day. Having more stop signs  
6 because there's not enough stop signs as there is right now,  
7 so it would just make it safer for our children, and having  
8 speed bumps on the streets surrounding our school area.

9           So, thank you.

10          THE JUDGE: Thank you.

11          Frances Galvan.

12          MS. GALVAN: Good evening. My name is Frances Galvan.  
13 And my address is 3312 East 6th Street, 90023.

14           I'm aware that aboveground rail systems that are  
15 next to schools have caused many tragic accidents. It  
16 scares me that my life will be at risk with an above-rail  
17 system. Take it underground.

18           And another thing is girls that go to school, they  
19 go to Jack in the Box early in the morning and they run to  
20 school, like, five minutes before, two minutes before.  
21 Because of the bell, they run to school. And even with cars  
22 we're at risk.

23           But me, my mom drops me up right in front of  
24 school, and she has to hurry and she has to make U-turns  
25 just to go into school. And with having this rail system

P-35.A

P-35.B

1 it's going to be even more worse because where you're  
2 blocking it off there's a wall, and she can't go into school  
3 to drop me off as she usually would. And it's just going to  
4 be -- it wouldn't be safer for me and my mom and my brother  
5 for her to take us to school, to go all the way around or me  
6 even walking across the street.

7 Thank you.

8 THE JUDGE: Thank you.

9 Dan Farkas.

10 MR. FARKAS: Good evening. My name is Dan Farkas. I'm  
11 the transportation deputy for Councilman Pacheco.

12 The Councilman's asked me to be here tonight so  
13 that I could report back to him all the testimony that's  
14 being taken and he can take into account additional impacts  
15 that many of you suggested.

16 However, he does have a few suggestions of his own,  
17 and he's made one in the past that's very significant. It's  
18 the undergrounding of the railroad through Boyle Heights,  
19 through substantially from 1st and Utah Street all the way  
20 to 1st and Lorena. And we believe that's going to solve a  
21 lot of problems.

P-36.A

22 But we recognize -- the Councilman does -- that  
23 there are other things that need to take into consideration,  
24 and principally, those of pedestrian safety. And you've  
25 heard some of the comments already about pedestrian safety

1 surrounding Ramona High School.

2 And the Councilman has prepared a letter which he  
3 wanted me to read into the public record if we have time.

4 THE JUDGE: You have three minutes less what you already  
5 talked about.

6 MR. FARKAS: Okay. It says, "To the MTA board members."

7 It says, "I strongly support the completion of the  
8 proposed Eastside Light Rail Project from Union Station  
9 through the Boyle Heights community in my district, to it's  
10 terminus at Atlantic and Whittier Boulevard. A true mass  
11 transit project has been needed to serve the heavily transit  
12 dependent communities along this corridor for many decades,  
13 and I am pleased to see that this project is finally moving  
14 forward."

15 "However, I believe that additional measures need  
16 to be taken by the MTA to ensure that pedestrians and  
17 drivers within these communities are afforded every  
18 protection while the project is under construction, and to  
19 incorporate permanent safety improvements into its final  
20 design.

21 "I recognize that a number of my major concerns  
22 regarding pedestrian safety, traffic congestion, and air  
23 pollution in my district have already been addressed by the  
24 MTA's incorporation of my recommendation to construct a  
25 tunnel under most of the Boyle Heights portion of the light

1 rail's alignment.

P-36.B

2 "However, there are surface parts of this alignment  
3 where additional safety improvements should be given greater  
4 consideration. This can best be achieved by MTA's  
5 initiation of a comprehensive study of the need for  
6 significant safety improvements where the light rail line is  
7 at grade.

P-36.C

8 "In addition, I call upon the MTA to undertake the  
9 following initiatives to provide optimal safety conditions  
10 to my constituents: The stationing of crossing guards at  
11 all impacted schools during school hours, especially during  
12 the hours immediately prior to and after the school day for  
13 the duration of the project, as after construction also; the  
14 conduct of separate, state-of-the-art transit safety  
15 programs at all preschools, elementary schools, high  
16 schools, and senior citizen centers in the vicinity of the  
17 alignment.

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18 "Also, a determination of how all the latest  
19 technological improvements to improve the light rail system  
20 can be incorporated into the Eastside Project included but  
21 not limited to safety gates, illuminated signs, and safety  
22 improvements on all light rail cars.

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23 "And finally, a separate study to explore ways of  
24 ensuring the safe running of the light rail cars on such  
25 narrow streets as Indiana Street between 1st and 3rd Streets

1 should the financing" --

2 THE JUDGE: Please wind it up.

3 MR. FARKAS: I'm winding up.

4 -- "should the financing that extend the tunnel in  
5 this location prove infeasible.

6 "And I ask the MTA board and its entire staff to  
7 give the highest priority to these and other proposed safety  
8 mitigations that are considered here tonight."

9 Thank you.

10 THE JUDGE: Thank you.

11 I understand that Linda Sabori is now here.

12 MS. SABORI: Good evening. My name is Linda Sabori. I  
13 am a senior at Ramona High School, and I am also a teen mom.

14 I have attended Ramona for about two years now.  
15 Every day when I go to school, I see other students and teen  
16 moms arriving just before the bell rings. Our concern is  
17 safety. We support the improvements for increased  
18 transportation in our community, but feel the light rail  
19 system will put us in danger when we try to cross the street  
20 to go to school. It's a daily struggle to carry our babies,  
21 strollers, and bags.

22 The light rail system aboveground will make it more  
23 difficult and cause me and other teen moms crossing the  
24 street more stress. We would like for you to consider these  
25 safety issues and obtain additional funding in order to keep

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1 the light rail underground. We know this might be more  
2 costly; however, we believe the danger you will put our  
3 community in will be at an even higher price.

4 On behalf of Ramona students, we strongly urge you  
5 to please consider other alternatives and ways to seek  
6 funding to keep the rail system underground.

7 Thank you.

8 THE JUDGE: Thank you.

9 Lupe Lopez.

10 MS. LOPEZ: Good evening.

11 THE JUDGE: Your name and address, please.

12 MS. LOPEZ: My name is Guadalupe Lopez, and I am  
13 representing 3rd Street in Los Angeles and McDonalds.

14 My opinion is it is already time for us Latinos to  
15 stop being ridiculous. We don't need either rails nor  
16 tracks in our streets. As I already told you, I live on  
17 3rd. And instead of improving our neighborhoods, our  
18 properties are being devaluated with these projects.

19 This project was not built where the rich people  
20 live, where the white people are living.

21 Why is it that it has to be here with us, the  
22 Latino people?

23 Our 3rd is a clean street. It's a wide street. It  
24 looks decent, not like the South Central. And this project  
25 is going to make it look just like South Central, setting up

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1 these projects that you're thinking. It's going to be  
2 horrible, and it's not going to look like Beverly Hills.

3 Thank you.

4 THE JUDGE: Thank you.

5 Victor Delgado.

6 MR. DELGADO: Good evening. Victor Delgado, 2323 City  
7 View Avenue.

8 As a resident of Boyle Heights, I have come here to  
9 let you know that we need --

10 THE JUDGE: Just a little closer to the microphone.

11 MR. DELGADO: Okay.

12 -- we need the best public transportation here in  
13 our community. I was all for the heavy rail. Since we're  
14 not going to get it, I am now supporting the light rail  
15 system the MTA has offered for us.

16 Thank you.

17 THE JUDGE: Thank you.

18 Antonio Maldonado.

19 MR. MALDONADO: Good evening. My name is Antonio  
20 Maldonado, and I reside at 3342 Garnet Street in Los  
21 Angeles, the Parish of Resurrection.

22 I and we support this project, hoping it will give  
23 us the best transportation possible.

24 MTA should think on one very important thing. The  
25 project is going to take years to be built, and the same

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1 token, the population is going to increase. So we need the  
2 best transportation possible and also the cleanest. That's  
3 why we support the underground transportation.

4 Thank you, very much.

5 THE JUDGE: Thank you.

6 We have another Lupe Lopez. You can go forward.

7 Thank you.

8 MS. LOPEZ: Good evening. My name is Lupe Lopez. I  
9 represent the Mothers of East L.A. I live at 3468 Siskiyou  
10 in Los Angeles.

11 I have been a longtime resident of Boyle Heights  
12 and a member of the Mothers of East Los Angeles since we  
13 began in 1985, fighting against the construction of the  
14 state prison in our backyard.

15 I have been an advocate for a better transportation  
16 system since the Metro Red Line was to come to the Eastside.  
17 I was greatly disappointed when Proposition A was passed and  
18 our hope for a subway was taken away and given to the white  
19 folks in the valley.

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20 Mothers of East Los Angeles are in favor of the  
21 Eastside Light Rail Project and are glad that our future  
22 generations will benefit from a better transportation system  
23 than currently exists. The light rail system is the wave of  
24 the future. Other communities throughout the United States  
25 live with light rail systems in a successful way. The other

1 mass transit systems we in the Eastside will be connected to  
2 are great for our youth and seniors.

3 Some of our community members are against this  
4 system because they prefer a better bus system. What better  
5 to have a wonderful rapid bus system which will link better,  
6 to have a wonderful rapid bus system which will link to the  
7 Eastside Light Rail. We can all benefit from the system,  
8 and eventually our youths and ourselves can travel to other  
9 areas of Los Angeles County within a well-accessible mass  
10 transit system.

11 Thank you.

12 THE JUDGE: Thank you.

13 Rosa Gabaldon.

14 MS. GABALDON: Good evening. My name is Rosa Gabaldon.

15 I agree with this project --

16 THE JUDGE: Would you give us your address, please.

17 MS. GABALDON: 1165 South Calada Street. I've been  
18 living in Boyle Heights for 44 years.

19 If you cannot build a full subway for us, I agree  
20 with the project that you are offering us. But I would like  
21 to know, where were you? Where were these people that  
22 complained so much about this project? Why is it that they  
23 didn't go to complain to the Westside when they built their  
24 subway so beautiful; but if something is going to improve  
25 the community, those people are not in agreement with it?

1 Thank you.

2 THE JUDGE: Thank you.

3 Ron Granados.

4 MR. GRANADOS: My name is Ron Granados. I'm chairman of  
5 the board of the Las Americas Foundation and a resident at  
6 4632 East 2nd Street in Los Angeles.

7 You know, in my lifetime I've had the opportunity  
8 to evaluate many environmental impact reports. But I find  
9 this one to be the most disingenuous, duplicitous  
10 environmental impact report that I have ever had the  
11 privilege to read.

12 I would first like to address the issue of safety,  
13 and I'm not talking about patron safety, although the Blue  
14 Line for some reason has brought a great number of incidents  
15 of assault and robberies. I want to speak of the hundreds  
16 of people that have been killed by trains.

17 The environmental impact report speaks nothing of  
18 the number of deaths caused by the Blue Line, the suicides,  
19 the number of children that have been run over and maimed by  
20 this butcherous train.

21 They won't tell you about the killer trains because  
22 the fact remains that this train is dangerous. The MTA says  
23 that the trains are dangerous. Last year alone, according  
24 to article published in the Los Angeles Times three days  
25 ago, it indicated that we suffered 86 fatalities as

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1 confirmed by the Federal Railroad Administration.

2 THE JUDGE: Could you step back just a little from the  
3 microphone, please.

4 MR. GRANADOS: Every day hundreds of children can be  
5 seen running along, darting across, not looking both ways,  
6 ignoring the sounds of whistles along miles of the Blue  
7 Line. The MTA people here won't put that kind of  
8 information in the environmental impact report because they  
9 don't want you to know that this train is, in fact,  
10 dangerous.

11 They will confirm three things for you. That the  
12 Blue Line is dangerous, that the Blue Line kills, and the  
13 Blue Line mangles and maims children.

14 We must not forget that the Blue Line will save you  
15 and your hermanos about 8 to 10 minutes of travel time to  
16 work every day. But is it worth having a young child  
17 confined to a wheelchair with no legs in exchange for this  
18 train in getting me to work 10 minutes early? It's not  
19 worth the four-year effort and billions of dollars.

20 These people are better than the tobacco companies  
21 or General Motors when they calculate how much money they  
22 will expend in exchange for the lives that they will have  
23 sacrificed over this project.

24 As Latinos this is not our culture. We are a  
25 caring group; we love all people, but there is important

1 characteristic in all of us to share. That we will not  
2 prostitute ourselves to get to work 10 minutes earlier in  
3 exchange for the life of a 10 year-old.

4 Will the MTA, will Miss Roybal for the MTA, will  
5 Frank Villalobos or Julian Burke volunteer to be the one who  
6 will break the news to one of our mothers that the Blue Line  
7 has killed or mangled her child? I think not.

8 The MTA knows that the operation of trains is an  
9 activity that kills. They cannot deny this, and this is why  
10 the MTA has just launched a county-wide campaign a couple of  
11 days ago, as spreading the message that playing near the  
12 tracks is dangerous.

13 THE JUDGE: Please wind it up. Your time is up.

14 MR. GRANADOS: Pardon me?

15 THE JUDGE: Thank you, very much.

16 MR. GRANADOS: Thank you, very much.

17 Stop this train.

18 THE JUDGE: Ross Valencia.

19 MR. VALENCIA: How are we doing today, Judge Rough  
20 Rider? I had the pleasure of being in your court a few  
21 years back. And I think you beat me a couple of years here,  
22 but I also graduated from here some 50 years ago. It's a  
23 pleasure seeing you still around here.

24 Ladies and gentlemen --

25 THE JUDGE: Give us your name and address first, please.

1 MR. VALENCIA: My name is Rosendo Valencia. In English  
2 it's Ross Valencia. I live at 1162 South Esperanza.  
3 Translate that, it's Hope Street.

4 I've been hoping for the past 70 years that there  
5 would be some major kind of changes in my community for the  
6 betterment of my community and yours, those of you who live  
7 here.

8 I feel quite badly. It upsets me when interlopers  
9 and obstructionists try to stop progress in our community.

10 The MTA Light Rail Project that we, the members of  
11 this community, have been trying to get on the ground for  
12 better than three years is now being challenged. We  
13 accepted that after our elected officials negotiated for the  
14 conditions. There are representatives that did the best  
15 they could do with the situation as it was presented to  
16 them. And thereafter, we had to support their negotiations  
17 under duress. But we did it.

18 We need to show some unity. We now find ourselves  
19 in a position where the community and our elected officials  
20 are being opposed.

21 When -- and I repeat that, when will we learn that  
22 unity is the way to go to get what our community wants and  
23 deserves? It seems to me that this could be a win-win  
24 situation with all parties achieving what is best of a  
25 difficult situation.

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1           Go, on the transit. Go, for the subway. Go, for  
2 the betterment of our community.

3           Thank you.

4           THE JUDGE: Thank you.

5           Anita Hernandez.

6           MS. HERNANDEZ: I am Anita Hernandez, and I live at 1121  
7 Calada Street in Boyle Heights. I'm also a member of the  
8 Boyle Heights Homeowners Association.

9           As some people or most people stated, they want a  
10 decent and a good form of transportation. And I think what  
11 we're going to get will be good and decent form of  
12 transportation and less pollution, too. So I'm going to  
13 wait -- as far as I'm concerned, that's what I'm going to  
14 wait for.

15           Thank you.

16           THE JUDGE: Thank you.

17           Robert Lopez.

18           MR. LOPEZ: My name is Robert Lopez. I live at 4622  
19 East 2nd Street.

20           Now, before I came in here, I was looking at a  
21 drawing you have over here that shows Indiana and 3rd  
22 Street. You show one train going around there. I go by  
23 there maybe three or four times a week. You only show one  
24 train. If you put two trains on there, you won't be able to  
25 pass by there. I go by there all the time. It's too

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1 narrow. I don't see how you're going to get -- there's a  
2 school right there. Now, how are people going to go by  
3 there? You know.

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4 And another thing I don't agree with. I live on  
5 3rd near 4th Street. Now, it's a beautiful street going  
6 down there. Are you going to put a train going down there  
7 with two walls there? It's going to look lousy. Because  
8 right now if you look down that street, that's the most  
9 beautiful street you can see. It's wide and two, three cars  
10 can go by, and you've got a middle lane.

11 Now, I don't know how this is going to process  
12 more. I talked to a lot of people; these people said  
13 they're not going to sell their cars to ride that train.  
14 Everybody needs a car because you got to go one way to the  
15 market or church or whatever.

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16 Only the same people that use the Metro right now  
17 are the ones that are going to use the train. It's going to  
18 be empty. You're going to lose money on it. Just because  
19 the federal government and the state is giving money, you  
20 people are going to put it on there.

21 Now, I don't agree with it. First of all, it's  
22 going to lower the price. I own a home there. It's going  
23 to lower my property. Because when I get to sell it, nobody  
24 wants to buy a home near a railroad train there.

25 That's all. Thank you.

1 THE JUDGE: Thank you.

2 Lupe Lopez.

3 I think both of the Lupe Lopezes have already  
4 spoken, have they?

5 Thank you.

6 Al Santillanes. First name Al.

7 Is he here?

8 MR. SANTILLANES: Good evening. My name is Al  
9 Santillanes. I'm the project manager for the CRA Eastside  
10 Adelante Eastside Effort. Our offices are located at 3500  
11 Whittier Boulevard, Suite 107, Los Angeles.

12 The transportation system I think that's planned  
13 for the Eastside is something that is long overdue in many  
14 ways. The Eastside, I think, hasn't received its fair share  
15 of resources over the years.

16 The Agency's position on this transportation system  
17 is that we strongly support the underground tunnel option  
18 that is being planned, because of the narrow streets that go  
19 through Boyle Heights with high pedestrian use and traffic,  
20 also because it goes through significant areas of  
21 residential neighborhoods.

22 But there are safety issues that we're very  
23 concerned about that were raised in the environmental  
24 document. We feel that the tunnel entrances impact the  
25 neighborhoods with its unique residential character; also

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1 the parks and the highly commercial used areas nearby.

2 There should be a detailed station plan for each of  
3 the locations as they go through Boyle Heights. There  
4 should also be a circulation plan which outlines safety  
5 procedures and is responsive to the community. We also feel  
6 that there should be light rail emerging and exit warning  
7 systems as the trains come out of tunnels and into the  
8 tunnels. This is a very highly used residential area, and I  
9 think that's a very key point to safety in the community.

10 Also, there's business -- impacts the local  
11 businesses. It will be heaviest during construction, which  
12 will be phased over three years. There should be financial  
13 assistance available for those businesses during that  
14 critical period.

15 There also should be exit stretch planning for  
16 businesses choosing to leave the community. There also  
17 needs to be clarification on the construction impacts, where  
18 they're occur in relationship to the businesses, to the  
19 business corridor when they're going through and doing  
20 construction.

21 Also, specific signage should be placed in the  
22 community during construction for parking needs for these  
23 businesses that need to have access to their -- to the uses.

24 Also, there needs to be identification of  
25 construction items such as the muck removal areas, and those

1 should be clearly identified as how they impact commercial  
2 businesses.

3 Next, we feel that the 1st and Lorena platform  
4 location should be moved east of Lorena Street so that it  
5 helps to activate the business corridor along Lorena Street.  
6 Currently it's shown inside of a tunnel area, and we feel  
7 that part of our long-range revitalization needs to have that  
8 platform moved to the east.

9 Then, finally, that the traction power substations  
10 that are mentioned in the environmental impact report are  
11 unclear. And they need to be reported and situated so that  
12 we can understand how they may minimize impacts to  
13 businesses.

14 THE JUDGE: Please wind it up.

15 MR. SANTILLANES: This concludes my comments.

16 And again, I think this is a -- one of the  
17 long-range economic development tools that will help the  
18 Eastside community that it so richly deserves.

19 THE JUDGE: Thank you.

20 Arturo Herrera.

21 MR. HERRERA: Good evening, sir. My name is Arturo  
22 Herrera. I live at 3438 Lee Street. Born and raised in  
23 Boyle Heights.

24 I'm not here to get any sympathy from my fellow  
25 friends here. But as a veteran, I'm speaking on behalf of

1 them. As you know, west of the L.A. river there's over  
2 20,000 veterans that live in this area and the outgoing  
3 communities.

4 We do support the light rail. As you know, our  
5 veterans are getting up in age. Our World War II veterans  
6 nearing over 80; our Korean veterans are over 70; our  
7 Vietnam and occupational forces in Lebanon are over 60  
8 already, and so on. And those who have served in the Cold  
9 War, they're up in their age also. And we do support and we  
10 been looking forward for this light rail system to get us  
11 from point A to B.

12 We do support it, but we do support -- we're  
13 concerned about the safety features of this line. We do  
14 support that they do continue the underground from 1st  
15 beyond Ramona School.

16 This hasn't been brought up, but there's a proposal  
17 of three options, and the third option is trying to get  
18 funded from Lorena to the other side of Ramona Street  
19 School.

20 Like I say, our concern is we are and last of all,  
21 as you know, when we were in the front lines, nobody went up  
22 to speak for us. And thank God that we had a lot of people  
23 that spoke for us. We would have my fellow comrades  
24 standing here next to me. But due to the fact that nobody  
25 spoke for us, well, we do regret people coming in here

1 saying that they don't support the light rail, they don't  
2 support this. But we as veterans do support the light rail  
3 to get us from point A to point B.

4 Thank you, very much, sir.

5 THE JUDGE: Thank you.

6 Louis Martinez. Mr. Martinez here?

7 MR. MARTINEZ: My name is Louis Martinez. I live at 954  
8 North Rowan Avenue. And I'm representing Comite de Padres,  
9 community of parents for the protection of the students,  
10 community, and equal rights.

11 And we support the project. And we also support  
12 the train to come out of underground farther down to the  
13 Ramona High School.

14 Thank you.

15 THE JUDGE: Thank you.

16 Carlos Montante.

17 MR. MONTANTE: Good evening. My name is Carlos  
18 Montante. I live in 1216 South Spence in Los Angeles. I'm  
19 a resident of this community for over 50 years.

20 I sincerely beg you to pay attention to the needs  
21 of transportation by giving us the means of transportation  
22 that are decent and safe. That means heavy rail underground  
23 all the way.

24 Thank you.

25 THE JUDGE: Thank you.

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Edgar Sanchez.

MR. SANCHEZ: Could I take six minutes because I'm going to need the translation?

Thank you.

MR. SANCHEZ: My name is Edgar Sanchez. I'm from the Bus Riders Union. We are an organization that is fighting for the rights of over 400,000 people, and our users are mainly poor people and minorities.

We are here opposing the rail in the East L.A. This rail is direct opposition with a mutual agreement signed by the MTA with these 400,000 users, and it is against the civil rights, as well.

When MTA signed this agreement, they promised to improve the bus system and make it a priority. They promised to lower the rates and create new services so that people could make it to different work centers, educational centers, recreational centers, and health centers.

And if you use a bus, if you board a bus, you will find out that the MTA has not complied with them. You will see people waiting for an hour, half an hour to board the bus. People take up to two hours in order to make it to work, when driving should take them only half an hour. Having to pay really high rates or having to ride the bus standing because by the time you are coming out of work, there's no seats available.

1           This is the type of treatment that these people  
2 have received from the MTA for over 10 years.

3           Let me tell you frankly what this rail is all  
4 about. This rail has nothing to do with transportation.  
5 But it does have everything to do when it comes to  
6 benefiting these Latin political figures and making it a  
7 monument for themselves.

8           It also has to do with economic projects,  
9 redevelopment projects, that has left the people of not so  
10 high resources just smashed, like the people from Pico  
11 Aliso, the projects of Pico Aliso.

12           And this rail project is also a project to benefit  
13 only the construction companies with multimillion dollar  
14 projects.

15           So for the union, this money that the MTA is going  
16 to spend building this rail, we think it should be used in  
17 order to improve the existing service and actually comply  
18 with the agreement that originally was signed to really  
19 provide a good service.

20           This is a binding, legal contract that if the MTA  
21 was to comply with it, it would return millions of dollars  
22 for the improvement of the poor communities.

23           THE JUDGE: You have to wind it up pretty shortly,  
24 please.

25           MR. SANCHEZ: So basically what we have to do is to



1 decide whether this rail system is going to be really for  
2 the benefit of the whole community or if it is going to be  
3 only a benefit for the politicians. Just think of the  
4 400,000 users. We're talking people that are seamstress  
5 workers, basic, basic people.

6 Thank you.

7 THE JUDGE: Gerardo Salas.

8 MR. SALAS: My name is Gerardo Salas. I live at  
9 2739 1/2 1st Street, right across this school.

10 And before saying anything else, I really want to  
11 draw the attention of the people that is present today in  
12 this public hearing, to really think very carefully about  
13 this thing.

14 Listen. It's not fair for the people that is going  
15 to be directly impacted by this project, to hear somebody  
16 else that lives at a safe distance from the route of this  
17 project say, I want this project, I support it, it's  
18 beautiful, let's build it. It's not fair.

19 Because, for instance, as you hear today from the  
20 lady that spoke about 3rd Street, she said 3rd is a  
21 beautiful street, wide street. That now already has some  
22 traffic problems at peak hours, like 3:00, 4:00, 5:00 in the  
23 evenings.

24 So it's not fair for the people that is living in  
25 that place to hear somebody else that lives in a very safe

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1 place living, to say, hey, I want -- I want this light rail  
2 to be built in your place. It's not fair. You got to think  
3 about it.

4 Also, before saying that we want this project, you  
5 should think about the mess that light rail already with the  
6 prior project, the Red Line inside extension. You got to  
7 remember how the community was mistreated by this failing  
8 effort to build the subway. The community never heard any  
9 good explanation about why this project stopped.

10 And what we learned reading the newspapers and  
11 listen to other people that knows about this, is it was the  
12 responsibility of the MTA in managing public funds. Because  
13 it's easy to misspend money that don't belong to the people  
14 that is spending the money. It's very easy to spend  
15 millions and millions of dollars.

16 I make a question, I remember, to the project  
17 manager, project manager Steve Brye, regarding the  
18 engineering studies. I say, I'm not educated, I'm not so  
19 sophisticated, but it seems to me that \$22 million just to  
20 make some studies is too much money. And at that time he  
21 said, oh, we're going to try to make sure that we're not  
22 going to spend that much money. When I went to the  
23 meeting -- the board of directors meeting --

24 THE JUDGE: Please wind it up.

25 MR. GONZALEZ: -- it happened just the opposite.

1           So it's not fair. Think about the people that is  
2 going to be impacted, please.

3           THE JUDGE: Ernestina Montellano. Montellano.

4           MS. MONTELLANO: Good evening. My name is Ernestina  
5 Montellano. I am a resident of Boyle Heights for 68 years.  
6 My address is 3118 Wabash Avenue, Apartment 5, L.A. 90063.

7           First of all, I am against the light rail coming  
8 through our community. I was sent a draft book on the  
9 supplemental environmental impact statements and reports  
10 that the light rail will have on our families and in our  
11 community, Boyle Heights.

12           I'm sure it took you about two years or so to put  
13 this book together. And we are requesting at least six  
14 months to read this huge book. Don't shove this down our  
15 throats. Treat us with respect. And remember, we have  
16 rights, and our taxes with paying your salaries and this  
17 rail is coming from our tax monies.

18           The light rail will have a great impact on  
19 1st Street School, a convalescent hospital on 1st Street,  
20 and also on Evergreen Cemetery, which I have my son buried  
21 there and I also have my plot next to him.

22           I'm concerned about the terrain shifting in the  
23 cemetery. Also sinkholes, maybe even little explosions,  
24 noises and vibrations. And there's going to be closures of  
25 streets. And small business and homes will be removed by

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1 the light rail.

2 Also, all the dangers to our children and our dogs.  
3 This is the mayor's plan, also the contractors and some of  
4 our politicians.

5 We have everything to lose, and they will have  
6 money lining their pockets. Give us our rapid buses and new  
7 buses which were promised to us by Mayor Reardon on TV.  
8 Give us shuttles and Dashes that will serve our students,  
9 our seniors, and disabled and working people.

10 The people that want the project are the people  
11 that will not be directly impacted. The people of the  
12 Resurrection Church and their friends and their priests want  
13 this project. Do us no favors. Put it in front of the  
14 church and in front of their homes.

15 And Mr. Diego Cardoza, you were supposed to inform  
16 the cemetery to give -- to get in touch with the people that  
17 have loved ones there.

18 What have you done about that?

19 Thank you.

20 THE JUDGE: Thank you.

21 Jose Leon.

22 MR. LEON: Good evening. My name is Jose Leon. I live  
23 in 3542 East 2nd Street, Los Angeles. I have lived in East  
24 L.A. on Indiana Street, basically, for the last 27 years.

25 I have seen that Indiana become a parking lot from

1 1st Street to 3rd Street. It's already a very, very  
2 congested avenue.

3 I live right on the corner of 2nd and Indiana,  
4 right there, and I have hard time getting in and out of my  
5 property. And I want to know how this thing is going to  
6 benefit me when I could not get in and out of my property  
7 right now as it is, and now getting a train going through  
8 the center it.

9 Also, I know that changes always have oppositions.  
10 But I am glad finally that somebody is doing something for  
11 our community. I have lived there 27 years, as I said  
12 before, and I have not seen -- have never seen an  
13 improvement in our Boyle Heights communities. Finally  
14 somebody is doing something about it.

15 But they're not doing it right. Why they coming  
16 down all the way down to Atlantic or going all the way down  
17 to Whittier underground? All the way down over there? Why  
18 are you guys going to shove our Blue Line right in front of  
19 my house, which right now as it is, it's difficult to get in  
20 and out.

21 Now, what's going to happen with construction  
22 companies that are going to be working in that street for  
23 the last, you say, four or five years? What is going to  
24 happen to our life? What is going to happen to the children  
25 that goes through our street, through our sidewalks to go to

1 Belvedere? They go to Belvedere, they go to Stevenson, they  
2 go to Ramona. Ramona is crowded as it is, traffic getting  
3 in and out in the mornings dropping -- womans with kids. I  
4 mean, a lot of kids and families that you see there. What  
5 is going to happen to all that? How are we going to  
6 accommodate that?

7 What is going to happen to my property when I see  
8 all that noise with my windows? Somebody is doing something  
9 about it? Why we end up finding out now after living there  
10 25 years, we finding out that this project was on the table  
11 for three or four years? Why didn't they let us know then?

12 Now, believe me. People, listen to me. This is  
13 happening. It's going to happen. They're going to shove it  
14 up to us. They're going to shove it up to our community  
15 now. And I don't think it's right that if they're going to  
16 do this project, they already have approved for Project 1,  
17 why not go to Project 3? Why not go underground all the  
18 way?

19 Now, if you're going to approve something, at least  
20 approve Project 2 that is going to sacrifice my property but  
21 is going to benefit the community.

22 I don't think it's right that Project 1 is never  
23 going to happen.

24 If my people that live on my side will get together  
25 and we'll make a petition or something, and we'll complain

1 about it. We are not authorizing this railroad to go  
2 through my street without -- it's got to be something  
3 planned properly.

4 THE JUDGE: Thank you, very much. Your time is up.

5 MR. LEON: Thank you.

6 THE JUDGE: Armida Marquez.

7 MS. MARQUEZ: My name is Armida Marquez. I live at 128  
8 South Indiana. I've been there 50 years.

9 And I really don't know how you're going to put a  
10 train on Indiana. You can hardly get out of the driveways  
11 at night. When it's 5:00 o'clock, you can't even cross the  
12 street because everybody's coming out of the freeway and the  
13 cars are at a standstill. I really don't know.

14 Then in the morning I take my granddaughter to  
15 school to Lady of Lourdes. I pass Ramona. I see all these  
16 girls with their babies and everything, and they can hardly  
17 cross the street there.

18 And children running. And children don't obey  
19 signs. They don't care. They run across the street.  
20 They're free. They don't read. They can't read. And my  
21 mothers that have four and five children with strollers. So  
22 I go there every day.

23 The crosswalk is full of children. There are how  
24 many schools? There are Stevenson, Rowan Avenue, Belvedere,  
25 Lady of Lourdes. I don't really know how you're going to

1 get that train down that cemetery, and then the freeway  
2 comes through there by McDonalds.

3 I don't know, sir. You're putting that train in a  
4 bad place. You should have decided to put it somewhere  
5 else.

6 Thank you.

7 THE JUDGE: Thank you.

8 Mary Louise Reeves.

9 MS. REEVES: I'm Mary Louise Reeves. I live at 526  
10 Sloat Street, which is about five blocks north of where the  
11 train is to run.

12 My concern is the cemetery. I own property there.  
13 And in your publications you have not said how far in the  
14 cemetery that you plan to excavate. And I would also like  
15 to know what will be done with the graves that you're going  
16 to disrupt.

17 Thank you.

18 THE JUDGE: Thank you.

19 Richard Alonzo.

20 MR. ALONZO: Hi. My name is Richard Alonzo. I live at  
21 4635 East 3rd, and I have a business at 46 -- I live at 4643  
22 East 3rd; I have a business at 4635 East 3rd. Across the  
23 street is McDonalds. And we've been in business since the  
24 late '50s.

25 And I've always been participating in the Maravilla



1 area. I'm the president of the Maravilla Community Advisory  
2 Committee, which we hold our meetings every first Wednesday  
3 of the month. Our committee, we are working together to  
4 organize and request what we want for this Blue Line. We're  
5 all in favor of it.

6 I'm also with the Maravilla Business Persons  
7 Association that's been around for about 25 years, and also  
8 the Maravilla Business Persons are in favor of it.

9 The East L.A. Chamber of Commerce, which I  
10 participate in, we're also part of organizing, and we would  
11 like to see a train stop at the corner of Ford and 3rd.

12 And we've been informing as many people as we  
13 possibly can at our CAC meetings, residents that live around  
14 us, and informing them of this thing that's going to happen.

15 I mean, we need to progress with the world. I  
16 mean, everybody else has -- is getting trains and subways.  
17 Why do we have to stay behind?

18 You know, all of us, we were taught by our parents  
19 to brush teeth and don't run in front of a train or a car.  
20 So we have to continue to show our children and  
21 grandchildren the same thing. I'm sure we're not going to  
22 let our kids run out in front of the train, because nobody  
23 wants that.

24 One thing that I haven't heard from anybody is  
25 what's it going to do with the freeways? Of course it will

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1 be of small impact with the freeway traffic, but it's going  
2 to help -- it's going to connect us with all the other  
3 trains. It's going to help a few percent of breathing a  
4 little clearer air in our lungs.

5 I don't know why all these people oppose it. I  
6 mean, it's something for the betterment of our society and  
7 our younger generation that's coming around. It's just  
8 something that every city should have smog-free way of  
9 transportation, and we're all for it; we're doing everything  
10 that we can to help this process take place and go on and  
11 better our communities.

12 Thank you.

13 THE JUDGE: Thank you.

14 Margarita Sanchez.

15 MS. SANCHEZ: Hello. I'm Margarita Sanchez, 2474 East  
16 7th Street; resident of Boyle Heights for 49 years.

17 I'm sorry to say that we have no good faith in MTA.  
18 I've been reading the environmental report. They  
19 face-forward say that we need buses, Dashes, and Rapids in  
20 these areas. And they know we need them and haven't given  
21 them to us. If we do nothing, they will not give them to  
22 us. But if we accept the light rail, we will get Dashes and  
23 Rapids.

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24 I've listened to the neighbors in the neighborhoods  
25 there, and they said, we don't need this light rail. We

1 need Dashes to get to the doctors and to downtown and stuff,  
2 and we need Rapids.

3 Somebody took an estimate of the time shown in the  
4 MTA environmental impact report verses taking a bus, and the  
5 only difference on about a five-mile route was about two  
6 minutes during the traffic hours. So they're going to save  
7 two minutes by going on the light rail.

8 No. I think this light rail is for other people,  
9 and I don't see why they didn't make circular route through  
10 the commercial areas rather than go through our residential  
11 streets.

12 No. I don't have faith in the MTA. I'm sorry.  
13 When I look and see the pollution figures for the PM-10 will  
14 be 350, about twice the most highest amount that should be  
15 acceptable, after mitigation, after they do everything they  
16 can to bring it down during the construction period of 22 to  
17 52 months. Four and a half years these areas are going to  
18 be subjected to the equivalent of diesel emissions.

19 And they say nothing of the current levels we  
20 already have existing due to the beautiful construction of  
21 modern freeways we received 40-some years ago courtesy of  
22 our very faithful government, that still we do not have  
23 sound walls, that now our grandparents are dying of cancers  
24 and our children and our grandchildren have asthmas and  
25 respiratory diseases.

1           No. I don't have faith in the MTA when NOX  
2 emissions are shown to be excessive during the same  
3 construction periods.

4           We need the Dashes and the Rapids. We don't need a  
5 light rail, and we don't need an underground rail. Somebody  
6 else needed it. It's very ambitious of our politicians. We  
7 might thank them for looking out for our concerns.

8           But this unfortunate incident, the neighbors are  
9 concerned about the decrease in the property values. In  
10 fact, maybe not having any properties, maybe not having any  
11 businesses, and with the 1 percent vacancy rate shown in the  
12 environmental report, there will no place in Boyle Heights  
13 for them to go. As the vasinos (phonetic) of Aliso Pico  
14 know, many of the people displaced there are currently  
15 homeless.

16           No. I don't think we want to be part of that  
17 homeless crowd either. But they are so far, the  
18 alternatives seem very slim.

19           THE JUDGE: Thank you, very much. Your time is up.

20           MS. SANCHEZ: We are against the light rail, and we need  
21 more help.

22           THE JUDGE: Patricio Sanchez.

23           MR. SANCHEZ: My name is Patricio Sanchez. My address,  
24 2478 East 7th Street. I've lived in Boyle Heights for  
25 approximately 48 years.

1           In this 48 years, when I first got here, they had  
2 Chavez Ravine problem, and it was a Mexican removal problem.  
3 They did take away our Chavez Ravine, they did put in a  
4 baseball field instead after fooling us, saying it was going  
5 to be for housing.

6           Then after that we had a Bunker Hill problem.  
7 Mexican removal again. We had a question of fighting  
8 against a prison in East L.A. We had a question of another  
9 line if wanted put through East L.A., through Boyle Heights  
10 actually, down Soto Street.

11           And now we have Pico Aliso where they're taking a  
12 large number of people out and only a few replacement  
13 housing. Only a small percentage.

14           And this happens time and time again to Boyle  
15 Heights, to people that can't defend themselves that are  
16 either fooled by the kind of programs that are pushed.

17           But one of the things about this program and light  
18 rail is that they don't tell you the whole story. It may be  
19 two or three phases that are involved.

20           One of the phase they call the Alameda Corridor,  
21 and they figure they're not going to impact Boyle Heights.  
22 It is going to impact Boyle Heights, and it's going to put a  
23 lot of trucks into Boyle Heights.

24           Why? Because for one thing they have container  
25 storage over here on the southeast corner of Boyle Heights,

1 and they have container storage next to the hospital across  
2 Mission Road. And they're going to bring in all the  
3 containers into these storage places where they're going to  
4 have trucks redoing the containers so they can catch the  
5 freeways and go to their destination.

6 Now, when they bring all these containers in here,  
7 they're going to be redistributed with trucks, we're going  
8 to have a lot of truck traffic. And you think if they're  
9 going to -- if they can't get pass a car right now because  
10 on 1st Street because it's too narrow, as it's been  
11 expressed here, how they are going to think they're going to  
12 pass the trucks that are delivering their storage container  
13 goods.

14 This is going to impact. They're not telling you  
15 about the Alameda Corridor. They don't tell you what  
16 impact -- what the deal is. They also don't even tell you  
17 why they really want a light rail. They don't want the  
18 light rail for the people in Boyle Heights; they want the  
19 light rail for Atlantic and Beverly where they can get more  
20 middle class people to use their traffic facilities.

21 This is going to make an equivalent of a railroad  
22 switching yard, where all you do is having trains back and  
23 forth switching around. They're going do that to Boyle  
24 Heights where they're going to have trucks coming in on  
25 container -- on these storage areas. They're going to

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1 have --

2 THE JUDGE: Thank you very much. Your time is up.

3 MR. SANCHEZ: In any case --

4 THE JUDGE: Thank you. Your time is up.

5 MR. SANCHEZ: I realize that my time is up, but that's  
6 why I'm here.

7 You want to drag me out of here?

8 THE JUDGE: Your time is up. Please step down.

9 MR. SANCHEZ: In any case, be very careful. You have  
10 to -- have a very close look at what's really going to  
11 happen. Including the --

12 THE JUDGE: Sir, I'm going to have to ask you to step  
13 down. It's unfair to the other people. They have a right  
14 to be heard.

15 Thank you.

16 Armando Herman. Armando Herman.

17 MR. HERMAN: Ready? Here we go.

18 I really thought that public transportation was --

19 THE JUDGE: Give us your name and address, please.

20 MR. HERMAN: Sir, you just pronounced my name. Just  
21 hold on.

22 -- public transportation was for the community.

23 THE JUDGE: You'll have to give us your name and address  
24 so we can have a record.

25 MR. HERMAN: It's Armando Herman, sir. For your

1 interest, I live on Boulder Street.

2 Now may I continue?

3 Thank you.

4 Anyways, public transportation is for the public.

5 It was for minority people to start off with in the  
6 beginning; it was for those in the community to have access  
7 to anywhere within the city to get jobs, to get to work,  
8 anything that we need.

9 But it's obvious that MTA has funny ways of  
10 spending tax paying dollars. Instead of utilizing that  
11 money for a purpose, well, it's obvious what you're doing.

12 I mean, I'm for the train or whatever you want to  
13 put out or underground, but go ahead. You're going to do it  
14 anyways. You already had those intentions in mind.

15 But the point I'm trying to say is what about the  
16 public's interest? What about safety? What about managing  
17 of this money?

18 We've heard of the problems you've had before with  
19 improper use of tax paying dollars being paid off to certain  
20 organizations and other people within the working field of  
21 that MTA business.

22 What are you going to do about it? Are you going  
23 to monitor that money, how it's spent? Are you going to  
24 have quarterly reviews of how you're spending that money?  
25 Are you going to go talk to our city counsel and say to



1       them, on this quarter we spent this much and this is how  
2       we're going to use the money? Because that's the bottom  
3       line.

4               I mean, regardless of no matter what you put in  
5       view for us, you're still going to go ahead with the  
6       project.

7               So all I'm asking is for the interest of the  
8       public, as you stop the bogus, behind-the-door meetings, and  
9       be up front with them. These people lived here longer than  
10      you or I. And they have an interest to have their life and  
11      their situations in life for the better of their own  
12      community. Not for your interest, not for corporate  
13      America, not for big business.

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14              Because you're going to do it anyways. So I say  
15      show interest to the people. The purpose of public  
16      transportation, prove to us that you're going to use this  
17      money to benefit us.

18              So again, as I mentioned, be sure to have quarterly  
19      budget reviews, time lines on when you're going to finish or  
20      complete a certain section. And as some of these people  
21      mentioned, the traffic congestion, you're not going to  
22      resolve it. It's always going to be here. A metro city  
23      continues to grow, and it grows around people or into  
24      people.

25              So again, I ask for on behalf of the constituents

1 of District 14, that you show a little more respect as far  
2 as being open with them, instead of putting things behind  
3 the doors. So I hope somehow that you guys have some  
4 conscience left in you to be up front with the people here.

5 THE JUDGE: Thank you.

6 Santiago Sandona.

7 MR. SANDONA: My name is Santiago Cardona. I live at  
8 173 South Indiana.

9 And I don't agree with the train that you are  
10 planning to put over there, passing in front of our  
11 property. There's already two of my neighbors that came and  
12 said how much it is prejudicial for us. I'm just  
13 thinking -- everybody's thinking of our case. The progress  
14 for our children.

15 Do you think there's a train going by where all the  
16 kids are going to be in danger when they are going to  
17 school?

18 There's people that say here that we have to  
19 educate them. And I'm starting to think that there are  
20 parents that cannot take the kids to school because they  
21 have to work. In that case, support the people.

22 See, we have three schools. Three elementary  
23 schools. Well, make it two elementary schools, and Ramona.  
24 This school that is next to the de Colores Clinic and next  
25 to the Belvedere Park, what's going to happen to that?

1 I'm asking myself, why don't you make it  
2 underground just as we did it in the -- why? Because over  
3 there they're millionaires. And you're not going to protect  
4 us just because we are poor, you are not going to protect  
5 us. Even if we are poor, we are honest.

6 And I don't want to brag, but I'm the father of 10  
7 children. And out of those, five are working for the good  
8 of the communities and for public service. I have two  
9 teachers. One of them is a firefighter in Los Angeles. The  
10 other one works for the city controller. The other one is  
11 working as a teacher in Montebello. The other one is  
12 attending in the County. One of my daughters is studying  
13 law in Brooklyn; another one in Massachusetts, and there's  
14 another one that is trying to get a business.

15 So you're not thinking that it's only just  
16 minorities; we don't have rights. Start thinking of the  
17 people, of us, and think of those children that can lose  
18 their life. They are the people of the future.

19 I would like you to think from a human point about  
20 that. And don't say, yeah, we're going to go to train over  
21 time if you can have them.

22 THE JUDGE: Thank you very much. Your time is up.

23 MR. SANDONA: You're welcome.

24 THE JUDGE: Anita Castellanos.

25 The reporter's asking the interpreter to speak up a

1 little bit. She's having a little difficulty, so please do  
2 so. Thank you.

3 MS. CASTELLANOS: Good evening again, Judge Title. And  
4 if I may approach, I will give you a copy as I've given to  
5 Mr. Farkas and the other young lady, of my suggestions to  
6 MTA.

7 Strange thing happened to me tonight as I came in  
8 that door on the way to this microphone. I was stopped by  
9 two different MTA officials who had told me that my issue of  
10 a rapid resolution of damages that may occur from this  
11 construction is not the proper issue tonight; that tonight  
12 we only need to address the environmental issues.

13 I just met Lynda Bybee, manager of public affairs,  
14 who promptly explained to me at the door that this is not  
15 the place to address the rapid resolution of any damages  
16 that may occur in this construction.

17 I think MTA needs to address that issue at every  
18 meeting that they hold. Because we do not want to be  
19 another Hollywood Boulevard with foundations cracked and  
20 then protracted litigation for six years against MTA to get  
21 a nickel.

22 At Little Tokyo I told the audience something about  
23 the very Honorable Judge Julius Title. He is a very  
24 respected Superior Court judge who is retired. We attorneys  
25 select him very frequently to be an arbitrator for lawsuits

1 that are pending in Superior Court in order to get them out  
2 of the system and resolve the issues rapidly. I am  
3 suggesting to MTA that they put in place a system that they  
4 suggested to us now, to formulate now before they start  
5 construction, using a very respected jurist, retired judge  
6 like Judge Julius Title to resolve the issues that are going  
7 to arise.

8 I tell everyone here from MTA, you know that there  
9 are damages that are going to arise from this construction.  
10 You know that already. So please have someone at these  
11 meetings from the claims department, the legal department,  
12 whoever it is, and set forth -- the way you have these  
13 diagrams -- set forth a claim form and set forth a process  
14 that is to be followed after the claim is filed, if it's  
15 rejected, if it's not rejected, and how long a period of  
16 time it's going to take to pay.

17 I have written my proposal out for MTA very simply,  
18 and I've handed it out. It's in two languages tonight. I  
19 invite MTA to answer my proposal with either a  
20 counterproposal that's just as fair and rapid and succinct  
21 or to come up with a plan of their own. But don't keep it a  
22 secret. Tell the public now what happens if their  
23 foundations crack and they file a claim. We don't want to  
24 be Hollywood. We don't want to litigate this for six years.

25 We're a poor people in a barrio. I'm from Boyle

1 Heights. I was born and raised there 62 years ago, and I'm  
2 still here. And I'm going to fight for my barrio.

3 THE JUDGE: Thank you.

4 MS. CASTELLANOS: You're welcome.

5 THE JUDGE: Olga Salas.

6 MS. SALAS: Good evening, your Honor. My name is Olga  
7 Salas, and I live in 2729 1/2 East 4th Street, okay.

8 MTA has taken its project to many other places  
9 before arriving to East L.A. The mistake made, they was  
10 taking it to the rich and nice and cute places and the  
11 places where the well-educated people and where businesses  
12 are and to people that are interested in the safety of their  
13 community and their children. Because they do know the  
14 importance of their kids. They do know. They want their  
15 kids to live in a very safe and healthy environment without  
16 contamination and with green areas.

17 And guess what happened to the MTA? They rejected  
18 it. They said, get the hell out of here with your ideas.  
19 We don't need the Metro here. You see?

20 Educated people, the people with money, reject  
21 those programs because they're not good for their children.

22 So what did the MTA do? They came to East L.A.,  
23 and here they passed. They passed with just a handful of  
24 people. People that we can't count. There's even some of  
25 those people here. And I'm not saying that those people are

1 not intelligent. Come on.

2 The intelligent people there were the MTA ones,  
3 because they came to a place where because where it doesn't  
4 matter where does it hurt. Over 70 percent of the people  
5 that are here speak only Spanish.

6 And there's a lot of people that isn't working  
7 right now. I should have been working right now. Of those  
8 people, nobody has been informed. Nobody has been told  
9 what's going to happen, you see. And that is called  
10 discrimination.

11 MTA was able to get into the East L.A. community by  
12 discrimination only, and by violating our civil rights, you  
13 see. If we support MTA, we support being discriminated  
14 against, being stepped on. And just as a sample, we have it  
15 here in this 800-pages book. We're talking 800 pages in  
16 English.

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17 THE JUDGE: Thank you, very much. Your time is up.

18 MS. SALAS: Nothing in Spanish.

19 THE JUDGE: Ricardo Mireles.

20 MR. MIRELES: My name is Ricardo Mireles, and I live at  
21 5936 Hayes Avenue, two blocks from the line that's going to  
22 Pasadena. So I do live maybe not outside the safe zone. I  
23 live close to one of the proposed projects.

24 But we need that line. Let me tell you, the MTA  
25 does not inspire a lot of faith, and the people who are

1 running the bus operations at the MTA son a bola de pendejos  
2 [phonetic]. I know that because I worked there for five  
3 years, okay.

4 But the BRU position is kind of funny too, okay.  
5 Check this one out. Bus service sucks; we want more buses.  
6 That doesn't -- there's something wrong there. I thought  
7 you thought the bus service sucked. And let me tell you,  
8 the same pendejos are going to be running those new buses.  
9 The service doesn't get better, all right.

10 So, have you ridden the Metro lately? It is better  
11 than the bus. Have you gone to San Diego or San Jose or  
12 Sacramento? Have you seen those light rail lines? They're  
13 pretty good, folks. Oh, but those are for the other people,  
14 los ricos, los gavachos [phonetic].

15 Hey, East L.A. is Latino, and it's going to stay  
16 Latino. Highland Park is Latino, and it's going to stay  
17 Latino. You watch who's going to ride those lines. Maybe  
18 you won't, pero suz nieta si. Si, no va luzar [phonetic].  
19 All right.

20 Some of these arguments about these lines being  
21 like the Blue Line to Long Beach are not quite fair, all  
22 right. The line to Long Beach is not safe, and we need to  
23 make it safe. But it's very different from these ones  
24 because they're running two-mile stretches at 50 miles an  
25 hour, and those are where the accidents are. There's no



1 two-mile stretch in this plan where they're going 50 mile an  
2 hour. It's very different, all right.

3 And for those people who are saying, what about the  
4 trains on our streets? Pos quesor vizado [phonetic]. What  
5 about the yellow lines that were in East L.A. 50, 60 years  
6 ago, the ones that Don Rosendo was talking about before.

7 No los quitar un esos [phonetic], we need to fight  
8 for the economic development that this is going to bring to  
9 this area. And dez decer obstrucionistas necesitan  
10 participar [phonetic]. You need to fight to make this safe.  
11 You need -- to the last speaker who talked about rapid  
12 resolution, yeah, you need to fight for that. You need to  
13 fight for more Dashes to get you to this Blue Line, right.  
14 But you need to participate in the new vision of East L.A.  
15 en veza cera fortunista [phonetic].

16 THE JUDGE: Let's let him speak, please.

17 Thank you.

18 Arturo Osoro.

19 MR. OSORO: Good evening. My name is Arturo Osoro. I'm  
20 going to talk on behalf of my business. We are at 2500 East  
21 1st Street. The name of my business is Art Electronics,  
22 with the computers there.

23 And my concern is what's going to happen to my  
24 business when the construction starts. I live very close  
25 from Hollywood Boulevard, and I know what happened there, so

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1 I'm very concerned about my business. I spend a lot of time  
2 and money in developing my business, planning my business,  
3 and now that it's a fact that the train may be on 1st  
4 Street, I'm really concerned. So that's my comment.

5 Thank you.

6 THE JUDGE: Thank you.

7 Diana Tarango.

8 AUDIENCE MEMBER: She just went home.

9 THE JUDGE: Pardon?

10 AUDIENCE MEMBER: She just left.

11 THE JUDGE: Okay.

12 Erica Friedman.

13 MS. FRIEDMAN: My name is Erica Friedman, and I'm a  
14 teacher here at Roosevelt High School.

15 Basically, the problem that exists in this  
16 community with the buses is that they're dirty, they're  
17 overcrowded, they're slow, and people can't get to work on  
18 time. Those are the problems. (Audience speaking).

19 THE JUDGE: Let's proceed, please, with your --

20 MS. FRIEDMAN: Okay.

21 THE JUDGE: Ms. Friedman, let's proceed with your  
22 statement, please.

23 MS. FRIEDMAN: Okay. I'm sorry.

24 If you're riding on Whittier Boulevard, you're  
25 riding at 5:00 o'clock, there's no place to sit. The buses

1 are crowded, the buses are filthy, and they're not serving  
2 the community the way they should.

3 So instead of the 7-mile or 6-mile light rail, what  
4 would help transportation is a network of buses so  
5 that -- rapid buses, Dashes, so that people can actually get  
6 to where they're going on time in a comfortable way.  
7 Transportation in the biggest city in the United States  
8 should be better than it is here.

9 MTA -- let me see -- the Bus Riders Union sued MTA  
10 for -- using the 1964 Civil Rights Act, saying that MTA was  
11 not adhering to the Civil Rights Act because the buses in  
12 this community, which is a 99 percent Latino community,  
13 working class community, were not the same quality  
14 transportation that exists in other communities. So the MTA  
15 agreed to these things. They agreed to expand their fleet  
16 of buses, it agreed to create new services, it agreed to  
17 reduce overcrowding. That stuff hasn't happened, and with  
18 the light rail it's not going to happen.

19 What will help is buses. Rapid buses, DASH buses,  
20 that will make transportation faster and more comfortable.  
21 With the same amount of money that is being used for the  
22 6-mile light rail, a whole network of buses can be created  
23 which cover 400,000 square miles -- or 400,000 miles. With  
24 the same amount of money. So why -- it does not make  
25 sense -- it does not make sense to create a light rail 6

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1 miles for Los Angeles. It just doesn't make sense. The  
2 money could be used in a much better way.

3 This plan doesn't benefit working people, it  
4 doesn't benefit transportation, it benefit -- the people  
5 that it benefits are the construction companies that are  
6 going to be creating this light rail. Basically, it's for  
7 profit. It's not for transportation.

8 THE JUDGE: Thank you.

9 Connie Gomez.

10 MS. GOMEZ: Good evening, your Honor. Good evening,  
11 everybody. My name Connie Gomez, and I'm represent the  
12 grandparents of Boyle Heights.

13 We have had a great fight, great, for over two  
14 years, trying to obtain the granting of this subway. But  
15 unfortunately, things have not happened the way we wanted.

16 My hope is, just like my grandpa, used to say,  
17 you've got to find the solution of the time. If we want the  
18 rail transportation, we have to find the solution and  
19 actually adapt ourselves to what we have.

20 So much have the grandparents thought that they  
21 decided that the rail system could be most actually the most  
22 appropriate. But as a last resource, as long as you  
23 consider that we do need more education for the children,  
24 for our seniors, more safety guaranteed by programs through  
25 the schools, that we have too many schools in the area.

1 MTA could actually present educational courses for  
2 everyone and accept we have if we want transportation.  
3 Because if we're demanding something that perhaps the  
4 circumstances are not going to allow it, we may end up with  
5 nothing. There's no money. That is the actual, crude  
6 reality.

7 So let's try to find a solution for the problem,  
8 just like my grandpa used to say. Find a solution.

9 Your Honor, my name Connie Gomez. I live at 1430  
10 Pennsylvania Avenue. For 11 years I've been there. And I  
11 have the high honor of representing the grandparents.

12 THE JUDGE: Thank you.

13 Rita Govea.

14 MS. RODRIGUEZ: Good evening. My name is Rita Govea  
15 Rodriguez. I reside at 203 North Indiana Street. I also  
16 have a business at 3503 1/2 East 1st Street.

17 We will be impacted by the rail as you're talking.  
18 I propose that the rail be completely underground.

19 And I was taught to respect my elders, but I see  
20 that some elders don't respect youngers. And that makes me  
21 feel pretty bad.

22 So anyway, I would like the rail to go underground  
23 all the way. And also that the adults be educated to help  
24 them educate their children when they cross the street, not  
25 to run against the red lights, not to run across diagonals

1 trying to catch the buses or jaywalking. It is the  
2 responsibility of the adults to teach the children, not us  
3 to teach the children.

4 Thank you.

5 THE JUDGE: Thank you.

6 Silvia Viramontes.

7 MS. VIRAMONTES: My name is Silvia Viramontes I live on  
8 3039 Inez Street, Los Angeles, California 90023.

9 I think a new environmental report should be done  
10 because the current one is based on the original EIR which  
11 was done almost 10 years ago, and so it's obsolete. Things  
12 have changed since then. Boyle Heights is not the same.

13 Secondly, the old EIR is based on a plan for a  
14 subway, not light rail. If more properties are going to be  
15 demolished, the Metropolitan Transit Authority, MTA, needs  
16 to set aside additional mitigation funds to aid with the  
17 loss of property.

18 The MTA cannot go back and use the 2.6 million.  
19 That will only sue them for because it's already promised to  
20 the people that were affected by the Eastside Metro Red Line  
21 Project.

22 This is a new project. The MTA needs to do a new  
23 EIR and get new money for the 20 houses that are going to be  
24 demolished.

25 Thank you.

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1 THE JUDGE: Thank you.

2 Alfonso Falcon.

3 MR. FALCON: My name is Alfonso Falcon. I live in 3452  
4 Opal Street.

5 My viewpoint is that the underground train would be  
6 a guaranteed means of transportation for the city. It is a  
7 clean means of transportation, it's safe, it does less  
8 noise. But what I don't like is that on Indiana Street it  
9 should go underground and come up until 3rd.

10 We don't want more buses. They're contaminating  
11 the air, they run over people and children almost every day.  
12 There's many accidents.

13 This project should continue. And it will service  
14 thousands of people, and it is not fair that for only a few  
15 people that are opposing it, for you not to continue the  
16 project.

17 Many of us remember the construction of the Dodger  
18 Stadium. Some people opposed it, but it was done. Now we  
19 can enjoy how beautiful it looks and the prosperity of the  
20 city that makes us feel proud. The citizens ask the honest  
21 people to do the necessary audits for this type of  
22 construction in order to stop at least a little, the  
23 corruption that was seen through the construction of the Red  
24 Line.

25 Lastly, for the authorities of the MTA, for them to

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1 show us the designs of the stations they are planning to do.

2 Thank you.

3 THE JUDGE: Thank you.

4 Lester Garcia.

5 MR. GARCIA: My name is Lester Garcia. I live in 532  
6 1/2 North Britannia Street.

7 I'm here to tell you here in the community that MTA  
8 is trying to fool you. We know that the transportation  
9 system is pretty bad. We're the victims. We have to take  
10 the bus every day going to work, going to school, to do our  
11 errands every day, right? We do know how the conditions  
12 are.

13 But the reason for having such a bad condition is  
14 that MTA continues to put all of our money in building a  
15 rail and building the Red Line, which cost \$257 millions for  
16 each mile built, instead of buying new buses.

17 This rail is going to go from west to east. What's  
18 going to happen with all the people that has to work in  
19 Vernon, in the factories over there, right? What's going to  
20 happen to all the people that has to go to other places?  
21 Still, when they get done with the rail, they have to take  
22 another bus, right?

23 So the next time you're boarding a bus and you  
24 cannot find a seat or you'll be waiting for one hour or two  
25 hours, especially in the weekends, or when you're waiting



1 for the bus and the bus passes you because they have no room  
2 for more people, think of that rail. Think of the millions  
3 of dollars that they're going to spend in building this rail  
4 that are not going to benefit us whether it is underground,  
5 whether it goes -- it doesn't matter where it goes. If it  
6 goes underground or over, they're still going to spend our  
7 money, and they're still not going to benefit us.

8 What we need is more rapid buses. What we need is  
9 a network of buses going all over the Los Angeles area, all  
10 over the freeways. They have to bring down the rates. Why  
11 is it that the buses in Santa Monica pay 50 cents and we pay  
12 \$1.35? Why? Because the government is paying more for  
13 those buses. So what we need to do, what we people have to  
14 do is --

15 THE JUDGE: Thank you, very much. Your time is up.  
16 Thank you.

17 MR. GARCIA: One moment.

18 THE JUDGE: Your time is up, sir.

19 Please step down. We have other speakers. Let's  
20 be fair to them. Please step down now.

21 MR. GARCIA: I just asked the people if they'd give me  
22 permission to speak a little while longer --

23 THE JUDGE: We have other people who want to be heard  
24 tonight.

25 MR. GARCIA: -- and they just granted me

1 permission, so I'm going to go ahead. Just give me another  
2 minute or so and --

3 THE JUDGE: One minute.

4 MR. GARCIA: I'll be done right now.

5 THE JUDGE: One minute.

6 MR. GARCIA: Thank you.

7 What we have to do ourselves is we have to fight  
8 against that rail. Or what's going to happen is what  
9 happened with Chavez Ravine. Once again they're going to  
10 get us out.

11 The reason for us to have so many freeways right  
12 here, the 5, the 10, all of the freeways that go by here,  
13 why, because they got our people out, right? And where are  
14 they putting them? Now they're homeless. They have nowhere  
15 to live.

16 So we need to fight the MTA. What I'm telling you  
17 today, as we go, as we leave, don't just go home and think  
18 of what happened today. All of us, all the people that is  
19 present, has to get together, and I'm asking each and every  
20 one of you to come to the meetings we have.

21 THE JUDGE: All right. Your minute is up. Thank you.

22 John Sanchez.

23 MR. GARCIA: Can I have the promise of everybody?

24 THE JUDGE: Mr. Garcia, your time is up. Thank you.

25 John Sanchez.

1 MR. SANCHEZ: Hello. My name is John Sanchez, and I'm  
2 representing Homeboy Landscape Organization. Address is 484  
3 East 1st Street here in Los Angeles.

4 I first and foremost I would like to thank MTA last  
5 year for having given us about five community beautification  
6 projects which Homeboy has put together for the community to  
7 beautify their neighborhood and help them -- help employ  
8 them and keep them off the streets and out of gangs and  
9 other situations that are not healthy for them.

10 And I'm hoping that MTA going forward with these  
11 projects, that they would help employ at least 10 percent of  
12 the workforce with Homeboy Landscapers so that we can keep  
13 these boys and these young men well-occupied throughout the  
14 days.

15 Thank you.

16 THE JUDGE: Thank you.

17 Raul Perez. Mr. Perez here?

18 MR. PEREZ: Is it Paul? Is it Paul?

19 THE JUDGE: Could be Paul. Perez.

20 MR. PEREZ: Good evening. My name is Paul Perez or  
21 Perez, depending on which side of the railroad track you're  
22 from. I live at 2360 Wescott; it's between Cesar Chavez and  
23 1st Street.

24 Daily I drive or I take the bus from Atlantic on  
25 3rd or Beverly-Pomona all the way to downtown L.A. I too

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1 welcome progress, but not everything that glitters is gold.  
2 And this is what I'm asking all of you to consider.  
3 Welcoming progress is great, but at what expense?

4 We heard earlier that we have to have a win-win  
5 situation. We can never have a win-win situation when the  
6 health of our youth is not even being considered. We heard  
7 earlier that decent transportation is great. But why at the  
8 expense of our youth?

9 Many of us speakers here are adults. And by the  
10 time this so-called progress gets built, we will all be  
11 older or dead. But then what about our children? They'll  
12 still be around. But with increased respiratory ailments.  
13 And they have us to thank.

14 The older people who came here to vote, those  
15 individuals who called this so-called progress, that's what  
16 got it built. There's always dust, dirt anywhere cars are  
17 being driven. But that kind of dirt and dust is heavy. We  
18 can brush it off.

19 In the areas where there is rail service, that dust  
20 is ground to a very fine powder. Very light. It floats  
21 through the air. Then through the air it gets into our  
22 lungs. And as adults, we have a choice, but children don't  
23 have that choice.

24 Go stand where rail service exists, and you'll find  
25 out what I'm talking about.

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1 I agree as one gentleman said, that we've got to  
2 have something so we can go from point A to point B. That's  
3 terrific. But getting from point A to point B doesn't  
4 necessarily have to be a rail. It can be done with other  
5 modes of transportation. Cleaner buses, we've got solar  
6 energy. And this is existing now. Why can't we buy it?

7 Those buses don't make that fine dust which our  
8 youth -- and, you know, they'll regret it 20 years from  
9 today.

10 As for my fellow military comrades, I remember and  
11 remind you, how about Agent Orange? That was also progress,  
12 but did we vote for it? That was progress.

13 Please rethink this program. More clean buses will  
14 do the job and at much less cost.

15 Now, I've heard earlier that MTA is still going to  
16 do anything they want, whether we provide input or not.  
17 They're still going to do it. Let me remind you that about  
18 30 years ago something like this happened, and people united  
19 and they stopped the State from building a freeway through a  
20 predominantly anglo neighborhood. And that was the 710  
21 Freeway. They did it. Why can't we? I too went -- I want  
22 what the guarito [phonetic] wants --

23 THE JUDGE: Thank you. Your time is up, sir.

24 MR. PEREZ: -- but not at the expense of your health.

25 If I want to ride the train, I'll go to Knotts

1 Berry Farm.

2 THE JUDGE: Thank you.

3 Gabriele Garib [phonetic].

4 MS. GARIB: Good evening. You probably wonder about my  
5 name. It's -- actually I'm from Germany, but I love this  
6 area. I have been here already for 25 years living, and I  
7 love the Mexican people and I don't want nothing to happen  
8 to anybody else.

9 I would like to also tell everybody here what  
10 happens to the bus 30, 31, and 68. I ride all the time. I  
11 only wait a couple minutes, maybe five, ten minutes. The  
12 buses 30, 31 goes very quickly. 68 take a little bit  
13 longer. We have the Rapid bus on Whittier Boulevard, and I  
14 love it very much and I can go anywhere I want to.

15 And I'd like you to consider what we have already  
16 is excellent. Sure, it's crowded, but it's crowded  
17 everywhere. And we just have to take our turn, and we have  
18 to be courteous.

19 What I'd like to consider everybody the danger we  
20 are in if we have this light rail going. It will interrupt  
21 our lives.

P-74.A 22 First of all, I want to say the dirt and the noise.  
23 I live on -- I'm sorry, I forgot my address -- 216 1/2 South  
24 St. Louis Street, and I live only a couple blocks away from  
25 1st Street and work there. My boss is very concerned about

1 the noise and the trucks are going to come, everything is  
2 going to be disrupted here.

3 And it's bad for business. Anybody who has  
4 business, I'm very concerned of the Boyle Heights -- Boyle  
5 Street all the way over here to Soto Street. There are  
6 small businesses; there are restaurants. And everything  
7 will be uphill. Everybody will be having the noise and the  
8 dirt going. And it's very bad. Because we already  
9 struggling there trying to make the neighborhood better and  
10 trying to get the business up.

11 Then Mexican-American people are a small community  
12 people. They can walk anywhere. I have my church around  
13 the corner, I have the schools around the corner, I have the  
14 markets around the corner, the library, everything I have  
15 around the corner. I can walk anywhere I want to. It's  
16 four to six blocks around me. I don't need any light rail  
17 anywhere. If I want to go to the shopping plaza, I just sit  
18 on it and go to the shopping plaza.

19 But I want to remind everybody who has a business,  
20 they see their customers on the Metro rail, they don't see  
21 them walking. Because they're only going from one point to  
22 the other, and we get off where the points are. In between  
23 are the businesses, and they're all going to be suffering.

24 Also, I'm very concerned about it's so narrow. The  
25 street is narrow. We have a police department there. They

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1 are rushing in and out constantly. They have to have the  
2 room. I have no idea how the police cars are going to get  
3 around the Metro rail. And I have no idea how all of us  
4 going to cross the street from here to there, because it's  
5 going to be very difficult.

6 And I also say please, please, our safest money,  
7 get us better buses. If you need some more buses, okay.  
8 Let's get us some more buses on road so we don't have to  
9 wait so long.

10 THE JUDGE: Thank you. Your time is up.

11 MS. GARIB: Thank you.

12 THE JUDGE: Thank you.

13 Allen, it looks like Gree. Allen Gree?

14 MR. GEE: Sorry for the handwriting.

15 Hi. I'm Allen Gee, and I live at 328 North Avenue  
16 53. It's actually in northeast Los Angeles, but I'm  
17 still -- I want to voice my concerns and issues and also my  
18 support for this plan. And the group that I'm representing  
19 here is the Latino Urban Forum, and it's a group of  
20 architects and urban planners; and that is the group's  
21 concern with the built environment and how it affects the  
22 Latino community.

23 What I want to just state, personally, I'm an  
24 immigrant, as a whole lot of us in L.A. are, and I've spent  
25 a good number of years riding the bus going to junior high



1 school and high school. And my parents still ride the bus.  
2 So there's that real-world experience.

3 But at the same time, what I want to say is there  
4 is light rail going to Pasadena; that's going to happen.  
5 The light rail is going to Long Beach now. The light rail  
6 is going to the Valley now.

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7 And let's make sure that East L.A. doesn't get  
8 disconnected from the rest of the network. Because if this  
9 doesn't go through, then my only way of using public  
10 transportation would be to get on the light rail from  
11 Highland Park to Union Station and catch a bus or two.  
12 Which may not be bad, but I would rather take light rail  
13 from wherever I want to go, from the Valley to the Eastside  
14 to Long Beach, wherever. And that makes sense to me, as  
15 long as there is consideration given at the stops at each of  
16 those stops to connect with Dashes or other bus lines.

17 So I just want to state that don't leave this area  
18 behind in the network of light rail, because we want  
19 to -- let's make sure L.A. is connected with each other, of  
20 the various neighborhoods. Let's make sure that people from  
21 the various neighborhoods throughout Los Angeles can get to  
22 these other parts of the neighborhoods and explore what's  
23 there and help the economy of the local businesses.

24 And we appreciate that very much. Thanks.

25 THE JUDGE: Thank you.

1 Renee Chavez. Renee Chavez.

2 MS. CHAVEZ: Hi. My name is Renee Chavez, and I reside  
3 at 2711 Boulder Street.

4 I am currently on the rack, and I represent the 1st  
5 and Soto Street Station. I am disappointed to hear that a  
6 lot of the folks that are here are in opposition to the  
7 proposed project.

8 Make no mistake, MTA doesn't have the best  
9 reputation, and for many good reasons as far as buses are  
10 concerned I personally drive past or I see a lot of our bus  
11 money went to, and that's the MTA shrine that we can take a  
12 look at from here.

13 I believe -- actually, I can do without the revival  
14 clapping, thank you, very much.

15 One of the things about this public hearing that  
16 I'm hearing is that most people are in opposition because  
17 this rail line is not needed. That's not true. We need any  
18 form of transportation that will get us from here to  
19 anywhere else in the city of Los Angeles. And by not  
20 supporting this project, then we disconnect ourselves from  
21 the rest of Los Angeles.

22 The reality is we are getting the second best  
23 project. We're not getting what we should have gotten.  
24 Bottom line is what our money is -- really, we can take the  
25 subway from Union Station up to Universal. That's where our

1 money is. Because it's not here. We are getting second  
2 best.

3 And the reality is is that we have to recognize  
4 that progress is painful. It is. It truly is, and it's not  
5 going to be easy. And all of the different areas that are  
6 going to be impacted, I travel through regularly, and a lot  
7 of our children do. And we make the -- making a commitment  
8 to this project should actually help remove some of the  
9 additional traffic that's going through our community.

10 We talk about our children, we talk about current  
11 pollution levels, we talk about the safety of our children;  
12 and quite frankly, you're right. Most of the people here  
13 that are in opposition are correct when they talk about all  
14 different hazards that we have currently and what will be  
15 brought with this rail.

16 Quite frankly, there are mitigations that hopefully  
17 will take care of them. I mean, all we can do is hope,  
18 because quite frankly, the same dangers that are there with  
19 buses and the high speed of traffic that currently exists  
20 with automobiles, we really face the same dangers for our  
21 children. It's a hazard. That's bottom line what it is.

22 Our community without this rail system will lose  
23 the federal funding. The federal funding will not be reused  
24 for other projects. We won't -- federal funding will not be  
25 used for buses. And it's unfortunate it's true. Trust me,

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1 there are a lot better uses for that kind of money. But  
2 it's unfortunate we would not be able to use it for anything  
3 else.

4 The bottom line is we either use it or we're going  
5 to lose it. And I think it would be irresponsible for the  
6 MTA to allow that to happen to our community, and we  
7 shouldn't allow it.

8 Thank you.

9 THE JUDGE: Thank you.

10 Luis Hernandez.

11 MR. HERNANDEZ: Good evening. My name is Luis  
12 Hernandez, and I reside at 725 South Spring Street.

13 I merely come to give a different perspective as  
14 someone who used to be part of the outreach effort in 1997  
15 for the Eastside extension. And like the previous person  
16 mentioned, that this is a great opportunity. And  
17 opportunities don't come knocking quite often.

18 The first opportunity was in 1997, 1998 and even  
19 before. There was a planning for the subway. And that  
20 didn't happen for a variety of reasons, of which included  
21 funding. Some people call it racism; I don't particularly  
22 believe in that. But racism is a harsh word to say for an  
23 opportunity. And that's a very irresponsible expression to  
24 state. But anyways, I'll avoid that silliness.

25 Now opportunities come knocking twice. And for the

1 Eastside -- for the Eastside communities to not see some of  
2 the transparencies of these outside organizations that come  
3 here and try to not allow progress to occur in this  
4 community is even more of an irresponsibility.

5 The Eastside has a great opportunity right now to  
6 take this project and make it something very beneficial for  
7 this side. You talk about the lack of transportation, you  
8 talk about the need for more transportation, you talk about  
9 other things. Isn't this what this will achieve?  
10 Accomplish? Of course it will.

11 You cannot allow this community to be left behind.  
12 It is something that has already occurred once in 1997-98.  
13 And if you allow it to happen this time, this community will  
14 be further in the black. It cannot occur.

15 East L.A. opportunities do not come often, and  
16 sometimes they're in violation of the very rights that we  
17 uphold. But right now the times have changed.

18 We're here because we have an opportunity and an  
19 obligation to try to uphold progress and opportunities of  
20 this community. (Audience speaking) I do not live here.  
21 (Audience speaking) Because I think that you're missing a  
22 great opportunity, that's why.

23 THE JUDGE: Let's conclude our statement, please.

24 Let's let him finish his statement, please. Do not  
25 interrupt him.

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1 MR. HERNANDEZ: Just as irresponsible as your comments.

2 I did. And I've noted that. I have nothing to  
3 hide on that. And I believe in what the MTA is doing.

4 Granted, they have not done always the right thing.  
5 But right now the times have changed. And it's an  
6 opportunity that if you don't take advantage of, you will  
7 have the future of East L.A. wondering, well, you know, back  
8 in 1997 or back in 2001 we had these opportunities. Well,  
9 they don't come knocking twice. And you should take  
10 advantage.

11 THE JUDGE: Thank you very much. Your time is up.

12 MR. HERNANDEZ: Thank you, very much.

13 THE JUDGE: Thank you.

14 I think that concludes the speakers for this  
15 evening. Thank you very much for attending and good night.

16 (At 8:56 P.M., the proceedings were concluded.)

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EASTSIDE TRANSIT CORRIDOR STUDY

PUBLIC HEARING

LACMTA

**TRANSCRIPT OF PROCEEDINGS**

Los Angeles, California

Thursday, April 5, 2001



HUNTINGTON COURT REPORTERS &  
HUNTINGTON TRANSCRIPTION  
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EASTSIDE TRANSIT CORRIDOR STUDY

PUBLIC HEARING

LACMTA

APRIL 5, 2001

THE PROCEEDINGS, taken on behalf of Metropolitan  
Transit Authority, at Garfield High School, 5101 E. Sixth  
Avenue, Los Angeles, California, at 6:00 p.m., Thursday,  
April 5, 2001, before LISA L. GROOM, C.S.R. No. 11765.

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APPEARANCES:

Judge Julius Title

Diego Cardoza  
Steve Brye  
Dolores Roybal  
Joanna Cucchi  
Henry Gonzalez  
Adrian Alvarez  
Tom Jenkins  
Luzmaria Chavez  
Frank Villalobos

Also Present:

Alex Palomino, Audio Technician  
Juan Carlos Morales, Spanish Interpreter  
Alfredo Landeros, Spanish Interpreter

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1 Los Angeles, California, Thursday, April 5, 2001

2 6:00 P.M.

3  
4 MR. CARDOZA: Hello. Will you please come in. We're  
5 going to start the hearing. We are going to start the  
6 hearing.

7 My name is Diego Cardoza. I'm the director of the  
8 department that oversees this project, and I would like to  
9 introduce some of my staff. Steve Brye, the project  
10 manager. Dolores Roybal will be making the presentation.  
11 Joanna Cucchi and some of my staff are outside. And we also  
12 have the technical team. Tom Jenkins, Luzmaria Chavez, and  
13 Frank Villalobos, who are outside.

14 And what we are going to do tonight is basically  
15 the third hearing. This is a process that we follow  
16 according to federal and state law for environmental  
17 clearance of major projects.

18 In this hearing we will take testimony. We cannot  
19 answer the questions. That will be done when we complete  
20 the final environmental impact report, and we will provide  
21 written responses to all the comments that we have received  
22 through each comment.

23 Dolores, will you please come here and start the  
24 presentation. Thank you.

25 MS. ROYBAL: Good evening and welcome.

1           Before I proceed with the hearing process, I would  
2 like to mention that if anybody needs a sign language  
3 interpreter, to please sit in these first couple of rows in  
4 front.

5           If anyone would like to speak, please sign in at  
6 the reception table and fill out a speaker card. The cards  
7 will be called out in order received. Each speaker must  
8 turn in their card prior to 9:00, and each speaker will have  
9 three minutes to speak.

10           In addition, if anybody needs interpretation,  
11 please see the gentleman with the headphones.

12           If you would like to submit written comments,  
13 please request a comment sheet that we have at the reception  
14 table. You may fill it out this evening and submit it to us  
15 or send it via the mail at the address indicated on the  
16 sheet.

17           I'll now start with the project description.

18           The Eastside Light Rail Project starts from Union  
19 Station and Beverly and Atlantic. The red -- the blue  
20 segment designates at-grade stations. The red segment  
21 designates that that will be in the tunnel segment  
22 underground.

23           Next slide.

24           The project is six miles. Total travel time is  
25 approximately 16 minutes. There will be nine stations



1 including the one at Union Station. The tunnel segment  
2 through Boyle Heights is approximately two miles. The train  
3 will be operating at-grade at 35 miles per hour speed limit  
4 or less.

5 The system will also include enhanced bus service  
6 which will enable those to access the light rail faster.  
7 This means additional bus lines, as well as increased  
8 frequency of the existing bus system. Based on previous  
9 lessons learned, as well as the mitigation measures that we  
10 are currently developing through this environmental process  
11 and additional pedestrian safety studies, the MTA will  
12 include safety features such as crossing guards, crosswalks,  
13 signage, safety lights and fenders, and community rail  
14 safety education.

15 The significance of this project is that it will be  
16 tied with the Pasadena line that's currently under  
17 construction, as well as the MTA's rail system correction at  
18 Union Station with the Red Line going to North Hollywood,  
19 the Blue Line going to Long Beach, the Green Line going to  
20 El Segundo, as well as our current bus system which includes  
21 two lines of the Metro Rapid and the additional phases that  
22 we'll be implementing in the future.

23 This project is governed by two environmental  
24 processes. One is governed by the state, which is called  
25 CEQA; and the other is governed by the federal government,

1 which is called NEPA. We are currently at the public and  
2 agency review period where we are conducting -- this is the  
3 last of our public hearings. And we'll be accepting  
4 comments until April 17th, and these comments will be  
5 incorporated into the final environmental document.

6 Next slide.

7 The method in which we develop this current project  
8 was through a major development study where we studied 47  
9 alternatives. Of that we selected eight, and this current  
10 project is one of them. This was facilitated through an  
11 extensive community outreach program which consisted of  
12 public meetings, corridor-wide information and mailings that  
13 went to over 64,000 households, and door-to-door  
14 distribution of the information.

15 Next slide.

16 The project is funded by two sources, federal  
17 government and state. The total project budget is \$714.6  
18 million plus interest.

19 Next slide.

20 What this slide demonstrates is an actual  
21 intersection at Indiana and 3rd. This is the existing  
22 conditions as it looks like today.

23 Next slide.

24 This slide demonstrates what the typical basic  
25 train system would look like on Indiana and transitioning

1 onto 3rd. On 3rd Street there would be two lanes going to  
2 either direction, and this shows a two-car lane in the  
3 middle of the street. Like I said, this is a basic system,  
4 and the community will be engaged in developing further  
5 improvements.

6 Next slide.

7 This is the third of our last public hearings. We  
8 conducted two. The first one was Little Tokyo, and the  
9 second one was last night at Roosevelt.

10 Next slide.

11 The next steps in this process are the following:  
12 We'll be starting preliminary engineering, preparing the  
13 final environmental document which will include the comments  
14 that we'll be receiving during the public hearings and up  
15 until April 17th. Starting final design and revising a full  
16 funding grant agreement between the MTA and FTA which is due  
17 Spring of 2000, and finally we anticipate a construction  
18 period between four to five years.

19 This concludes the brief project overview.

20 We will now proceed with the public comment.

21 THE JUDGE: Good evening. I'm Judge Title. I'm pleased  
22 to be here to participate in this hearing with you.

23 Just let me make a couple of points as to how we'll  
24 proceed. As you probably understand by now, I have your  
25 cards here; those who wish to speak, I will call your name.

1 When you come forward, for the purposes of our recording,  
2 please indicate not only your name, but also your address.  
3 In addition to that, we must limit you each to three minutes  
4 because of the time restrictions which we have. In order to  
5 be fair to those who wish to speak after you, please make  
6 certain when we indicate to you that your time is up that  
7 you'll terminate quickly.

8 Let me also indicate to remind you that none of the  
9 MTA people can respond to you orally here today, but they  
10 will respond to written questions hopefully in their final  
11 report which I understand will come out sometime after April  
12 17 of this year.

13 We will start with the first card. Felipe  
14 Agredano-Lozano. Is he here? I guess not.

15 Jose Luis Jimenez.

16 AUDIENCE MEMBER: Your Honor, may I say something? You  
17 go on last night --

18 THE JUDGE: I can't hear you.

19 AUDIENCE MEMBER: A number of us were offended last  
20 night by the continuing mispronunciation of our Spanish  
21 surnames.

22 THE JUDGE: I do the best I can.

23 AUDIENCE MEMBER: I understand that, your Honor. And  
24 this is no offense to you, but maybe if I may suggest -- I  
25 know you conduct these proceedings here, but I would suggest

1 that maybe one of the Latino assistants that you have here  
2 who because a great number of people did not hear their name  
3 because their names were mispronounced.

4 THE JUDGE: I get your point. We'll do that.

5 AUDIENCE MEMBER: Thank you, your Honor.

6 MR. ALVAREZ: We'll need the translator for this.

7 Jose Luis Jimenez.

8 MR. JIMENEZ: Good evening. I'm representing the  
9 community of the Lourdes parking. In this place there's  
10 many, many schools; there's the church. And most of the  
11 people are against this train to go there because there's  
12 going to be a lot of accidents. A car is easy to stop, but  
13 a train is not so easy. So I'm sorry. I apologize for the  
14 people that are doing this. But I urge you to look for  
15 other alternatives where there's not going to be that much  
16 danger. Because there's a lot of seniors that have to cross  
17 to the church, ladies that go with children, ladies that  
18 have strollers, and I think it is very dangerous. Besides,  
19 in the future I think it is going to be prejudicial for us  
20 because it is a very populated place. There's not going to  
21 be enough room for the cars. It's going to be a jam in  
22 traffic, and it's going to be prejudicial for most of the  
23 neighbors.

24 So that's basically it. Thank you, so much.

25 MR. ALVAREZ: Jorge-Mario Cabrera.

1 MR. CABRERA: Good evening, everyone. I'm here  
2 representing Bienestar Human Services. We're a 12-year-old  
3 organization in Los Angeles County. We have six offices  
4 throughout Los Angeles. We primarily offer social services  
5 to Latinas and Latinos. We have an office here on Beverly  
6 and Atlantic.

7 We're here to urge not only the support of this  
8 project, but also the understanding that any project of this  
9 sort must take in consideration the community's needs and  
10 its environmental affect that this project will have in the  
11 communities that this project will, in fact, encounter.

12 We believe that people deserve not only an  
13 effective transportation system that includes an effective  
14 rail system but an effective bus system, as well. I recall  
15 the time when I used to be at UCLA. It would take me two  
16 and a half hours on the bus to get to UCLA.

17 Our community deserves to get the services that  
18 they need, the services that will save their lives, and the  
19 services that will keep their kids safe and healthy.

20 Thank you.

21 MR. ALVAREZ: Felipe Agredano-Lozano.

22 MR. AGREDANO-LOZANO: Good night, everyone. My name is  
23 Felipe Agredano-Lozano, and I live here in the Eastside.  
24 I'm the president of the Eastside Democrats, and I am also  
25 field representative for Senator Jack Scott.

P-79.A

P-79.B

P-80.A

1                   And as someone that believes in public  
2 transportation, believes in Metro, believes in rail, I am  
3 urging MTA and all those involved at county level, at the  
4 city level, at the state level, federal level, to bring this  
5 transportation to the Eastside. I think it's something that  
6 is due. It's overdue.

7                   We need the transportation on the Eastside. Many  
8 of the folks that live out here on the Eastside take this  
9 transportation and depend on it, use it, and it's necessary  
10 to the livelihoods and to the economic base on the Eastside.

11                   We're urging government officials, again the  
12 transportation folks, to include this in the proposal. This  
13 is something we really want as someone that believes in  
14 public transportation, that uses it, whose family uses it as  
15 well. My mother, my neighbors use it and depend on it. So  
16 I'm urging those involved to please consider transportation  
17 rail to the Eastside.

18                   I'm more familiar with public transportation.  
19 I've lived in places such as the Bay Area, in Boston, where  
20 it was a way of life. And that's something that we would  
21 like to see in Los Angeles transportation.

22                   Thank you, very much.

23                   MR. ALVAREZ: Anita Castellanos.

24                   MS. CASTELLANOS: Good evening again for the third time,  
25 Judge Title, and friends and neighbors.

1           Those of you that have heard me before know that  
2 my one issue has been that I need the MTA to take notice of  
3 the fact that we need a rapid resolution of any claim filed  
4 against MTA as a result of any possible damage arising from  
5 the construction of this project if this project, in fact,  
6 is built.

7           Last night I submitted a letter. And in that  
8 letter I set forth a very simplistic process by which a  
9 learned jurist like Judge Title, who sits as an  
10 arbitrator -- he's picked by attorneys all the time to  
11 settle cases -- someone of his caliber be picked and paid  
12 for by the MTA, but selected neutrally from the list of  
13 available arbitrators that the Los Angeles Superior Court  
14 already has, to ensure neutrality and fairness; and that  
15 there be a turnaround time of maximum 120 days from the time  
16 that a claim is filed until the time that that damaged  
17 person gets paid for their damages by MTA.

18           I am going to turn in another letter tonight, and  
19 I challenged MTA last night that I want either a  
20 counterproposal from them for a fair, short process such as  
21 the one I submitted, or comments on mine, something. But we  
22 cannot let my Boyle Heights area, your East L.A. area wind  
23 up like Hollywood.

24           Do you know there are still claims in court from  
25 the Hollywood people that were damaged? They still haven't



1       been paid.

2               Mine is a poor community in Boyle Heights. My  
3 neighbors are poor. I don't want to see them go through  
4 protected litigation.

5               This is an issue I have been harping about for six  
6 years as a member of the RAC, and I'm not going to be  
7 silenced by any MTA employee who tells me that my subject is  
8 not a proper one for these forums. As long as it's a public  
9 hearing, then I'm going to stand up and speak for my public  
10 in Boyle Heights. I don't care who doesn't like it.

11              There's another issue that I wish to bring up  
12 tonight. How many of you know -- let me see a show of  
13 hands -- that we are going to lose the only full-service  
14 market that we have in the Boyle Heights area if this  
15 project is built? That's the Boyle Ranch Market. How many  
16 of you didn't know that? The Boyle Ranch Market is going,  
17 friends.

18              What happens if this project doesn't go through  
19 but they do the same thing they did the last time? They  
20 destroy the market, they take it away from us, and then, oh,  
21 sorry, now we're not going to build it because we ran out of  
22 money; senator so-and-so blocked this or did whatever, and  
23 we're left with another hole like where the 29 famous  
24 apartments were that were knocked down and those people are  
25 relocated. For what? For nothing.

P-81.B

1           The MTA should take into account that they need to  
2 provide us with an alternative source that are easily  
3 accessible to our people in our community for a full-service  
P-81.C 4 market, since they're going to take away the only one that  
5 we have right now. The people in Pico Aliso get picked up  
6 now and they go to Boyle Ranch Market. Where are they going  
7 to go?

8           THE JUDGE: Thank you, very much.

9           MS. CASTELLANOS: You're welcome, Judge Title.

10          MR. ALVAREZ: Ron Granados.

11          MR. GRANADOS: I've read the environmental impact  
12 report, and absolutely is the most duplicitous, disingenuous  
13 report I have ever had the opportunity to read.

P-82.A 14           I want to talk tonight about safety. The MTA  
15 admits that there's safety problems on the Blue Line and on  
16 the other lines, as well.

17           They talk about their cars and problems that they  
18 have with their cars, and they referred to the environmental  
19 impact report that they will fix these things such as  
20 putting skirting along the side of the cars, if it's  
21 feasible.

22           They don't talk to you about the number of  
23 children that have been killed; they don't talk to you about  
24 the number of children that have been maimed, the number of  
25 schools that they're going to go by over here and how many

1 of those children are going to be put at risk. Not one life  
2 is worth this project.

3 3rd Street does not need the Blue Line. We have a  
4 great bus company, and it's not the MTA. It's the  
5 Montebello Bus Company. They are the No. 1 bus company in  
6 the United States. They have the politest drivers, the  
7 cleanest buses, they're on time, and they provide a great  
8 service.

9 Where they're having problems is over on Whittier  
10 Boulevard. That's where they should contract for Montebello  
11 to provide the same service that they're providing here down  
12 3rd Street.

13 As the former CAC president, I fought for, during  
14 my two-year term, to take down all the telephone poles along  
15 3rd Street and restore it to the beauty that it has now with  
16 the trees trimmed, etc., etc.

P-82.B

17 Now they're telling me that they're going to come  
18 back with poles down the middle of the road and again  
19 destroy our beautiful 3rd Street. This is ridiculous. This  
20 should stop this.

21 But more than that, again, the safety of this line  
22 is horrendous. In the Los Angeles Times just three days ago  
23 there's an article came out that talked about the new MTA's  
24 program to promote safety with children county-wide. Why  
25 county-wide? Because they're having problems county-wide

1 with children.

2 Do you know how many children over at Griffin and  
3 at Ramona and Our Lady of Lourdes are crossing the streets  
4 down there? A great number of children.

5 They're going to come in this neighborhood,  
6 they're going pollute with noise. As an example, now under  
7 federal law they must blow their whistles. So they cannot  
8 stop from blowing their whistles. It's mandated.

9 The city of Placentia just went through some  
10 litigation over this issue right now, and their city counsel  
11 outlawed blowing of the whistle going through their  
12 community, people. Well, now they have to blow them, and  
13 these people can't sleep. They had so many counsel  
14 people -- so many people at city counsel meeting the other  
15 night, I mean, that filled the place up and went outside and  
16 around the corner. They had that many people.

17 But again, this is a killer train. It kills  
18 children. The number of suicides that occur, I mean, it's  
19 just -- we can't bring that to our community. It just must  
20 not happen here.

21 Again, fight for this. Please stop this train.

22 THE JUDGE: Thank you, very much.

23 MR. ALVAREZ: Please remember to state your address  
24 after you say your name.

25 Lucy Delgado is next.

1 MS. DELGADO: My name is Lucy Delgado. 2314 City View  
2 Avenue, Los Angeles 90033. I'm speaking for the Mothers of  
3 East Los Angeles, MELO.

4 Good evening, ladies and gentlemen. I have been  
5 an advocate of mass transit and public transportation for  
6 many years; and as a resident of Boyle Heights, I have  
7 fought hard to try and maintain a modern transportation  
8 system for our community.

9 Recently the Air Quality Management District has  
10 hosted meetings on the findings of air reports. The  
11 Multiple Air Toxics Exposure Study, better known as  
12 MATES-II, has identified the I-5 corridor in East Los  
13 Angeles interchange as one of the most heavy pollution  
14 areas.

15 Diesel fuel from buses and trucks which travel  
16 along this freeway have now been identified as a main source  
17 of pollution and are currently concerned over the  
18 overexposure of the minority communities such as ours, which  
19 are usually the target of environmental injustice. The East  
20 Los Angeles community does not want more diesel buses in our  
21 streets which will pollute and cause more congestion in our  
22 streets.

23 The Mexican-Americans in East Los Angeles want a  
24 good transportation as Mr. Zev Yaroslavsky gave to North  
25 Hollywood. We need to continue the bus system connections

1 to the light rail to allow for the north and south  
2 communities to connect to the light rail and be able to  
3 travel throughout the system.

4 Thank you.

5 MR. ALVAREZ: Antonio Gardea.

6 MR. GARDEA: I'm here speaking on behalf of myself. I'm  
7 a resident of East L.A., and I'd like to commend the staff  
8 on an excellent written report. It was informative.

9 I'd like to say that I am in favor of the option  
10 of extending the light rail to East L.A. and would caution  
11 people against making this train out to be a monster. It's  
12 not a monster. These are fear tactics saying that the  
13 children are going to be run over. I doubt it. Usually  
14 that shouldn't be the responsibility of the MTA. I think  
15 that the parents should take responsibility for their  
16 children.

17 Thank you.

18 MR. ALVAREZ: Gilberto Cortez.

19 THE INTERPRETER: We'll need the translator.

20 MR. CORTEZ: The only thing I can say is --

21 THE JUDGE: Give us your name and address, please.

22 MR. CORTEZ: My name is Gilberto Cortez. I live on 3rd  
23 Street.

24 THE JUDGE: Could you give us the number, please.

25 MR. CORTEZ: 3670 on 3rd Street.

P-84.A

P-85.A

1           The only thing I can say is that this is a benefit  
2 for our community. We shouldn't see only the negative  
3 aspect of this. But since this project is going to create  
4 problems, it is also going to bring a lot of benefits, and  
5 that's what we should see. In the long run we're all going  
6 to win because everything is going to be developing easier  
7 for us. We're going to have better opportunities for people  
8 in order to transport themselves and being able to do a  
9 better job.

10           Personally, I'm a plumber, and I'm interested in  
11 having transportation in the area where I live at. I see  
12 all of these very positively. To me it is much better to  
13 have this service of transportation, and I don't see  
14 anything negative of this. It has much more positive things  
15 to offer to our community.

16           That is all. Thank you.

17           THE JUDGE: Thank you.

18           MR. ALVAREZ: Looks like Adelina Portillo.

19           Is there an Adelina Portillo?

20           THE JUDGE: Just go on.

21           MR. ALVAREZ: Next is Tomas Perez.

22           MR. PEREZ: Hello. Good evening.

23           First of all, I would like to tell these  
24 members --

25           THE JUDGE: Give us your name and address, please.

P-86.A

1 MR. PEREZ: My name is Tomas Perez, okay.

2 And I'm seeing some sort of discrimination right  
3 here with the people that are in favor of the MTA. The MTA  
4 is not doing anything good for the community. If the MTA  
5 wants to do something for the community, why don't they do a  
6 kind of transportation where the city looks more elegant,  
7 some sort of elevated freeway for the people to be able to  
8 drive at 40 or 50 miles an hour on the streets where the  
9 people are going to be crossing, where there's going to be  
10 more accidents.

11 If you see on Alameda and Washington how many  
12 accidents and deaths have we had before when we didn't have  
13 that kind of transportation, and now we do.

14 I think this is what you want to do to the east  
15 community. I don't see nicer; I see it uglier. I've been  
16 living here for a long time, and we have never needed this  
17 kind of transportation.

18 Let's talk about the Montebello transportation on  
19 Montebello Boulevard. With that transportation we can go  
20 downtown and go anywhere we want, okay. The only thing that  
21 this is going to accomplish is make our community look  
22 uglier and our properties are going to go down. I can  
23 assure you, since you don't live in this area -- you live in  
24 an area where there's no rails nor a kind of transportation  
25 that is going to make your community ugly.



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Thank you.

Look out for your community and put an ugly mean of transportation on your community.

MR. ALVAREZ: John Arroyo.

Please remember your name and address first for the records.

MR. ARROYO: Hi. My name is John Arroyo. 303 North Herbert Avenue, Los Angeles 90063.

Hi. I'm actually -- I live in the Belvedere District and I'm a student at USC, and like the representative from Bienestar had said, it takes a long time to get to school, especially when I'm sharing my car with my sister who goes to LMU across town.

Owning a car is not really a viable option for a lot of the people in the area, and they really depend on this rapid transit to get them to their jobs especially, or school, especially if it's on the other side of town.

I think we've been -- I think it's been a long time since we were considered for a plan like this, and I'm kind of disappointed that East L.A. wasn't considered in the preliminary plans when they first were building this Metro system in 1990.

And I think this is a really good project for us. I think it's important to include the community like you're doing here, but I think everyone is really concerned about

1 traffic congestion.

P-87.A

2 I think we really need beautiful landscapes; I  
3 think we need to make sure that the community knows that  
4 this project will be pedestrian friendly. I know a major  
5 issue in using public transportation right now is there's  
6 nowhere to park. So you might want to use the Metro, but  
7 parking is expensive in the area.

P-87.B

8 I also think that this project would bring a lot of  
9 viable business, real estate options to the area. Metro  
10 transportation usually makes it really attractive for  
11 developers, whether good or bad, and hopefully in case  
12 because our community is very important to us, bring really  
13 good things to happen to 3rd Street.

14 I'm in support of this project so -- and I hope  
15 other young people who don't have too much access to cars,  
16 especially younger people trying to get across town would  
17 have that access, too.

18 THE JUDGE: Thank you.

19 MR. ALVAREZ: Rita Rodriguez.

20 MS. RODRIGUEZ: Good evening. My name is Rita  
21 Rodriguez. My address is 203 North Indiana Street.

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22 I will be impacted by the project. I request that  
23 the project be completely underground as a subway.

24 THE JUDGE: Thank you.

25 MR. ALVAREZ: Servando Ornelos.

1 MR. ORNELOS: My name is Servando Ornelos. I live at  
2 6735 South McDonald Avenue. I'm a resident and I'm also A  
3 businessman in the area.

4 Now, like she said, I just want to expand on what  
5 the lady said that was up here a minute ago. This part is  
6 all underground what's in red if you look at your map. Then  
7 we get to county of East L.A., now we're going to tear apart  
8 3rd Street.

9 And a friend of mine just commented to me, why when  
10 we get to East L.A., do we run out of money? It seems like  
11 when we get over here, lo jesse cavo [phonetic]. Right?  
12 Why is that? You know.

13 I love the concept of mass transportation and  
14 whatnot, but at what price? Okay, we're going to tear up  
15 3rd Street. But I don't see MTA or State Allocation Board  
P-89.A 16 saying, you know what, I know all of 3rd Street has all  
17 these vacant lots and these older properties that need to be  
18 fixed up; we have this money that is available to you and  
19 can be allocated to you, but we're not telling you about it.  
20 Right?

21 Understand -- another gentleman said we can do this  
22 development and whatnot. Well, think about that. If you're  
23 going to do something like that, another lady talked about,  
24 well, our market's going to go down the tubes.

25 Well, make a condition. Okay, we'll have this mass

1 transportation; make it underground, make sure if you're  
2 going to tear down a market, where are you going to put it?  
3 Where's another area where it can be rebuilt, newer, nicer  
4 looking, that's pleasing to the eye.

5 Whoever lives in East L.A., you want to go down the  
6 street and say, wow, this is a nice place to live. This is  
7 a nice area.

8 Our 5 Freeway -- what do we have, the 5, the 10,  
9 60, it's all been cut through. What do they call that?  
10 Environmental racism? You know, not in my neighborhood but  
11 in yours it's okay?

12 Well, if it's going to be in my neighborhood, I  
13 really don't want to see it. And if it's going to be in my  
14 neighborhood, hell, pay me for it. You guys get paid for  
15 it.

16 If it's going to go through your neighborhood and  
17 make adjustments, talk to people. Talk to your  
18 representatives and say, hey, I heard there's monies  
19 available. If this is coming through here, why is it not  
20 going underground? Or why isn't somebody saying, I'm going  
21 to build a park right there, or I'm going to build --

22 What? (Audience speaking.)

23 Exactly.

24 Okay. Now you guys are thinking about it. Think  
25 about it.

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And let's see, anything else?

I guess that's about it.

THE JUDGE: Thank you.

MR. ALVAREZ: Victor Duran.

MR. DURAN: Yeah. My name is Victor Duran. I live at 4630 East 3rd Street. And now, for the record, I also have a property on 215 Indiana, which the Metro's going to turn. 3555 also. I also have a beauty shop there that is also going to be affected.

My concern is that I'm all for progress, but who's going to pay for everything else? If it's going to -- if my business is going to slow down, I'm going to lose money, that means I'm out of area, I'm out of my district, my community. I've been here 58 years. So just for the record, you know, if you're going to do it, let's do it right. Let's get informed, and hopefully everything works out pretty good.

THE JUDGE: Thank you.

MR. ALVAREZ: Gerardo Salas.

MR. SALAS: Hi. My name is Gerardo Salas. I'm living in 2729 1/2 East 4th Street.

This is the third time I'm talking regarding the environmental impact report. And I don't know how many of you have the opportunity to read that environmental impact report. I think there's one book over there, but I'm not

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1 sure. It's a thick book. I think almost thousand pages.

2 And this meeting, this public hearing is -- the  
3 idea of this public hearing is to have the comments of the  
4 public on this thick book.

5 And, well, I've been -- this is the third public  
6 hearing, and to be quite frankly -- to speak frankly, I  
7 think almost nobody has touched the different ideas that  
8 this book has. And you know why? Because it's so big.  
9 It's a very big, thick book. And also because, well, we are  
10 not full-time readers of the environmental impact report.

11 We have other things to do. We got to go to work,  
12 we got to go to school, different activities. And only the  
13 people that have the opportunity to read this book is MTA  
14 staff.

15 Actually, they are -- they are being paid with  
16 public money to read it, to study it, and to do all the  
17 conclusions they make in that environmental impact report.

18 So if we don't -- if we don't have the opportunity  
19 to read the whole book, it's kind of an unfairness for us.  
20 It's not fair to be here and comment about something that we  
21 really don't know. That's the truth.

22 What we've been doing is just telling our feelings  
23 about this project. Some people say that it is okay.  
24 Others like me believe that it's not a good project. It's  
25 not something that is going to benefit our community. This

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1 is for big corporations. This is not -- actually, this  
2 project is not a transportation project. It's something  
3 else. It's big business.

4 But it's six miles of a project that is going to  
5 spend \$1 billion, is never going to be a good project for  
6 our community. Because most of us don't go just to Atlantic  
7 and Beverly. Most of us go to work to many different  
8 places. And it's impossible that this six-mile train is  
9 going to solve the problems that we have regarding public  
10 transportation. So --

11 THE JUDGE: Thank you. Please wind it up.

12 MR. SALAS: So you got to think about this.

13 THE JUDGE: Thank you.

14 MR. ALVAREZ: Ron Mukai.

15 MR. MUKAI: Good evening. My name is Ron Mukai, and I'm  
16 a member of the Maravilla Community Advisory Committee. I'm  
17 also a member of the Maravilla Business Persons Association  
18 and the East L.A. Chamber of Commerce.

19 But I'm here today representing my family. My  
20 family has had a business on Mednik and 3rd Street -- and  
21 I'm sorry, 241 South Mednik, Los Angeles 90022. My family's  
22 had a business on Mednik and 3rd Street since 1972. My  
23 grandfather had a store on 3rd and Mednik since the 1940s.  
24 My brother works at the store every day. I'm there almost  
25 every day, as well.

1 I believe that the light rail is a good thing if  
2 it's done right. It has to be safe. It has to be  
3 beautiful. It has to protect the people that live and work  
4 in the area during the construction and after the  
5 construction's finished.

6 I feel very strongly especially about the impact  
7 during construction. I think in order for the community to  
8 respect the MTA, the MTA has to respect the community. We  
9 need to be involved in the decision-making process before  
10 things happen. And that includes left-hand turn closures,  
11 any kind of street restrictions, orange cones setup,  
12 pedestrian restrictions, especially -- I can only speak for  
13 myself -- on 3rd and Mednik I would be adamantly opposed to  
14 the MTA if they closed any -- made restrictions on left-hand  
15 turn access onto Mednik, because that would kill my project.

16 And the MTA is a great thing for the community  
17 unless my business goes broke in the four or five years that  
18 it takes to build it.

19 So traffic issues, any kind of traffic lane  
20 closures or left-hand-turn lane restrictions, we need to be  
21 notified beforehand and we need to be a part of the  
22 decision-making process.

23 The MTA has to put in these public improvements.  
24 Because money's coming to our community, we need these  
25 public improvements in a timely manner whether or not the



1 rail's delayed. If we want street trees, we want new  
2 sidewalks, we want curb and gutter, we want trash  
P-92.B 3 receptacles, we want public art, and we want them on time.  
4 Even if the MTA takes five, six, ten years to come in, we  
5 want our streets looking beautiful.

6 We want a preference for -- preference and  
7 technical assistance from local businesses to prepare for  
8 and participate in the MTA construction process so that  
9 since the MTA is coming in and spending so much money on  
P-92.C 10 this project, that the people that work in the area or have  
11 businesses in the area should benefit from those jobs  
12 created by the MTA bringing this, as the gentleman said,  
13 millions and millions of dollars in here.

14 Again, traffic issues, my primary importance. 3rd  
P-92.D 15 Street must have four lanes open at all times. They can't  
16 be closing these lanes when they feel like it or when it's  
17 convenient.

18 On page 4-19-13 it talks about when necessary.  
19 It's always necessary to have all your traffic lanes open.  
20 For all you businesses in the area, I urge you to be very  
21 vocal and very strong on this issue. Because even if we get  
22 our rail, which would be good for East L.A. in the long run,  
23 if our businesses go broke in the meantime, then the rail's  
24 not really going to do us a whole lot of good.

25 Also --

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P-92.E

THE JUDGE: Please wind it up.

MR. MUKAI: Also, one last comment. The train must stop with the traffic. It must obey the speed limit and stop with the traffic for safety reasons.

Thank you.

THE JUDGE: Thank you.

MR. ALVAREZ: Olga Salas. Olga Salas.

MS. SALAS: Good evening, your Honor. My name is Olga Salas, and I live in 2729 1/2 East 4th Street.

My comments is regarding -- well, I don't know if the people that are in favor of the Metro has realized how ridiculous this project is here in the East Los Angeles and Boyle Heights area. I don't know if you have realized how it is that in other places, like on the Green Line -- you do know Los Angeles; right? You'd know where the Green Line is?

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The Green Line runs on the side of the freeway. The Blue Line runs in the middle of an industrialized area. Right there where there has been a lot of dead people, kids killed, lots of people that are killing themselves, or the drunk people that just go by and get killed. The Red Line goes through a tourist area.

You know Hollywood; right? That is the kind of place where there's not civil people that are dealing with working every day, and the only time that they really have

1 the time to unwind is when they go to home and watch TV.  
2 And now we're going to have to put up with all this noise of  
3 the hydraulic hammers and all this heavy machinery.

4 And I'm completely against it. It bothers me. I'm  
5 against this project. It is a lie. It is a lie that this  
6 is going to benefit us. It is not going to benefit us.

7 I live one block behind 1st Street. Takes me 10  
8 minutes taking the bus, the No. 31 bus, and it is  
9 ridiculous. It is stupid for me to put my family at risk  
10 for this project.

11 And this is a humiliation. Why is it that you're  
12 going to put the Metro in an urban area? Why? Just think  
13 about it.

14 The authorities and the politicians have filled our  
15 head with popcorn, saying, oh, yes, it's going to be nice.  
16 They're promising us -- they're promising us paradise. The  
17 last thing that they're missing to promise us is Adam and  
18 Eve. They're going around.

19 We don't have to wait for the MTA to come over  
20 here. We have to force major reorganization to comply with  
21 the consent decree to bring more buses here for us to have  
22 transportation. For us to pay only 25 cents for  
23 transportation just like the rich areas. For them to fix  
24 our highways. And for the government to comply with us to  
25 stop this humiliation.

1 MR. ALVAREZ: Edgar Sanchez.

2 THE JUDGE: Let's get started.

3 MR. SANCHEZ: Many people that are speaking in Spanish  
4 are being translated to English at the same time, and you  
5 cannot hear everything together. So I'm asking for six  
6 minutes, and he doesn't want to give me the six minutes.

7 THE JUDGE: It's unfair to the remaining people who want  
8 to be heard.

9 MR. SANCHEZ: We're talking a language. It's a right  
10 for the language.

11 THE JUDGE: Let's proceed with your statement, all  
12 right.

13 MR. SANCHEZ: So I hope to have the six minutes.

14 My name is Edgar Sanchez, and I belong to the  
15 union -- the Riders union.

16 Many people is talking about different things here.  
17 But what this is all about is transportation, obviously. On  
18 how to bring people that use the transportation to their  
19 work; right? So that's what I'm going to talk about.

20 Whether this is a full rail or it is a light rail,  
21 this is going to take away money from the 400,000 passengers  
22 that are going to be suffering right now of the same  
23 conditions of overcrowding, buses that won't be there on  
24 time, taking two hours to work when you could drive in 30  
25 minutes.

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1 We already sued the MTA because the affected  
2 people, these 400,000 people, are the immigrants. They're  
3 the Latino people, they're the black people. We are talking  
4 the working force.

5 The MTA signed an agreement considering it a  
6 priority, but they have not complied with this. They broke  
7 their promise. So we have to recognize --

8 THE JUDGE: Wind it up in another minute, all right?

P-94.B

9 MR. SANCHEZ: -- the fact that this is not having to do  
10 with transportation, but with other interests.

11 The people that are going to be benefited with this  
12 project are the politicians, the construction companies,  
13 people that are in charge of development projects, the  
14 people that left Pico Aliso already squashed.

15 And you can see that this is going to be built over  
16 the backs of all these 400,000 passengers. With this kind  
17 of money that they're going to be spending, they could  
18 improve the bus transportation all over the county, ensuring  
19 that a seamstress or a worker could make it on time to work.

20 THE JUDGE: Let's give somebody else a chance, all  
21 right?

22 MR. SANCHEZ: I want six minutes for translation, sir.

23 I think my point is very simple. It is very easy.  
24 We're talking about just making a decision whether you're  
25 going to be on the side of the working class or whether

1 you're going to be on the side of the politicians.

2 So on April 26 there's going to be a meeting at the  
3 MTA where they're going to pass this environmental report,  
4 and we have to be altogether there to say that we do not  
5 accept this environmental report.

6 THE JUDGE: All right. Let's step down, please. You've  
7 had your time.

8 Thank you.

9 MR. SANCHEZ: Thank you.

10 MR. ALVAREZ: Bertha Faustinos. Bertha Faustinos.

11 MS. FAUSTINOS: My name is Bertha Faustinos. I live on  
12 4556 East 2nd Street. I am a representative of the CAC, but  
13 this time I'm going to speak only for myself.

14 Just like many people, I have many doubts of how  
15 this is going to work. Because we have kids in our  
16 community that are attending school, that are crossing  
17 streets; and our street, 3rd Street, is not so wide. So  
18 that is my concern, whether the construction of this rail is  
19 going to affect us, is going to affect the people that are  
20 crossing the street, is going to affect the kids that are  
21 attending schools, and is going to affect our community.

22 Also, I want to know if when we make it back home  
23 from work, whether we're going to have easy access to our  
24 houses or whether we're going to have to go around a long  
25 distance in order to get access.

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P-95.B

P-95.C

1           On the other hand I see a very, very great  
2 opportunity. And this is going to be for the benefit not  
3 only of me, but of many people. But we need to get  
4 informed. We need to get knowledgeable of this. We need to  
5 take charge as part of the decision-making process. Because  
6 we're just reacting through our doubts, and what we need is  
7 to have more knowledge of what is going on.

8           So, thank you, so much.

9           MR. ALVAREZ: Thank you.

10           Next is Juan Patricio Sanchez.

11           MR. SANCHEZ: My name is Juan Patricio Sanchez.

12           Address, 2478 East 7th Street in Boyle Heights.

13           I've lived in Boyle Heights a greater part of my  
14 life. I'm certainly concerned about the area. I am  
15 certainly concerned about this idea of having a light rail  
16 cross -- divide our community in a certain way.

17           The question of what this light rail will do during  
18 construction will bring a lot of turmoil, just strictly the  
19 start of it, the idea of the construction time that it takes  
20 to finish the project.

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21           This project again will raise up dust, will come up  
22 with, you know, very fine, gritty, very finely pulverized  
23 dust that adds to our freeway contamination and freeway  
24 particles that come up out of not only the cars that travel  
25 the freeway but also the many trucks that are now going to

1 be added from the Alameda corridor.

2 Again, on the Alameda corridor we have container  
3 loading areas around the Boyle Heights area. There's two  
4 that are definitely on the map already, already assigned  
5 out. There's another one right around Sears that -- that  
6 seems to be developing in the container area.

7 Now, we have trucks will be associated to all these  
8 containers in all these areas. These trucks will add to the  
9 congestion of Boyle Heights, will add to the environmental  
10 problems.

11 People are now dying of cancer, dying of -- or at  
12 least having lung problems, having bronchitis right around  
13 the freeway. We're surrounded by freeways. These freeways  
14 are now being added to because somebody outside the  
15 community wants to cross over and use this as a pathway, as  
16 a cheap pathway to do their thing.

17 It's not our thing, it's their thing. And they  
18 have ulterior motives. They're not telling you all about  
19 it. Certainly I don't know all of the ulterior motives.  
20 But they do have their -- the way they operate shows that  
21 they're not really consulting, not really putting the facts  
22 on the table in terms of the total plans, not only the light  
23 rail, but the associated plans like Alameda corridor and  
24 whatever else is down the pike.

25 We're concerned in terms of the houses that will be



1 demolished in the route.

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2 THE JUDGE: Please wind it up.

3 MR. SANCHEZ: Whether the people are going to be  
4 compensated.

5 THE JUDGE: Thank you.

6 MR. ALVAREZ: Guadalupe Lopez.

7 MS. LOPEZ: Good evening. My name is Guadalupe Lopez.  
8 I live on 4622 East 2nd Street in Los Angeles, at the  
9 crossing of McDonnell and 3rd.

10 To begin with, your Honor, I would like to have a  
11 minute.

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12 How high are the walls going to be covering this  
13 train that is going to go on 3rd Street? What height are  
14 those walls going to have?

15 MR. ALVAREZ: No questions can be answered during the  
16 public hearing.

17 MS. LOPEZ: I'm asking this question because it seems  
18 like the train is going to be covered by two walls. And it  
19 seems like it is for it not to make noise, but how is it  
20 possible that they are going to have this train covered by a  
21 wall from side to side?

22 It sounds like during the times of Pancho Villa for  
23 the people not to fall off. It's going to look ridiculous,  
24 our neighborhood, our street.

25 But I spoke with one of the secretaries of Gloria

1 Molina, and it seems like this project has already been  
2 approved. It is supposed to be already -- it seems like it  
3 has already been approved by the politicians, not by our  
4 community, this Mexican-American community. It seems like  
5 this project is already done.

6 This meeting that we're holding, or the several  
7 meetings that you've been holding, are not favoring us. But  
8 this is in favor of the rich people. You never do anything  
9 good for the poor people, let alone the Mexicans.

10 This is a dangerous project for children.

11 MTA has many millions to invest right here with us  
12 who's supposed to be stupid Mexicans.

13 There's too many disturbances, too many noises.  
14 It's enough with the fire trucks, the police cars, the  
15 helicopters, too much traffic, and now trains and rails on  
16 the only decent street that we have. Come on.

17 Give me just one second.

18 Why don't you put this back in Bel Air where the  
19 rich people live? Where Gloria Molina lives, for instance.  
20 Not here with us, the Mexican people.

21 Our properties are going to lower in price. And  
22 we're going to be told, where do you live? Oh, right where  
23 the tracks are. Oh, then your property is worthless.

24 Thank you.

25 MR. ALVAREZ: Jose Ruiz.

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1 MR. RUIZ: Good evening. My name is Jose Ruiz. I'm the  
2 administrator of Our Lady of Lourdes Church, a Roman  
3 Catholic Church operating under the archdiocese of Los  
4 Angeles, headed by Cardinal Roger Mahoney. We're located at  
5 3772 East 3rd Street, with the cross street of 3rd Street  
6 and Rowan.

7 We presently serve a community of 18,000 people  
8 which are boundaried [sic] by Indiana Street on the west,  
9 Cesar Chavez on the north, Whittier Boulevard on the south,  
10 and Downey Road on the east.

11 We already have a freeway that runs smack down the  
12 middle of our community. The freeway is located on the  
13 street behind our church. Now the MTA is looking forward to  
14 placing a railway on the front side of our church, thus  
15 enclosing our church.

16 We've just celebrated our 90th anniversary, and our  
17 church buildings have been at the present site since 1920.  
18 In the 1930s our church was recognized for its artistic  
19 mission style of the Spanish Grandes.

20 A station, poles, electrical lines, rails, cement  
21 and metal dividers in front our church, our corner on 3rd  
22 Street, will not in any way help beautify our church  
23 surroundings.

24 Thank you.

25 Additionally, placing this rail in front of our

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1 church will not allow the semi-trucks to enter our church  
2 via the 3rd Street driveway access, which is the only way  
3 that the semi-trucks can get in and out of our church.

4 During the week, also, that we have vehicles  
5 transporting our school children. They come in through this  
6 driveway, the same driveway, and they also utilize our  
7 Eastman side street.

8 On weekends, many more vehicles turn into this  
9 driveway to come for Sunday services. We also need to  
10 provide for our parishioners by having the parking available  
11 to them on the front side of our 3rd Street.

12 Monday through Friday the hearses for funeral  
13 services park in front of our church on 3rd Street. On  
14 Saturdays the limos park in front of the church to enable  
15 brides and quincinieras [phonetic] to enter through our  
16 front church doors.

17 Our way of life will be hindered by having this  
18 rail pass in front of our church.

19 THE JUDGE: Thank you.

20 MR. ALVAREZ: Mario Prietto.

21 MR. PRIETTO: Hi. My name is Mario Prietto, and I'm  
22 here to represent Father Greg Boyle, Jobs for a Future, and  
23 Homeboy Industries. We just moved into a new building at  
24 1916 East 1st Street, between State Street and the 5.

25 I'm here to talk about jobs, work, and employment.

1           Something that everybody needs at one time or another.

2                   I work every day with people who are hard to employ  
3 for different reasons. They're ex-cons, they've never had  
4 jobs before, many different reasons. Anyways, I try to help  
5 people find jobs.

6                   Jobs for a Future, Homeboy Industries will pressure  
7 the MTA for a commitment to the residents of the immediate  
8 areas impacted by the MTA, en punto. Like, that's the main  
9 point.

10                   If this goes to plan -- actually, no. Whatever the  
11 MTA decides to do in this area, we demand that they make a  
12 commitment to the communities immediately surrounding their  
13 work so that a certain percentage of people will be hired  
14 directly from this community. And we know that they have  
15 the sophistication -- the bureaucratic sophistication and  
16 the governmental pull to do these kind of things where they  
17 can say.

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18                   Okay, so just imagine for second that they're doing  
19 anything. Even if they're buying up a block and ripping it  
20 down and then burning us, and you know, whatever, that these  
21 jobs, for who is going to do this work and who is going to  
22 get paid for this work, we can say -- the people can say we  
23 demand that 10 percent, 20 percent of the jobs come from  
24 people who live in this area. We can even say 10 percent,  
25 20 percent of these jobs are at-risk youth who have been

1       incarcerated, who have had substance abuse problems and who  
2       have been fired from jobs and who have been involved in  
3       gangs. We can make these requirements. They're doing it  
4       over at another development I won't mention.

5                Anyway, so if the MTA is serious about supporting  
6       the people eastside of the river, the rich culture of East  
7       L.A., if they take that seriously, if you're earnest in the  
8       desire to connect Angelinos who live by Beverly and Atlantic  
9       with the people who live by Pico Union on North Hollywood,  
10      well, then no matter what happens, that we have to ask the  
11      question, who is doing the work? Who is the normal people  
12      who are doing the work and getting pay checks for the work  
13      that will get done? Whether it's creating -- widening the  
14      streets for more buses, whatever.

15               At the same time we're trying to pressure the MTA  
16      to hire more people through places like Jobs for a Future,  
17      Homeboy Industries, whether it's at the MTA or as bus  
18      drivers or whatever.

19               So just wanted to say that. And if you want any  
20      information about what we're doing, I'm right here.

21               THE JUDGE: Thank you.

22               MR. ALVAREZ: It looks like John Langoria.

23               MR. LANGORIA: Good evening. My name is John Langoria.  
24      I am the president East Los Angeles Chamber, located at 5401  
25      East Whittier Boulevard.

1           Good evening. First of all, I want to thank  
2 everyone who's here. Whether you're speaking for or against  
3 the project, it shows that you care about the project and  
4 care about your community.

5           And we can agree to disagree, but I think most  
6 importantly it's important that you took the time out to be  
7 here and attend the other meetings to voice your concerns.

8           But be clear that this project has received  
9 funding. There's guaranteed funding for this project. And  
10 90 percent of that funding can only be used if a fixed rail  
11 project is adopted and constructed. It can't go for more  
12 buses, it can't go for any alternative uses.

13           If the community does not approve the project, that  
14 money gets lost. And I think that's important to remember.  
15 Because I walked with Gerardo, you know, five, six years ago  
16 when the initial Red Line extension was being planned for  
17 the Eastside. And we went door to door, every house, every  
18 business, from Pico Aliso to Boyle Heights and out this way,  
19 letting folks know how important this project is.

20           And I know I have a short timeline, so I'll skip  
21 the history. But my heart and my soul is with the  
22 community. I want a project that benefits the community. I  
23 believe this project is good. We have over -- or nearly 20  
24 percent of the workers out here in East Los Angeles and  
25 Boyle Heights use the public transportation to get to their

1 jobs. That is why this is important.

2 If you go down 3rd Street, Cesar Chavez, Beverly at  
3 any time, you know how congested it is trying to get to and  
4 from work on any given day. It's needed. Our population is  
5 growing. We cannot afford more cars or buses on the  
6 streets.

7 A really important point, it needs to be built safe  
8 with all the concerns that you've raised in terms of  
9 pedestrian safety, in terms of if it needs to go underground  
10 in front of Lourdes or in the passages where it's unsafe or  
11 it just does not make sense, that should be included.

12 But the comments that you're making need to be  
13 addressed by MTA.

14 But real important, a couple of other quick  
15 comments. This is a \$750 million project. That's a lot of  
16 money. And we need to make sure that that money stays in  
17 the community. So there has to be requirements that we need  
18 to demand that of that \$750 million, that this community  
19 gets its fair share of jobs for its youth, jobs for its  
20 adults, and jobs for business owners to be able to contract  
21 with these big contractors and design firms; that they make  
22 it easy and possible for small businesses to participate and  
23 get those contracts so they can create jobs.

24 And also we feel the effects of the \$750 million  
25 project to create jobs and beautify the community.

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1 THE JUDGE: Thank you, very much.

2 MR. ALVAREZ: Ernestina Montellano.

3 MS. MONTELLANO: My name is Ernestina Montellano. I've  
4 been a resident in Boyle Heights for 68 years. I live at  
5 3118 Wabash Avenue.

6 The MTA board meeting to vote for the light rail  
7 EIR, Thursday, April the 26th, at 9:30 a.m., at the MTA  
8 building at 1 Gateway Plaza. It's very important that the  
9 people go there, because this is a vote that's going to be  
10 decided whether this rail is going to be put in our  
11 community. Please be there. It's the 26th. Thursday,  
12 April 26th, at 9:30 at the MTA, 1 Gateway Plaza.

13 Thank you.

14 Wait. Okay.

15 First of all, I am against the light rail coming  
16 through our community. I was sent a draft book on the  
17 supplemental environmental impact statement and reports.

18 The light rail will have in our community in Boyle  
19 Heights and in our families what it will do to us, and our  
20 life and our memories are priceless to us.

21 I'm sure it took you about two years or so to put  
22 this huge book together. We are requesting at least six  
23 months to read this book. Don't rush us. Treat us with  
24 respect. And remember we have the right -- we have our  
25 rights. Our tax money is paying your salaries. You are

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1 working for us, not the other way around.

2 I pray to God he takes away all your greed and  
3 stops this light rail.

4 The light rail will have great impacts in the  
5 community. The 1st Street School, the convalescent  
6 hospital, the Evergreen Cemetery where my son is buried and  
7 also my plot is next to him.

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8 I'm very concerned about the terrain shifting.  
9 Explosions, noise, closure of streets, all the dust going  
10 into our lungs. Also, the removal our homes and small  
11 businesses.

12 This light rail is dangerous to our children and  
13 adults. This is Mayor Reardon's plan. Also the  
14 contractors, big business, and most of our politicians.

15 We will have everything to lose, and they will have  
16 money in their pockets and the use of your land.

17 We need rapid transit also new buses that  
18 will -- that they promised to give us by the Mayor.

19 We also need Dashes, buses, and shuttle buses to  
20 pick up the disabled and all the neighborhood people, the  
21 seniors, the working people, and the disabled.

22 The light rail will disrupt our daily living. The  
23 people that want --

24 THE JUDGE: Please wind it up.

25 MS. MONTELLANO: Please, could I have a moment more?

1 THE JUDGE: Just one. Wind it up, please.

2 MS. MONTELLANO: The people that want this plan are the  
3 people that don't live here and won't be directly impacted.  
4 Like the people of the Resurrection Church and the priest  
5 and their friends and the mayor and the contractors, the big  
6 business politicians.

7 Please, please wake up. Please fight for yourself  
8 and for your rights. Think about it.

9 THE JUDGE: Thank you, very much. You're finished,  
10 ma'am.

11 MS. MONTELLANO: It will take away at least six years  
12 for them to be digging up in our neighborhood. Also they  
13 are going to put --

14 THE JUDGE: Please step down, ma'am. You're finished.  
15 Would you please step down.

16 MS. MONTELLANO: -- a hazardous waste dump in Mission  
17 Road.

18 Please don't let them do this to us.

19 MR. ALVAREZ: Esther Ibarra.

20 MS. IBARRA: Esther Ibarra. My address is 1165 North  
21 Stringer Avenue in City Terrace.

22 I'm here to say that I'm in very strong support for  
23 this project. I think it would be very good for this area.

24 I take the train, I take the bus. I have my whole  
25 life. Maybe some of you haven't. The bus is not safe. The

1 train's not safe. Cars are not safe. But --

2 Can you please shut up and let me speak?

3 Okay. The thing is this is going to be good for  
4 East L.A. It might not be good in the short-term; 5 years,  
5 it's going to be hell. But 10 years from now, 15 years from  
6 now when you can shuttle yourself to downtown, to Santa  
7 Monica, to all those places in half an hour, that would be  
8 great.

9 I went to UCLA. It took me two and a half hours to  
10 get there. Just -- 40 minutes just to get to downtown from  
11 here.

12 THE JUDGE: Let's give her the courtesy for her to make  
13 her statement, please.

14 MS. IBARRA: I have a car and choose to take the bus, I  
15 choose to take the train, because I think it's important. I  
16 think it's good, it's safe. Forget those cars. Get people  
17 out of their cars.

18 Don't give away East L.A.'s money to the Westside  
19 or to the Valley or anywhere else. We need it here. It's  
20 going to bring economic development, better be sure of that.  
21 Because I'll be coming from wherever I am, and I'm going to  
22 shop out here.

23 Yeah, I live in City Terrace. All the buses will  
24 connect to this light rail. And it's going to be good, it's  
25 going to be great.

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1           And I'm sorry that the money cannot be used for  
2 buses. I think we need more buses. But this money for this  
3 project cannot and will not. Just accept it, it's not going  
4 to go to buses.

5           So we got to give at least the chance for this  
6 project to be built and demand that it be built safely,  
7 provide jobs for people in this community, and that they  
8 deal with each and every business owner along the whole  
9 tract and the residents to make sure that it's safe and to  
10 make sure that money is invested in those neighborhoods that  
11 are going to be put out of, you know, business for that  
12 meantime that this is being created.

13           But it's going to be great. And I can hardly wait  
14 until it's built.

15           THE JUDGE: Thank you.

16           MR. ALVAREZ: Ladies and gentlemen, please remember this  
17 is a hearing. If you ask questions, they cannot be answered  
18 at this stage. If you feel you need to talk, you need to  
19 fill out a green slip.

20           And we're requesting to keep comments to three  
21 minutes so everybody gets the same time and nobody gets more  
22 than others. Please keep that in mind.

23           Next person is Luis Soto.

24           MR. SOTO: Hello. My name is Luis Soto. I live in 3867  
25 1/2 Percy Street 90023.

1           First of all, I'm surprised that the lady, she went  
2 to UCLA, she doesn't get the point. What the point is that  
3 they are giving us money but -- but they are not letting us  
4 spend it in the things that we really need it. And if she  
5 really has an education in UCLA, I don't think she would  
6 tolerate that.

7           I just graduated from Cal State L.A. I want to be  
8 a math teacher here in this area, and I'm not losing the  
9 focus of my community. I want to go back there where I  
10 graduated from. This is my school actually, Garfield High  
11 School.

12           And they say that it's unfortunate that the money,  
13 the \$750 million, cannot be spent on more buses. And I  
14 don't want that money for anything else. If they're not  
15 going to at least clean the buses, because I take a bus. I  
16 don't have a car. For six years since I started going to  
17 Cal State in '94, I've always taken the bus.

18           Recently when they made the SOL, the new shuttle  
19 SOL, I started taking that one to save money. It takes me  
20 an hour to get to Cal State L.A. because I have to transfer.  
21 I have to take two of those shuttles.

22           And, you know, you could smell the difference. I'm  
23 talking smelling, you know. Because these buses, I take the  
24 65, you know. Used to take 65, but now I take the SOL.

25           And even though I don't have a car, I'm not in

1 favor of this project. Because I see that it is going  
2 to -- it is to benefit the rich, the politicians, and not  
3 our community.

4 And I don't care if those \$750 million are wasted  
5 or they don't give it to us, but I'm not going to take  
6 something that is not going to benefit me or my community.  
7 All of you, why have them destroy our community? Just give  
8 the money. We don't need it. We haven't needed that rail.

9 It's going to benefit some people, but like some  
10 other of you said, that's not the only place we have to go  
11 to work. There's other places that we also need to go. And  
12 buses is a very good alternative.

13 Also I'm an active Catholic in Our Lady of Lourdes  
14 Church, and I also think there's more risks than benefits,  
15 especially for children who go to catechism.

16 Also the ones that go to these different schools  
17 around these streets. The parking. The parking in the  
18 church is difficult right now, and with that rail going  
19 through, it's going to be even worse, as the last person  
20 that talked said.

21 I think that money -- like I said, money -- I know  
22 we cannot suggest that money be spent on more buses, but I  
23 don't want money. No matter how much it is, that is not  
24 really going to help us. And I think we should forget about  
25 that money. We don't need it. They're not trying do us a

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1 favor. They are not trying to help our community. They're  
2 just trying to help ourselves. That's what I think.

3 And one more thing. I think money should not be  
4 spent --

5 THE JUDGE: Please wind it up, please.

6 MR. SOTO: I think money should not be spent on making a  
7 hostile environment. I'm not going to accept any money that  
8 creates a hostile and dangerous environment for us.

9 Thank you.

10 THE JUDGE: Thank you.

11 MR. ALVAREZ: Next is Santiago Cardona.

12 MR. CARDONA: My name is Santiago Cardona. I live at  
13 1734 South Indiana.

14 Listen to all the comments. There are people who  
15 went to UCLA, but this person never thought about the fact  
16 that this train is going to be underground, in which this is  
17 not going to be damaging anything.

18 And the one that they promised they were going to  
19 do, why don't they do it outside? Haven't they thought  
20 about the safety of your children? What do they want?

21 They're saying that the train doesn't run over  
22 anybody. Who says this doesn't? The incidents happen.  
23 What's the reason?

24 I would like to know that if you are against the  
25 fact that they're underground, that in reality they don't

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1 have the sufficient funds. Just leave it the way it is.

2 Mainly to me it bugs me, but it's bothering me the  
3 fact that my house is going to be destroyed. I would like  
4 to know where they're going to send me. Are they going to  
5 send me to an area where I wouldn't like?

6 I've been living for 25 years there. My family has  
7 been raised there, educated there. And why? Just because  
8 they want, they're going to kick me out of there.

9 How can the ones of Hollywood and the ones of  
10 Wilshire was underground? Why, because they're rich people?  
11 Millionaires? What about us? Just because we're poor?

12 And they're saying this is not discrimination. I  
13 want you to think about that. If this is not  
14 discrimination, what is this?

15 So I'm not against, but I want to have it  
16 underground, not on the streets.

17 Think about the schools. There are a lot of  
18 schools, and one life isn't going to be paid with thousands  
19 of millions of dollars. You cannot pay a life with  
20 anything.

21 Thank you.

22 MR. ALVAREZ: Thank you.

23 Next is Lillian de Loza.

24 MS. DE LOZA: Hello. My name is Lillian de Loza. I  
25 live at 358 South Ferris Avenue, and I just bought property

1 at 357 La Verne Avenue. I'm within 500 feet, maybe give or  
2 take a few feet, of the proposed station at Mednik and 3rd  
3 Street.

4 And I just want to say that I am very much in favor  
5 of this project and look forward to working with the MTA as  
6 we move forward through the preliminary design -- I mean  
7 preliminary engineering, design-build phase, and would  
8 encourage that you do a little bit more outreach into the  
9 residential community, specifically around Griffith Junior  
10 High School, because there are a lot of homeowners in the  
11 area that have a lot of interest, and there hasn't been, I  
12 don't think, enough outreach, especially as we move forward.  
13 That is critical in order to make it a safe and the  
14 state-of-the-art product that it could be.

15 On another note, I think maybe perhaps you should  
16 consider a small park-and-ride lot at that station, because  
17 as it is, there is a lack of parking and a lot of spillover  
18 parking from teachers who park on Griffith along La Verne.  
19 You have the park there, you have the municipal court  
20 building and the library, which have a lot of traffic, and  
21 there isn't sufficient parking. And there's a lot of people  
22 who park. Which is good, but I think that with  
23 more -- there may be more space needed at the terminal  
24 station, because I think it's going to be a very popular  
25 system, and I'm just concerned that there's going to be a

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1 lot of spillover traffic.

2 Thanks.

3 THE JUDGE: Thank you.

4 MR. ALVAREZ: Next is Daniel Walker.

5 MR. WALKER: Okay. Thank you. And thank you to  
6 everyone who's still here. I appreciate the opportunity to  
7 come here and speak to everyone. My name is Daniel Walker.  
8 I live at 7416 West 82nd Street in L.A.

9 And tonight I'm speaking on behalf of the 56,000  
10 members of the Sierra Club of Los Angeles. We are  
11 enthusiastic supporters of light rail for many reasons, some  
12 of which we've heard about already.

13 Primarily, it will reduce congestion and air  
14 pollution in this part of town, and we desperately need it.  
15 We talked about health issues. Air pollution is probably  
16 one of the -- one of the worst things we can subject our  
17 children to in this part of town or any part of the city.

18 I just want to address a few of the issues that  
19 came up from people that are concerned about the light rail.  
20 Some people have talked about safety issues. And it's an  
21 important concern that I have for any project.

22 But I wonder if the people are aware of how many  
23 car accidents and bus accidents happen out in Los Angeles  
24 every day. There's thousands. There's thousands of people  
25 that are hurt and some are even killed in car and bus

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1 accidents. You just don't see in the front page of the L.A.  
2 Times or the news.

3 The safety record for light rail in Los Angeles and  
4 throughout country is actually quite good. It's minuscule  
5 compared to accident rates of cars and buses. And most of  
6 the accidents are caused by people driving illegally around  
7 barricades.

8 And now the MTA has quad-gate systems which will  
9 not allow anybody to get in the path of the train. It is  
10 much safer. It's been working well where they've used it.

11 Also, a bright person came up and mentioned  
12 business development and jobs'. And I think what we've seen  
13 in Long Beach and in many other cities around the U.S. is  
14 that light rail, it's a permanent presence, and businesses  
15 know that. They know they can get employees to come and  
16 they can get good jobs.

17 People in East L.A. can take the six-mile train and  
18 then connect to about a hundred stations of Metrolink and  
19 MTA around Southern California. So people can get to jobs  
20 in downtown and Hollywood.

21 Rapid buses work for that, too. We're not against  
22 buses. We've seen other cities that the light rail causes  
23 enhanced bus service, as well.

24 Certainly the Sierra Club is not against buses.  
25 This is not rail versus bus. It's just that rail is much

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P-106.C

1 cheaper to operate. And it spurs development. We really  
2 don't need hundreds of more buses coming up these streets in  
3 East L.A.

4 Also, someone mentioned real estate prices. The  
5 facts of it is that people's values actually rise. You can  
6 see that in cities throughout Los Angeles, San Francisco,  
7 Salt Lake City. People actually advertize that my house is  
8 near the rail station. There's a lot of people that like  
9 that. Not everybody does; there are some of you obviously  
10 don't want to live near the rail station. But a lot of  
11 people do.

12 THE JUDGE: Please wind it up.

13 MR. WALKER: Okay. Thank you, very much, and I look  
14 forward to using your rail system when it's finished.

15 THE JUDGE: Thank you.

16 MR. ALVAREZ: Next is William Morrison. William  
17 Morrison.

18 MR. MORRISON: Hello. How are you folks doing? My name  
19 is William Morrison. Of course Alvin Par knows me over  
20 here.

21 Six years ago I ran for city councilman.

22 THE JUDGE: Give us your address, please.

23 MR. MORRISON: Okay. I live at 2728 Cincinnati Street.

24 I am against this rail system. I've called up  
25 Mr. Par's office to send me some literature. Unfortunately,

1 his office hasn't sent nothing. I'm very concerned about  
2 the taxes in this community, what's going to happen with  
3 that.

4 Also there's the repair of some of the streets  
5 within the past six years that I've taken my vacation, that  
6 I've been gone to Florida. Now that I've returned back I  
7 haven't seen no improvement.

8 I know Mr. Alatorre didn't do nothing for this  
9 community. I know Pacheco's not doing anything either. I  
10 guess that's why Mr. Par works for Gloria Molina now.

11 But unfortunately I'm back, and I'm back stronger  
12 than ever. So I want to say one thing. Some of these  
13 officials in office, I did say I was going to take a pay cut  
14 if I made it into government, and I'm going to be running  
15 for the 14th District. And I don't see this rail system  
16 there. Unfortunately, I feel that it doesn't -- provides  
17 nothing for the community. We need a lot more things done  
18 in our community which hasn't been done for these past six  
19 years.

20 So now that I'm back, I'd just like everybody in  
21 the city office to know I'm back again. And I will be  
22 seeing Mr. Par once again.

23 Thank you.

24 THE JUDGE: Thank you.

25 MR. ALVAREZ: Next is Karen Hirai-Olen.

1 MS. HIRAI-OLEN: Good evening. My name is Karen  
2 Hirai-Olen. I live at 4716 East Cesar Chavez, Los Angeles  
3 90022.

4 I'm addressing the group tonight for two reasons.  
5 First, wearing my hat as the director of Central Maravilla  
6 Community Service Center. Two issues I'd like to discuss  
7 and my concerns regarding access and safety of the 25,000  
8 persons who come into central Maravilla every month. I have  
9 some concerns about the effect of the light rail, how it  
10 will push the traffic from 3rd Street onto 1st Street.

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11 On 1st Street between Atlantic and Indiana we have  
12 more than six schools. Most of them are elementary schools.  
13 The speed limit in the school district -- school areas is 25  
14 miles per hour. Any of you who've driven on 1st Street  
15 between rush hour times know that the traffic is going 40 or  
16 50 miles an hour.

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17 I think that there's going to be increased  
18 congestion, increased speed. I would ask the MTA during the  
19 construction phase to see what they can do to mitigate  
20 congestion and maintain access for pedestrians, for  
21 handicapped and disabled persons, and also for customers to  
22 go into the businesses.

P-108.C

23 I think there's going to be a great problem with  
24 access during construction between the north and the south  
25 sides of 3rd Street; and I think that if our businesses

P-108.D

1 suffer, then we become a weaker community.

P-108.E

2 I would also ask that prior to any street closures  
3 that the residents be notified 24 hours in advance so that  
4 we can make preparations to do either alternate routes or to  
5 avoid the area. I think there's nothing more frustrating  
6 than getting caught in an area and not being able to get out  
7 of.

P-108.F

8 There are other things that I need to say. For the  
9 residents of the community and for those of us who live  
10 there most of the time, there's going to be a great deal of  
11 noise and pollution during the construction phase. I would  
12 ask that the noise and pollution please be mitigated and  
13 that the construction hours be consistent with local noise  
14 ordinances.

15 For those of us who went through the sewer street  
16 linings with the semis and the backhoes and all of that, we  
17 don't need to relive that.

P-108.G

18 I would also ask as a member of the community, that  
19 the MTA during its bidding phase give priority to local  
20 businesses to be able to access and provide services to the  
21 construction phase. I would ask that there be a commitment  
22 or regulation for hiring from the community.

23 In addition to that I would ask that the political  
24 offices and the people who plan it allow people --

25 THE JUDGE: Please wind it up.



1 MS. HIRAI-OLEN: Okay.

2 That we develop training and apprenticeship  
3 programs because access to unions has been a traditional  
4 barrier to employment for people of color.

5 Thank you.

6 THE JUDGE: Thank you.

7 MR. ALVAREZ: Next is Ramon Ramirez.

8 MR. RAMIREZ: Hi. My name is Ramon Ramirez. I live at  
9 5255 Calico Avenue in Pico Rivera.

10 I grew up and was I born and raised in the  
11 community, and actually I'm a graduate of Garfield High  
12 School, too. So it feels good to be back. Go Bulldogs.

13 Anyway, I'm here representing my students. I teach  
14 architecture at East L.A. College, and I see firsthand on a  
15 daily basis some of the problems that they have coming to  
16 school. Not all of my students have the luxury of owning a  
17 car. And, in fact, when I was a student myself, I couldn't  
18 afford a car.

19 And I think the light rail system here in this  
20 community will benefit us. I think the light rail system  
21 here would benefit this community and will join us to the  
22 rest of the city.

23 And additionally, my grandfather and my mother are  
24 daily users of mass transit, and I think they should be able  
25 to have the same opportunities that the rest of the

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1 grandfathers and mothers have throughout community.

2 Thank you, very much.

3 THE JUDGE: Thank you.

4 MR. ALVAREZ: Next is Richard Alonzo. Richard Alonzo?

5 Next is with Joaquin Castellanos.

6 MR. CASTELLANOS: Thank you. Good evening. My name is  
7 Joaquin Castellanos, and I live in 528 North Cummings Street  
8 in Los Angeles, California, and I represent the Boyle  
9 Heights Neighbors Organization.

10 But before I'm going to say that, I am also a  
11 member of the Sierra Club, and I want to answer the person  
12 who come here and he say he support this project. I don't  
13 support it because I live in Boyle Heights and I live -- and  
14 for the record, he should read our magazine and he should  
15 know that we have one of the worst intersections in the  
16 whole state of California that is on 7th, 8th, and Soto.

17 Thank you.

18 So Boyle Heights Neighbors Organization believes  
19 that we need a public transportation. But we, as many  
20 people who live and work in the audience where the light  
21 rail train is going to be built, know that our lives won't  
22 be the same once the light rail trains cross our  
23 neighborhood.

24 Why our lives won't be the same? Those  
25 neighborhoods answer those questions. And they say, 1,

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1 because light rail trains are not safe for people who walk  
2 and drive near the trains. That's true;

P-110.B

3 No. 2, light rail is cheap to build, but it's very  
4 expensive to maintain in the future; and that's true. But  
5 the MTA wants to keep all these workers who make three times  
6 the money that we that live on this area are making, and  
7 that's correctly true;

P-110.C

8 No. 3, light rail won't help our environment in our  
9 communities. I'm from the Sierra Club member, and that's  
10 true.

11 Light rail, yes, did work in the past when used to  
12 have the old trains. But we don't want to look in the past.  
13 We need to look in the future. We need our transportation  
14 that is going to help and is going to transport us fast. We  
15 need the transportation to be cheap for all the people so we  
16 can afford it.

17 Boyle Heights Neighbor Organizations have been  
18 present in the two past hearings and also is present here to  
19 give our concerns. MTA needs really to work with the  
20 people. They need to listen what we really need.

21 Little Tokyo, Boyle Heights and East Los Angeles,  
22 are those areas that will never going to be the same. And  
23 especially for East Los Angeles that they're going to be on  
24 TV all the time that they have an accident and people get  
25 killed.

P-110.D

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We support the subway. Boyle Heights Neighbor  
Organization, we want the subway from Union Station and to  
Atlantic so that will help to all our neighborhood.

And that's all they say.

Thank you, very much.

THE JUDGE: Thank you.

MR. ALVAREZ: Next is Dana Gabbard.

MS. GABBARD: My name is Dana Gabbard. I am executive  
secretary of Southern California Transit Advocates, 3010  
Wilshire.

I'm a bus rider. Got here on a bus, I'll go home  
on a bus. Unlike many people, I know about buses because I  
ride them plus educating myself on issues relating to them.

I'm also a member of the Sierra Club. I go to  
their transportation meetings, so I actually a little more  
know about these issues than the people who are Sierra Club  
members who are just there to declare themselves experts.

Let's get a few things straight here. First, on  
the Blue Line the problem is in the middle section where it  
goes 55 miles an hour. This line will go nowhere near 55  
miles an hour. In fact, one of the ladies just mentioned  
basically that it will be probably be passed by the speeding  
cars which will be hitting the children at the schools. Not  
the trains.

A lot of talk about bus service. What we're

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1 finding in Los Angeles, the truth is that the rail system  
2 requires feeder service. Enhanced bus service. That's  
3 what's been going on in the Valley and in other places.

4 And it's been stressed over and over again, this is  
5 not just a pot of money that can be shifted around. It is  
6 dedicated funding source. And, in fact, I'll tell you right  
7 now, absolutely, based upon my analysis of the situation in  
8 Sacramento, there will be no way. Even Eric Mann showing up  
9 with 500 of his puppets in Sacramento will not get one dime  
10 the way the energy crisis is now. That money will not be  
11 set aside again.

12 If you are in any way keeping track of what the  
13 situation is -- and I'm going to issue a challenge to the  
14 Bus Riders Union. In the past month they've had some  
15 meetings, beating their chests again and declaring that they  
16 are going to go to Sacramento and that they are going to be  
17 big players in politics. It's time to put up or shut up.

18 Can you go to Sacramento and get the kind of money  
19 you keep claiming for our improved bus service? Or are you  
20 just demagogues who just go around raising your big bucks  
21 and playing games with stage-managed protests that have  
22 nothing to do with the political process or improving bus  
23 service? Either put up or shut up. Fine, okay?

24 And I just ask you all to understand. It isn't a  
25 matter of switching the money around; it's either this

1 project or zero. Absolutely. Don't fool yourself about  
2 anything else.

3 Thank you, very much.

4 THE JUDGE: Thank you.

5 MR. ALVAREZ: Next up is Ramon Montanez.

6 We need to ask the audience to remain quiet.

7 MR. MONTANEZ: My name is Ramon Montanez. I was born  
8 and raised in East L.A. I graduated from Roosevelt High  
9 School, and this is the first time I've been to Garfield.

10 I got two comments to make here real quick. I  
11 think that before we even talk about the rail, which I'm  
12 against, we should have the 710 Freeway completed to the  
13 210.

14 The second comment I want to give you is anybody  
15 has a pencil, I wish you have it in your hand. This rail  
16 according to the papers they gave me, was \$765 1/2 million  
17 dollars for 12 miles.

18 I worked in construction all my life. 40 years. I  
19 work in high-rise buildings, tilled up track homes, you name  
20 it, I've been there. The last road we worked on the freeway  
21 was the 105. That was four lane one way and four lanes  
22 back. The company that I was working for got the contract.  
23 We were -- the last linkage was one mile.

24 The company that was ahead of us they bid at \$9  
25 million a mile. If you divide 12 into 760,365 that's about

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P-112.B

1 \$63 million a mile. The company I work for, they bid it \$6  
2 million a mile. That's eight lanes. And here it's cheaper  
3 to build a monorail like Disneyland, and it'd be cheaper  
4 than going through all of this.

5 Thank you, very much.

6 THE JUDGE: Thank you.

7 MR. ALVAREZ: Next is David Guerra.

8 Is David Guerra still here?

9 Next is Raul Vazquez. Raul Vazquez.

10 MR. VASQUEZ: Hi. My name is Raul Vazquez. I live at  
11 2101 East 2nd Street in Boyle Heights. I've been living  
12 there since 1975, and my family moved there in 1974.

13 Basically, I speak today as just a resident. I  
14 know a lot of the people from the -- who oppose the light  
15 rail say that, well, you know, the buses are for the people  
16 of color and, yeah, for La Raza and all this, and light rail  
17 is discriminatory.

18 But who the hell you think lives in East L.A.? I  
19 look out, I mean, I assume you people are from East L.A.  
20 You people are La Raza. You people are people of color.  
21 That's who lives there. That's who's going to get the \$760  
22 million. Don't you understand that?

23 I mean, we're trying to make the whole city a  
24 better place. It's either light rail or it's nothing.  
25 Understand that. That's all we're asking you.

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1                   You know, there's two options for East L.A.  
2                   there's nothing or there's a light rail. That's what it's  
3                   about.

4                   By the way, I'd like to point out that there's  
5                   group of, like, 20 high school people over there, and they  
6                   showed more maturity than the people in the middle who've  
7                   been living here for, like, 60, 70 years or something like  
8                   that.

9                   THE JUDGE: Let's let him make his statement, please.

10                  MR. VASQUEZ: And basically, somebody said, well, East  
11                  L.A. never gets any money. I don't blame the Eastside for  
12                  being skeptical. We have been screwed for over a hundred  
13                  years. You know, after the 1950s with the freeways, with  
14                  the subway. And now we're finally being thrown a bone.  
15                  Let's take advantage of it. This is it.

16                  I think we should have more buses, too. I totally  
17                  think we should have more buses than the rest of Los  
18                  Angeles. But we need a light rail. Let's have both. Why  
19                  are you going to kill a project that's going to hurt your  
20                  own people?

21                  Think about it.

22                  THE JUDGE: Thank you.

23                  MR. ALVAREZ: Next is Annette Ramirez.

24                  MS. RAMIREZ: Hi. Good evening. My name is Annette  
25                  Ramirez, and I reside at 633 North Taylor Avenue in



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1 Montebello. And I'm here this evening representing the  
2 Latino Urban Forum. We're an organization of urban  
3 planners, architects, and community activists that are very  
4 interested in improving the quality of life in Latino  
5 communities.

6 And we support this project. It's a project that  
7 will bring in \$760 million into our community and provide  
8 the Eastside, Boyle Heights, and East L.A. and surrounding  
9 communities with a world-class transit system that's vitally  
10 needed in this community.

11 I just also want to make a point that none of our  
12 officers or members received any compensation for advocating  
13 on behalf of this project. So it's just something that's  
14 very near and dear to us that we enthusiastically support.

15 Thank you.

16 THE JUDGE: Thank you.

17 MR. ALVAREZ: Next is Lester Garcia.

18 MR. GARCIA: Lester Garcia. 532 1/2 North Britannia  
19 Street.

20 I'm a resident of Boyle Heights, and I am highly  
21 opposed to East L.A. light rail. First of all, I'd like to  
22 point out that some of the people who just spoke before me,  
23 one of them lives in Montebello, the other one lives on 82nd  
24 Street, which is a long way from 3rd Street. Another person  
25 live on Wilshire, right? These again, outsiders, it's not

1 going to directly affect them.

2 They keep telling us that it's \$760 million or  
3 nothing. Instead of saying, oh, let's take the \$760 million  
4 or nothing, we have to ask ourselves, why is it nothing?  
5 Why is it always we throw you a bone or nothing? Well, we  
6 don't want a bone. We're tired of being thrown bones,  
7 right? We want to sit at the table. We want the whole  
8 fricken cow, right? We have to ask, why are they giving us  
9 nothing? Why are they offering us nothing?

10 We have to go out and demand that they give us  
11 more. Demand to say, you know what, take your bone back.  
12 Take your \$760 million back. ' We don't want it because it's  
13 not going to benefit us. Right?

14 They're doing the same thing, you know, that they  
15 did over at Chavez Ravine, they did it at Bunker Hill, they  
16 did it with the freeways, right?

17 The man from the Sierra Club said himself, real  
18 estate properties going to go up. Values are going to go  
19 up. Do you know what this means? Taxes go up. It means,  
20 yes, the property of your house goes up, but now you have to  
21 pay more rent. You have to pay more to live there. So us  
22 people who are already struggling to pay a mortgage or  
23 whatever, who can barely afford to live at the houses that  
24 we live in now, are going to have to pay more.

25 They're moving us out. Just like Chavez Ravine

1 just like Bunker Hill, just like when they built the  
2 freeways. And why are they doing it? Because we're a  
3 barrio. Right? Because we're poor folks. Because we're  
4 Raza, right?

5 Now, this isn't going to benefit any of us. It  
6 goes from west to east six miles. What about all the Raza  
7 that works over in Vernon, South Gate, Maywood, and all the  
8 different places over there, right?

9 They're saying we could take this and go downtown  
10 and go to Santa Monica. I don't want to go to Santa Monica.  
11 I have no purpose in Santa Monica. I work in the Eastside.  
12 I live in the Eastside. Right? Our people are too busy  
13 trying to make a living to be going off to Santa Monica or  
14 whatever. We don't need this rail line, right?

15 So we need to demand that if the MTA could find  
16 almost a billion dollars to spend on this light rail system,  
17 why can't they find money to buy more buses? Right?

18 If the mayor can find millions of dollars to fund  
19 police, why can't they buy more buses?

20 If they can spend \$16 million to keep people from  
21 protesting at the Democratic National Convention, why can't  
22 they find some money for buses? Right? Why can't they find  
23 money for schools? Why can't they do that? Why do we have  
24 to settle for nothing?

25 Again, we need to stand up and say that we're not

1 going to settle for nothing.

2 THE JUDGE: Thank you, very much.

3 MR. GARCIA: I would like to close by saying that for  
4 all those here that are opposed to the East L.A. light rail  
5 system, please do not leave without giving myself or some of  
6 the people here in the middle your name and your phone  
7 number.

8 We need to unite and fight the MTA. Fight this  
9 East L.A. light rail system. Tell them we are demanding  
10 more buses. We're demanding better transportation.

11 THE JUDGE: Your time is up.

12 MR. GARCIA: We don't want concessions, okay. So please  
13 do not leave without giving us your name and phone number.  
14 We are going to have a meeting prior to the meeting at the  
15 MTA. We need to all unite, be there present, tell the  
16 mayor, tell everyone that sits on the MTA board that we are  
17 not going to have this light rail system built in our  
18 community.

19 Thank you.

20 (A brief recess was taken.)

21 THE JUDGE: Folks, will you please take your seats.  
22 We're going to start again at this time.

23 MR. ALVAREZ: The next person is Diane Zepfold.

24 Is Diane Zepfold still here?

25 Next person is Al Rivera.

1 Is Al Rivera still here?

2 Is Robert Montanez here? Okay.

3 MR. MONTANEZ: Hi. My name is Robert Montanez, and I  
4 live at 4106 Zaring. I live about two blocks away from 3rd  
5 Street, close to Eastern, towards all the cemeteries.

6 And I'd like to notify that as a resident in the  
7 Eastside, I've lived here all my life. I was born at  
8 Doctors Hospital in East L.A., and I'm over 30 years here.

9 And I'm attending Sanctuado de Guadalupe Church.  
10 This church on any given Sunday has about 10 masses from  
11 7:00, 8:00, 9:00, 10:00, 11:00, 12:00, 1:00, 4:00, 5:00, and  
12 6:00. And most of the people that attend the church park on  
13 3rd Street. With this light rail we will have no parking  
14 for people to practice or worship their God at our church.  
15 So I oppose it being aboveground.

16 I'm for underground where it should have been in  
17 the first place to eliminate it.

18 And to understand that we have one -- this is going  
19 to cost towards \$1 billion is something that I can't see how  
20 they just can put a train. This train is not light. This  
21 thing probably weighs more than a Bradley tank in our wars  
22 we fight.

23 So the way I put is with all this money they want  
24 to invest, if they can't go underground, then don't do it at  
25 all; use the money for funding.

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I'm a coach; I'm a counselor; I work at YMCAs, and I coach at Overdon Park for baseball and basketball. And I can see a lot of that money being funding for proper uses.

But the ones that are going to benefit off this is not the people of Eastside. The ones that are going befit are these politicians. The Molinas, I'm talking Feinstein, the Boxers, Romero, Solis. These contractors subsidize their effort to be elected. These are contractors that give them money so they can run for office.

All the propaganda you receive in the mail is funded by these contractors or other individuals that are going to be making money, and it all falls back in our hands. These politicians are not representing us. They're representing themselves.

And my theory is a true leader won't sacrifice their people; a true leader will sacrifice himself for his people.

Thank you.

THE JUDGE: Thank you.

MR. ALVAREZ: I hope to pronounce the next one right. It's Adela Mendoza. Adela Mendoza?

MS. MENDOZA: Good evening. My name is Adela Mendoza, and I live in 192 South Dangler, Los Angeles 90022.

My comment is short. I just want to address the people in charge of the project at the MTA and to the

1 politicians.

2 I think it is sad that in this moment we demand the  
3 respect before this project is approved, because perhaps it  
4 is already approved.

5 I think our community does not need rails, does not  
6 need trains, and let alone with this energetic crisis that  
7 we are going through, I think what the MTA should be doing  
8 is putting some money towards electricity and the power that  
9 we need.

10 I think that what we need is for people to give us  
11 better parks, better libraries, better facilities for the  
12 communities, and not people that live outside of the  
13 community and come and comment about things that do not  
14 belong in the community.

15 THE JUDGE: Thank you.

16 MR. ALVAREZ: Next is Angelo Orosco. Is Angelo Orosco  
17 here?

18 Okay. Margarita Sanchez.

19 MS. SANCHEZ: Hello. I'm Margarita Sanchez, 2474 East  
20 7th Street.

21 Yeah, over there on 7th and Soto where we've got  
22 that great intersection of freeway that CalTrans and the  
23 federal government provided for us about 41 years ago and  
24 that are now killing our grandparents and are giving  
25 respiratory ailments and asthmas to our grandchildren. You

1 might have seen some of the articles where it got quite  
2 publicized. But still nothing is done by it. Sierra Club  
3 hasn't even bothered to stop by, by the way. And they never  
4 did prevent it or do anything, but they have other priority  
5 I think. Or at least one person does.

6 Yeah, you know, this modernization thing that's  
7 supposed to help our communities always seems to be left  
8 alone afterwards, and all the great monies go to maybe  
9 Westwood or Brentwood or things like this.

10 You know we've been fighting for sound walls on  
11 those freeways and still haven't got them, but Brentwood had  
12 them when I was only 20. Gee, that was a long time ago.  
13 And we still don't have them.

14 You think we're going to have any great things out  
15 of this little -- what do we call it -- light rail? No.  
16 You know what? You know where the buildings are going to go  
17 up? They're going to go up where they have the platforms.  
18 That's where the property values goes up. But that goes up  
19 when you build bigger buildings on top of them, and usually  
20 we don't have that kind of money.

21 Actually, what they could do is they could put a  
22 Rapid with the same stops at those same platform areas and  
23 have the same speed of bus service. I don't know why they  
24 haven't thought of that because they haven't even thought to  
25 give us the bus service they already know we need, except

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1 that maybe they'll give it to us according to their own  
2 documents after we suck in the light rail.

3 Now, another thing, it's been sort of hard for me  
4 to have a lot faith in MTA, going through their  
5 environmental document. But it gets even harder when they  
6 don't even invite you to their own party. I see here on  
7 April 26 at 9:30 a.m., Thursday, over there in their  
8 luscious Italian marbled building right in front of Union  
9 Station there off of Cesar Chavez, they're going to have a  
10 great big MTA board meeting where they're going to vote on  
11 this light rail EIR which, is the environmental impact  
12 report.

13 How come we get invited to go and request for 90  
14 day extensions -- I understand another communities get even  
15 greater ones -- for the review period of this documents that  
16 due on April 17th, and nine days later they already have  
17 planned to have it a done deal and voted in. Well, I guess  
18 that was business as usual.

19 You know that their documents show they're going to  
20 have a great amount of PM-10 and under, the cancer causing,  
21 diesel-type of particulate matters in more than twice the  
22 amounts during construction phase of about four to six years  
23 as well as the dust that's going to be generated with the  
24 light rail itself. During this time it's our community that  
25 are going to be subjected this.

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1 THE JUDGE: Will you, please, wind it up.

2 MS. SANCHEZ: The residents in City Terrace have  
3 requested -- and I saw them at a meeting -- light  
4 rail -- not light rail, I'm sorry -- rapid transit and  
5 Dashes. They say this is what the community needs. Not the  
6 disruption by light rail.

7 Thank you, very much.

8 THE JUDGE: Thank you.

9 MR. ALVAREZ: Next is Carlos Montes.

10 MR. MONTES: My name is Carlos Montes, 511 Chandia in  
11 Boyle Heights. I'm on the board of the Centro CSO Community  
12 Service Organization. I also' just recently got elected to  
13 the PAC, the Participant Advisory Committee of the CRA in  
14 Boyle Heights.

15 And I want to affirmly [sic] come out that I am  
16 against the light rail for sure, and I support the -- and of  
17 course I want you to all be there also for the MTA meeting.

18 And first of all, it is discriminatory because it's  
19 been found by a court of law that the MTA is violating the  
20 consent decree by not -- by rating the money that's supposed  
21 to be used for buses and using it for light rail.

22 Secondly, this money can and should be used for  
23 buses. Clean air buses. It's been proven it can be done,  
24 and we want it done.

25 Now, you know what, I don't ride the bus, and I'm

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1 not going to ride the light rail. I drive a car and I do  
2 the freeways. So if there were clean air buses and plenty  
3 of them around, I would take the bus. I would use the bus,  
4 okay.

5 So also -- thank you, thank you, thank you. Okay.

6 Anyway, I graduated from Garfield High School, grew  
7 up in East L.A., I still, you know, live, work, and organize  
8 in the community, so I'm against the light rail.

9 Thank you, very much.

10 THE JUDGE: Thank you.

11 MR. ALVAREZ: Next we have Consuelo Cardona.

12 MS. CARDONA: My name is Consuelo Cardona. I live on  
13 173 South Indiana street.

14 As I was sitting down there, I was thinking that  
15 it's a shame how people who do not live in our community are  
16 coming up to us to tell us how this light rail is going to  
17 benefit us. It's easy to talk when you're on the outside,  
18 but it's not easy to see what the reality we are facing is.

19 Unfortunately for me, I will be losing my home due  
20 to this light rail because the light rail will be passing  
21 right in front of my house. Therefore, I will be losing my  
22 home. I do not know where I will be living; I do not know  
23 if I will be placed in a nice environment or in one of the  
24 worst places of the city. That is my most greatest fears,  
25 because I've been living in this community for over 20

1 years.

2 The next point I really wanted to say is that we  
3 are not really being given any answers to what our concerns  
4 are. We are being given pamphlets full of information as to  
5 what the light rail is going cost, where is it going to  
6 cross, beautiful, colorful pictures, and yet your answers  
7 are not being met. Our needs are not being met. We are  
8 being told what is going to be good for us, not what is  
9 going to be good for everybody. And they don't even belong  
10 in this community, and they're going to come and tell us  
11 what's best for us. I'm sorry, but I don't think so.

12 My next point is all the information being  
13 received, at least at my house, all of it has been coming in  
14 in English. Unfortunately for my parents, they do not speak  
15 English. My sisters or I have to translate that information  
16 to them.

17 All we ask from these people who are trying to  
18 bring about the light rail system is give us the pros, give  
19 us the cons. Tell us why is this light rail so good. Tell  
20 us what are the damages it's going to cause. Tell us  
21 everything, the whole story. Don't come and give us a  
22 beautiful picture. We're tired of beautiful pictures. We  
23 want reality. Go over to where the light rail has already  
24 been built, and how has it affected that community, and then  
25 come and tell us how it's going to effect ours before you

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1       decide to plan this whole system around our community.

2               We need the information most of all to be written  
3       in our native language.  Whether it be Spanish, Japanese,  
4       Korean, whatever it is, they need to know.  This way they  
5       can defend themselves.  This way they can speak up and say  
6       what they really feel based upon the information that they  
7       are receiving at their homes.

8               Don't come up to us and tell us, you know, this  
9       will benefit East L.A., this will bring about more commerce,  
10       this will bring about more money, this is the best thing  
11       that has ever happened to East L.A.  We should not be  
12       standing up here trying to convince you guys why this is so  
13       bad.  You should be convincing us why this light rail is so  
14       great.

15               And finally to finish, you guys came in saying that  
16       you care for our community, you're trying to help us out.  
17       Well, if that's really the case, then listen to the  
18       community.

19               Thank you.

20               THE JUDGE:  Thank you.

21               MR. ALVAREZ:  Next is Robert Lopez.

22               MR. LOPEZ:  My name is Robert Lopez.  I live at 4622  
23       East 2nd Street.

24               I've been looking at the drawings in this project,  
25       and it's going down 1st Street, and it's turning on Indiana,

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1 which is a small little street; and you're going to have two  
2 train cars going by there.

3 Why don't you just build this train going down 1st  
4 Street all the way to Mednik Street and you turn at the  
5 bridge, which is real wide, and you could have all the  
6 streets, all the area you want, and then make a left turn on  
7 3rd Street. It would help the congestion, and you wouldn't  
8 ruin a beautiful street like 3rd Street.

9 Okay. Thank you.

10 THE JUDGE: Thank you.

11 MR. ALVAREZ: Next we have Armando Ybarra. Is Armando  
12 Ybarra still in the house?

13 MR. YBARRA: Right here. Good evening. My name is  
14 Armando Ybarra. That's with a "y." I live at 649 Acacia  
15 Avenue in the city of Whittier.

16 My concern is I was raised East L.A. and my roots  
17 are in East L.A. and will always be in East L.A.

18 I support the light rail. I also support the  
19 subtrain. That's what I would like to see. The way I see  
20 it, the way things are going in our communities is this way:  
21 Years ago when they had this bond to build the subways, they  
22 collected all this money to be invited to dance to a dance,  
23 to a party, to have a good time. Then because of  
24 mismanagement starting with the supervisors, the counsel,  
25 the mayor, and down the line, all of a sudden one particular

1 supervisor took it upon himself to get an initiative to take  
2 this money and do not invite us to the party. To cancel the  
3 party, which we're entitled to, each and every one of us.  
4 Not only us here, but the future generations. That's what  
5 I'm looking for, my grandchildren and the future  
6 generations.

7 We deserve, we're entitled, and we should get a  
8 light rail and subway. I sincerely support the -- like this  
9 gentleman said earlier before -- Ramona to go underground.  
10 We have a third of a billion dollars. Go as far as we can.  
11 Let the other five or six years of your generations take  
12 care the rest.

13 I visualize, I see not only a tunnel through  
14 Whittier Boulevard, through Cesar Chavez, through 1st  
15 Street, to Olympic, go all the way down to San Bernardino.  
16 I sincerely believe which all of us invest in the future,  
17 stick together, let's put our emotions aside and support  
18 each other. We're entitled, we deserve it, and we should  
19 get it.

20 Thank you, so much.

21 THE JUDGE: Thank you.

22 MR. ALVAREZ: I'm going to call some missed names from  
23 earlier on.

24 Is Adelina Portillo here? Richard Alonzo? David  
25 Guerra? Diane Zepfold? Al Rivera? Angelo Orosco?

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1 All right. Next up is Feliciano Gomez.

2 MR. GOMEZ: My name is Feliciano Gomez. I live in East  
3 Los Angeles for the last 50 years.

4 And whatever happen in my communities, I care. But  
5 at this time I want to ask permit to pass my three minutes  
6 speak Anita.

7 MS. CASTELLANOS: Thank you, Mr. Gomez.

8 This is to set the record straight, your Honor.

9 THE JUDGE: Ma'am, you've already had your time this  
10 evening.

11 MS. CASTELLANOS: This man is conceding his time to me,  
12 sir. And I don't see anything in the rules that says I  
13 cannot use his time.

14 THE JUDGE: You've got three minutes.

15 MS. CASTELLANOS: So this is documented with the court  
16 reporter and on the tape, Steve Brye is still here. He is  
17 the project manager. Lynda Bybee is the manager for public  
18 affairs at MTA. They are still here. It is now a quarter  
19 to 9:00 o'clock in the evening on the third and last of  
20 these public hearings.

21 THE JUDGE: Ma'am, you've already had your three  
22 minutes.

23 MS. CASTELLANOS: Thank you, your Honor.

24 I want on the record that at none of these --

25 THE JUDGE: I'm asking you to step down.



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MS. CASTELLANOS: -- meetings was the public told about the April 26th meeting at 9:30 in the morning at the Gateway Building. I want that in the record so it's documented that the public was never told. And we just found by accident tonight about this meeting on the 26th of April where there will be a vote light rail EIR. As a matter of fairness, whether you're for this project or against this project, you have a right to know about the vote that's going to happen an April 26th.

THE JUDGE: Call the next name.

MR. ALVAREZ: Ray Montanez.

MR. MONTANEZ: Hi. My name is Ray Montanez, and I live at 328 South Eastern, which is right off the proposed rail.

P-125.A

I've got a question. I know that they're probably going to take away the left-hand lanes. I was wondering, are people going to be able to turn left?

THE JUDGE: We can't respond to questions tonight. I'm sorry. Federal law.

P-125.B

MR. MONTANEZ: Okay. Another thing I was wondering, if we have rolling blackouts, what's going to happen? Everybody's going to have to get off the bus and walk to their destinations? That's what I'm curious about.

THE JUDGE: Thank you.

MR. ALVAREZ: Michael Diaz.

MR. DIAZ: Michael Diaz, longtime resident of East L.A.,

P-126.A

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currently living at 2652 Workman Street.

I'm here to officially state that I support the Blue Line, I support this type of transit workings as long as -- I do have one concern, to ensure that there is proper bus-rail interface.

Thank you.

THE JUDGE: Thank you.

MR. ALVAREZ: Looks like Juan Carlos Morales.

MR. MORALES: Yes, sir. Good evening, your Honor, and good evening, ladies and gentlemen.

THE JUDGE: Your name and address, please.

MR. MORALES: Juan Carlos Morales. I live in 1925 Vassar Avenue in the city of Glendale; however, I work for the court system, and I work here in the East L.A. Courthouse.

I'm a court interpreter, and I happen to be knowledgeable of the mass transportation problem that we are experiencing here because I lived in Mexico City during the time that the Metro system at the point was built over there.

True, it was painful, it was horrible to have to put up with all the dust and all the closing of streets and all that jazz. However, currently Mexico City has one of the best systems of public transportation in the world. They move thousands and thousands of people. And it is

1 reliable, it is safe, it is clean, and guys, we cannot  
2 afford not to have a public system of transportation that we  
3 so badly need.

4 So I know that it is going to be painful. I'm  
5 going to have to put up with it now, once again, but truly,  
6 think about it. If they have now the best system of public  
7 transportation, why shouldn't we also?

8 That's my comment. Thank you.

9 THE JUDGE: Thank you.

10 MR. ALVAREZ: Looks like Ricardo Salas Mojarro? Or  
11 Navarro. Ricardo Salas.

12 I apologize if I mispronounce any names tonight.

13 MR. SALAS: Apology accepted. My name is Richard  
14 Salas Mojarro, and I'm here to represent the community of  
15 East L.A., Los Angeles.

16 THE JUDGE: Give us your address, please.

17 MR. SALAS: My address is 732 Belden Street.

18 And I'm here to represent also the Latinos, middle  
19 class, who use the MTA transportation daily.

20 I have two questions for right now. But I heard  
21 you're not answering them, but I'm still going to ask them.

P-128.A 22 Why is MTA trying to build a light rail in our  
23 community?

P-128.B 24 Number 2, who's to benefit?

25 And my comment -- my comment is that I would love

1 to attend the board meeting if I'm invited. And one final  
2 thought although -- well, actually, I have more thoughts,  
3 but as long as I have time -- that I really would like to  
4 reach an agreement or to get to an agreement where I thought  
5 this was a project where the community was going to  
6 benefit -- East L.A. -- where we'd basically have funds for  
7 the young kids to actually get a proper education and reach  
8 a better prosperity, better income, better quality of life.

9 And I thought it was a good idea to build the light  
10 rail because I thought that we would actually -- the  
11 citizens of this community were going to get jobs where it  
12 actually would help us and my son for me to give him a  
13 better quality and a chance to attend school and receive a  
14 proper education.

15 But there's also negative impacts that actually  
16 nobody feels them but the community. And we would only find  
17 out through the process, but through the process some things  
18 might happen that nobody knows.

19 And my final thought is why should we work as a  
20 team if that's what MTA requests? And I would  
21 basically -- my best idea would be for -- I would love the  
22 light rail on East L.A., but underground, to be connected to  
23 the surroundings and having better chances to prosper and  
24 unite.

25 THE JUDGE: Thank you, very much.

1 MR. SALAS: Thank you.

2 MR. ALVAREZ: The name looks like F. Castro.

3 MR. CASTRO: My name is Fernando Castro. I live in  
4 Pasadena on 1416 North Garfield Avenue.

5 And a lot of feelings, a lot of emotions, a lot of  
6 passion tonight. Basically, I'm here as a cultural worker.  
7 I come into East L.A. to work at Bien Estar as a writer,  
8 giving out workshops, and also Tierra projects in the  
9 community, some as a cultural worker.

10 I lived in Boston for about 10 years. And I saw  
11 meetings like this over there when it was my neighborhood  
12 and Jamaica Plain, which was primarily a Latino  
13 neighborhood, was being impacted by changes in the  
14 transportation mode. It changed from an elevated way into a  
15 lower.

16 Somebody was talking about having an elevated way.  
17 It has much more impact than what is being proposed.

18 A lot of L.A. neighborhoods are exactly built for  
19 street cars. That's sort of the original intent that a lot  
20 of these communities were connected with light rail from the  
21 very beginning. And the way the destiny of this city have  
22 it, cars took over.

23 I obviously agree with the gentleman that was  
24 talking about the impact during the phase of construction.  
25 Yes, there is a lot of things that can happen during that

P-129.A

1 period of time. And of course the devil is in the details  
2 and of course community involvement is necessary during that  
3 process.

4 But I think the overall benefit will eventually  
5 have a kind of a mass transit for all of Los Angeles, not  
6 just looking at Eastside, but also looking at the overall.  
7 Because I think that would benefit a particular people in  
8 the community who sometimes have to do three hours travel  
9 from one section to the next.

10 We need more buses, that's for sure, but we also  
11 need an infrastructure that's going to be here longer than  
12 10 years and 20 years. We need something that can be here  
13 for the next hundred years for the next generation, and of  
14 course it will be if you could have an underground, yeah.  
15 But I don't think the money's there.

16 Thank you, very much.

17 THE JUDGE: Thank you, sir.

18 MR. ALVAREZ: We have Renee Chavez.

19 MS. CHAVEZ: Good evening. My name is Renee Chavez, and  
20 I with my son reside at 2711 Boulder Street in Los Angeles.

21 I choose to spend our time on several committees,  
22 advisory boards for projects in and for the Eastside. Most  
23 of you see my son at many of these meetings, including the  
24 review advisory committee, also known the RAC, for this  
25 project.

1 I find it necessary to again speak for the record  
2 about the proposed project. As demonstrated yesterday,  
3 people from the Eastside are a passionate people. In fact,  
4 it's being demonstrated again tonight.

5 For the most part we are a people of deep  
6 commitment to God, our families, our community, our history,  
7 and are typically people of great respect. It saddened me  
8 that some of the audience members made themselves an example  
9 to my 7-year-old of how not to behave a public hearing.

10 Again, make no mistake, the Eastside is not getting  
11 the project we should have. We can point fingers at those  
12 responsible for this fact, and when doing so I point to the  
13 MTA board and Zev, who took our money to extend the subway  
14 to Universal Studios, then had the nerve to sponsor Prop A,  
15 which killed original Red Line extension.

16 In addition I agree with many of those who are  
17 opposed to this project that there is a better way to do  
18 this without further impacting our freeway-divided community  
19 that should have been through the commercial corridors that  
20 is Whittier Boulevard. However, as it has been stated at  
21 several RAC meetings, the businesses didn't want it and  
22 consequently the MTA staff didn't pursue this alternative.

23 Hence, here we are. I demand for the people of the  
24 Eastside, the best transportation system that current  
25 funding will provide, and expect our government

P-130.A

1       representatives and the MTA board to find the additional  
2       funding required to do this project right. And that would  
3       be Plan 3, the extended subway option.

4               I demand that the MTA board, that it go forward  
5       with this project. I find it reprehensible that anyone  
6       would say that we don't need this system. With the very  
7       testimony of those opposed to this project, it becomes even  
8       more apparent that we are in desperate need for this  
9       project.

10              As a community we are often forgotten. In fact, if  
11       you were to call city hall and said you were calling from  
12       East L.A., the Eastside, or east of Los Angeles, more often  
13       than not you would be told to contact the county. Look  
14       forward to our new mayor recognizing that there is an  
15       Eastside of Los Angeles.

16              When this system is in place, we will truly be  
17       connected to the rest of the city. More importantly, the  
18       Blue Line will provide easy access to our community for  
19       others who would otherwise not be able to see that which of  
20       our culture and community has to offer. To say no to that  
21       promise is irresponsible.

22              We have heard that we do not need this system. But  
23       make no mistake. Whether some here thinks that or not, we  
24       deserve this system. Actually, we deserve more, but this is  
25       a start.

P-130.B



1           One of the many attributes of our ethnic heritage  
2           is that we make due with what we have. Consequently some  
3           people equate that to a lack of need. That same argument  
4           was made when cable television was introduced. We certainly  
5           don't need to have cable or now satellite television, but  
6           isn't it nice to be able to choose it? And were that we  
7           were actually talking about something as simple as  
8           entertainment.

9           We as a community deserve an adequate  
10          transportation alternative. Currently we don't have them.  
11          As a result many of our residents risk their lives getting  
12          into illegal taxis in order to get to various points within  
13          our community.

14          THE JUDGE: Just wind it up, please.

15          MS. CHAVEZ: Yes, sir.

16          Make no mistake, we need better transportation in  
17          our community that includes additional Dash routes and  
18          better MTA service. This Blue Line extension will enhance  
19          our transportation, not take away from it.

20          Thank you.

21          THE JUDGE: Thank you.

22          MR. ALVAREZ: Jose Huizar.

23          Please, let's save any comments for outside the  
24          auditorium. We have one more speaker.

25          MR. HUIZAR: Good evening. My name is Jose Huizar. I'm

1 a candidate for the L.A. Unified School District,  
2 District 2. District 2 covers southeast cities Boyle  
3 Heights, Pico Union, and Echo Park and parts of downtown.

4 As a candidate I'm looking forward to having  
5 accessible transportation for our students. When our  
6 students as -- I grew up in Boyle Heights on 4th and Lorena  
7 where one of the -- near one of the stops that's proposed.  
8 And as a student -- and as we all know, when you open up the  
9 avenues and make transportation more accessible to your  
10 students, it opens up worlds. It not only gets a person  
11 from one place to another, but it really opens up the  
12 worlds. It opens up our kids' minds.

13 As a future board member, I hope that we could have  
14 that line of transportation through the Eastside so that  
15 students do have access to a line of transportation that  
16 would open up their mind to other parts of the city.

17 At the same time I hope that the MTA is planning  
18 pedestrian safety guidelines above and beyond what is  
19 usually required, because our students in some of the most  
20 dense areas in Boyle Heights are going to require those  
21 safeguards.

22 Plain and simple, I also support the project. I do  
23 not -- and I was involved in RAC when we were proposing the  
24 Red Subway Line. As many of our residents in the area who  
25 fought hard for that were very disappointed when it did not

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go through, I hope the same does not happen here.

So as a -- just like to comment on the pedestrian safety and to make sure and support this project and hope it goes through.

THE JUDGE: Thank you.

Ladies and gentlemen, that concludes our program. We've had all of the speakers who wish to be heard, and we thank you for attending the meeting.

(At 9:00 P.M., the proceedings were concluded.)



**7.5 RESPONSES TO VERBAL COMMENTS  
SUBMITTED AT THE PUBLIC HEARINGS**



**Response to Michael Vega**

- P-1 A MTA Community Relations Department will work with any firms wishing to qualify to contract as a DBE firm with MTA to clarify the steps involved. Since all except the extraordinarily smallest purchases are made competitively with due regard to qualifications, firms dealing with MTA should expect to have to compete for numerous contracts and to not win every time.

However, competing, even unsuccessfully, undoubtedly helps firms gain useful experience in securing contracts with MTA and other public agencies.

- P-1 B The capital program for the recommended alternative, Option 1, is fully funded by federal and state funds. The minor revisions that have occurred subsequent to adoption of Option 1 and reflected in Options A and B, studied in the Final SEIS/SEIR, will also be fully covered by these funds. The Operations & Maintenance (O&M) costs are of concern to MTA, but new labor agreements and work rules agreed to by the unions and MTA in 2000 will stabilize the O&M costs and reduce the hourly operating costs over time. MTA uses all resources available to assist in minimizing the ongoing costs of operations.

**Response to Frances Hashimoto**

- P-2 A Refer to Section 3.2.3 for information on traffic circulation. MTA will widen 1<sup>st</sup> Street to provide two lanes each way from Alameda to Vignes Streets, which will eliminate the blockage of a single traffic lane by a loading bus or stopped vehicle. The same number of existing through lanes on Alameda Street will remain with the LRT.

**Response to Charles Adelman**

- P-3 A Since circulation of the Draft SEIS/SEIR, MTA has decided to widen 1<sup>st</sup> Street to provide two lanes each way from Alameda to Vignes Streets.

Regarding your comment about the project being placed in the wrong corridor, MTA previously conducted a Re-Evaluation/Major Investment Study (MIS) for the study area. The study initially considered 47 alternatives in various corridors, and based on public input solicited at several community meetings and technical analysis, the number of build alternatives was reduced to eight; the No-Build and TSM Alternatives were also considered. All ten alternatives were looked at in greater detail. As a result of the environmental and technical information presented, the MTA Board determined that the corridor for the locally preferred alternative would best serve the community (refer to Section 2.3 of the Final SEIS/SEIR for more details about the Re-Evaluation/MIS).

Heavy rail was considered in the Re-Evaluation/MIS. Unfortunately, Los Angeles County voted in 1999 to prohibit spending of local funds for subway projects. Therefore, the MTA is not able to pursue subway projects without obtaining additional funds from another eligible source. With community input and support, the MTA Board decided to pursue a light rail line alternative that has more stations, is twice as long, and includes a direct connection to the currently under construction, Pasadena Metro Blue Line.

**Response to Thun Wing Motto**

- P-4 A Comments noted. However, the issues discussed are outside the scope of the Los Angeles Eastside Corridor project.

**Response to Edgar Sanchez, Bus Riders Union**

- P-5 A MTA has signed a Consent Decree which sets forth certain standards for bus overcrowding and which requires some limited new bus service. The MTA has already added substantial new bus service in response to the Consent Decree. There currently is a dispute between the parties to the Consent Decree as to the exact amount of service required and this dispute will be resolved by the courts. The MTA is prepared to implement such new service as is ultimately ordered by the courts regardless of whether the MTA moves forward with the construction of the Eastside Light Rail Project. Nothing in the Consent Decree limits the ability of the MTA to construct new rail lines. To the contrary, the Consent Decree specifically states that "Capital improvement and programming for MTA shall include attention to all modes of transportation."
- P-5 B The MTA is committed to improving transit services within the area. In 1999, the MTA initiated the Metro Rapid Bus program on the Whittier/Wilshire Corridor. The program has been extremely successful. The Eastside Light Rail Project will further enhance transit service in the area by including Eastside communities on the regional rail network that will connect to Pasadena, South Pasadena, Lincoln Heights, Downtown L.A., Hollywood, North Hollywood, Mid-Wilshire, Long Beach, Compton, Artesia, and more. Included in the Eastside Light Rail Project budget is funding for new feeder bus services that will connect the communities to the stations. The MTA is able to utilize Federal funding as a portion of this project for the buses by including them as part of the Eastside Light Rail Project. If the project was not built, the MTA would not be able to utilize the Federal funding available for general bus purchase or operation because it was earmarked specifically for fixed guideway new starts projects. Cancellation of this Light Rail Project would cause hundreds of millions of Federal New Start dollars to potentially leave this City and County and be reallocated to other cities or states.

In addition, the State funding which will be used to construct the Eastside Light Rail Project may not be used for bus operations. Therefore, a decision to not construct this line will not result in the availability of any additional funding for bus operations.

- P-5 C Refer to response to Comment P-5B.

**Response to Sean Armstrong**

- P-6 A Because of the design of the Eastside Corridor project, opportunities for graffiti would be limited. Generally, the only potential surfaces for graffiti would be the elevated structure over the U.S. 101 freeway, above-ground portions of the portals at the west and east ends of the tunnel section, limited surfaces in the vicinity of the street-level stations (similar to bus-stop enclosures), walls and other surfaces associated with the entrances to the subway station entrances, the walls and other surfaces in the subway portions of the corridor, and the sides of the traction power stations.
- Some of these sources would have limited accessibility, such as the overhead structure and some of the subway portions of the project. Others would be potentially subject to graffiti. In consideration of this potential impact, Section 4.6.3.2 of the Final SEIS/SEIR has been revised, and a subsection on mitigation for graffiti has been added to Section 4.6.4.
- P-6 B LRT train noise can be controlled the same as traffic noise. By closing windows and doors, LRT train noise levels on the inside of a building can be reduced. Sections 4.8.3 and 4.8.4 of the Final SEIS/SEIR discuss anticipated impacts and mitigation measures that



will be required to mitigate adverse noise and vibration impacts.

P-6 C See response to Comment P-5B.

**Response to Mich Sakata, Los Angeles Homba Hongwanji Buddhist Temple**

P-7 A See response to Written Comments 51D and 51F. Also see response to Comment P-11B regarding the Construction Impact Program.

P-7 B Comment noted. The mitigation measures presented in the Final SEIS/SEIR are intended to minimize adverse impacts on the community. Once the LRT is operational, the temple will benefit by the increased transit access within the region. See also responses to Written Comments 51D and 51F.

P-7 C See response to Written Comment 51E.

P-7 D See response to Written Comment 51I.

P-7 E See response to Written Comment 51F.

**Response to Albert H. Taira, First Street South Plaza**

P-8 A The MTA is working with LADOT on relocating the alignment to the east of Alameda thereby keeping all corridor lanes open. Since circulation of the Draft SEIS/SEIR, the plans for 1<sup>st</sup> Street have changed so that two lanes of traffic in each direction will be provided between Alameda and Vignes Streets. See also response to Comment P-7A.

P-8 B Refer to response to Comment P-8A.

P-8 C Comment noted. See response to Comment P-8A.

**Response to Ayako Hagihara, Little Tokyo Service Center CDC**

P-9 A The MTA worked with the community in selecting a location for a station in this area. The current location was thought to be the most central for the Arts District, Little Tokyo, and the downtown offices including the civic center, the federal buildings, etc. The MTA will be initiating a Community Linkage Study/Program that will look at creating a stronger tie to the station. Signage, art, and other urban design components will be studied. The Arts District will be informed once this Community Linkage Study/Program has been initiated. James Okazaki has been involved in our discussion of the entire alignment within the City of Los Angeles. He is considered a valuable asset.

P-9 B Refer to Section 3.2.3 for information on traffic circulation. MTA will widen 1<sup>st</sup> Street to provide two lanes each way from Alameda to Vignes Street, which will eliminate the blockage of a single traffic lane by a loading bus or stopped vehicle. MTA will work with local businesses, community organizations, and residents during the Community Linkages Study/Program to address traffic access issues.

P-9 C MTA conducted station area meetings within the months of August, September and October, 2001. In addition, on-going community meetings are being conducted to determine the needs of the community at each station including ensuring the safety of passengers and motorists. Materials will be provided to the community that will convey safety information and access information to residents including the elderly in the best format (including language) possible. Use of symbols instead of words will also be pursued in the signage program for stations to avoid any language barriers. All stations will be ADA compliant and therefore accessible for slower moving patrons. Crosswalks will be highlighted with color to provide increased pedestrian safety.

P-9 D Comment noted. Impacts on community facilities have been assessed and mitigation has

been developed to minimize adverse impacts on these as well as other such facilities. Refer to Section 4.16 of the Final SEIS/SEIR for additional information.

**Response to Joel Bloom, Los Angeles River Arts and Business Association**

- P-10 A Comment noted. Revised text in Section 4.1, Land Use, of the Final SEIS/SEIR includes mention of arts and residential units, as well as proposed mixed-use projects that are located in the Central City North planning area. The LRT Build Alternative is anticipated to be consistent with these land uses, so no changes regarding significance of impacts have been added.
- P-10 B Comment noted. The Red Line yard (the M&SF site selected for implementation) is now being used as a M&SF for the Metro Red Line. The yard was previously environmentally cleared for a 200 vehicle facility under a separate project and currently has excess capacity to accommodate additional rail vehicles. No changes to the Final SEIS/SEIR are required regarding significance of impacts.
- P-10 C Comment noted. When the light rail is built, bus lines will be rerouted to better connect with the system.
- P-10 D See response to Comment P-9A.

**Response to Shoji S. Shimizu, AIA, Mangrove Estate**

- P-11 A See responses to Written Comments 44A, 44B, 44C, 44D, 44F, 44G, 44L.
- P-11 B See responses to Written Comments 44A, 44B, 44D, and 44G. Refer to Section 3.2.3 for information on traffic circulation. MTA will widen 1<sup>st</sup> Street to provide two lanes each way from Alameda to Vignes Street, which will eliminate the blockage of a single traffic lane by a loading bus or stopped vehicle.

The Re-Evaluation/Major Investment Study (MIS) and previous studies on the Eastside Corridor looked at several alternatives, including a subway. The LRT option with the current route was the locally preferred alternative (LPA). Refer to Section 1.2 for more information on the background and context of the locally preferred alternative. See response to Comment P-3A regarding reasons for not pursuing the subway system.

Regarding construction impacts, a Construction Impact Program will be developed, implemented, and managed by MTA's Public Affairs Department throughout the pre-construction, construction, and pre-revenue phases of transit corridor development and completion.

Critical to the development of the construction impact program are the factors specified in the Final SEIS/SEIR. This document has legal standing and calls out the major areas of concern that must be addressed for the benefit of the community during the course of construction. Impacts to parking, access, and circulation are examples of areas of major concern. Building on the data in the Final SEIS/SEIR, Public Affairs conducts door-to-door surveys to individually interpret these impacts to businesses, residents, schools and facilities and the population inhabiting, working or frequenting these locations.

Development of a construction impact program is the result of the compiled data from the surveys and ongoing meetings with individuals and groups in the community. A true understanding of the patterns for commerce, education, recreation, and general circulation is the underpinning for a successful construction impact program. With this knowledge,

the Public Affairs team develops individual impact programs for businesses, facilities, and residents. These programs may include signage, advertising, improved access, parking, cleaning, community fairs, security, and pursuing flexibility for scheduling work activities, if feasible. Construction impact programs are developed and budgeted annually in consultation with affected businesses and facilities.

As part of the construction impact program, the Public Affairs team has the responsibility to keep the community informed of all current and expected construction activities and impacts. This is accomplished through regularly scheduled meetings in the community, publication of newsletters, and the distribution of construction notices. Public Affairs officers represent the community's concerns at meetings with the MTA's contractors and third party participants such as the utilities. Public Affairs Officers are on call and on page for immediate response to concerns or urgent matters affecting the community as a result of transit corridor construction.

The Construction Impact Programs will be developed in accordance with MTA Board adopted criteria for the Construction Impact Program. They will be developed to the same Board approved standard used in the MTA Red Line MOS-3 Project.

**Response to Barbara Schultz, Legal Aid Foundation of Los Angeles**

- P-12 A Public comments were accepted for an additional 15 days beyond the original 45-day comment period. The Executive Summary of the Draft SEIS/SEIR was translated into Spanish and was available at the community meetings and for those individuals who requested a copy. Over 100 copies were distributed to community members who requested a Spanish version of the executive summary. Presentation material at the public hearings was also translated into Spanish.
- P-12 B MTA previously conducted a Re-Evaluation/Major Investment Study (MIS) for the study area. The study initially considered 47 alternatives in various corridors using different transit modes including buses. Based on public input solicited at several community meetings and technical analysis, the number of build alternatives was reduced to eight; the No-Build and TSM Alternatives were also considered. All ten alternatives were looked at in greater detail. As a result of the environmental and technical information presented, the MTA Board determined that the corridor for the locally preferred alternative would best serve the community (refer to Section 2.3 of the Final SEIS/SEIR for more details about the Re-Evaluation/MIS).
- P-12 C See response to Written Comment 1F.

**Response to Anita Castellanos**

- P-13 A See response to Written Comment 1D.
- P-13 B Refer to Response to Written Comment 1D.

**Response to John Walsh, Bus Riders Union**

- P-14 A The LRT includes a station within Little Tokyo on Alameda Street just north of 1<sup>st</sup> Street, in close proximity of the Japanese American National Museum.
- P-14 B The ridership forecasts for the Eastside Corridor project were developed using the MTA's Travel Demand Model. The MTA mode choice model was developed and calibrated as a part of the Eastside Corridor Project. Mode Choice models are mathematical expressions

that are used to estimate the model shares of the travel market given the time and cost characteristics of the various competing modes and the socio-economic and demographic characteristics of the urban residents. The MTA mode choice model structure is a nested logit mode choice model. A nested logit model recognizes the potential for something other than equal competition among modes, unlike multinomial logit and hierarchical logit models.

The MTA travel demand modeling process has been validated using observations of individual travel choices obtained through surveys in the region focusing on travel characteristics and behavior of travelers and their households. The MTA model is an acceptable tool, well suited for providing forecasts for transportation planning and analysis purposes.

- P-14 C A law, passed by the Los Angeles County voters in 1999, prohibits spending of local funds from Proposition A and C sales tax revenues for new subway projects. No local funds will be used for the construction of the subway portion of the Eastside Corridor LRT; the money will be totally financed through Federal funding.
- P-14 D Comment noted. There is no significant environmental issue to be addressed.

**Response to Kauru Matsumoto (Doug)**

- P-15 A MTA has checked both 800 North Alameda and 800 South Alameda and have found that they are not located within the project area. If the property you describe is located on Alameda, then MTA has moved the 1<sup>st</sup>/Alameda Station to an off street location on the east side of Alameda upon the request of the City of Los Angeles, Department of Transportation. MTA addressed this issue with LADOT. LADOT also stated that due to the high volume of traffic on Alameda, access to Alameda for newly developed properties located on the east side of Alameda would not have been approved. MTA will ensure that access to your property will be maintained on the east/west streets such as 1<sup>st</sup> and Temple.
- P-15 B The MTA agrees that if the alignment were underground, it would have less of an impact on surface street traffic. An underground option was reviewed during the MIS phase of the project, but rejected due to its high cost. See also response to Comment P-3A.
- P-15 C Refer to Chapter 3 and Sections 4.14.2.1, 4.14.3.2, and 4.14.4 for information on traffic and safety issues.

**Response to Ernestina Montellano, CAARP**

- P-16 A MTA granted an extension to the public review period from 45 to 60 days. CEQA Guidelines (Section 15105) state that "The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances." No unusual circumstances have occurred with the Eastside Corridor LRT project; therefore, an extension beyond 60 days is not necessary.

The executive summary of the Draft SEIS/SEIR was translated into Spanish and was available at the community meetings and for those individuals who requested a copy. Over 100 copies were distributed to community members who requested a Spanish version of the executive summary. Presentation material at the community meetings was also translated into Spanish.

- P-16 B RAC meetings are scheduled for the second Wednesday of the month. If a meeting was postponed by the RAC it was because of the conflict in time with the Public Hearing process.

- P-16 C The impacts on the schools and cemeteries are discussed in Sections 4.16 and 4.19.2.11 of the Final SEIS/SEIR. Temporary street and sidewalk closures are addressed in Section 4.19.2.2. Sidewalk impacts are also discussed in Section 3.4. MTA will work with local businesses, community organizations, and residents during the Community Linkages Study/Program to address these issues and impacts.
- P-16 D See response to Comment P-13A.
- P-16 E See response to Comment P-5B.
- P-16 F The train and station systems will be powered by the City of Los Angeles Department of Water & Power throughout the alignment within the City of Los Angeles. The portion of the project that lies in the County will be obtained from the company that provides service to the area. The MTA will purchase the power from these companies just as MTA purchases fuel for our Clean Natural Gas burning buses. Currently, the electric power is less expensive than any fossil fuel available.

**Response to Gerardo Salas, Union y Fuerza de la Comunidad**

- P-17 A Service on Routes 251 and 252 will be increased with operations money included in the Eastside Light Rail project.
- P-17 B See response to Comment P-16A.

**Response to Margarita Sanchez, Boyle Heights Mejoramiento**

- P-18 A Comment noted. The MTA has and will continue to work with the community through the Review Advisory Committee to gain input from the community on the design of the project. The Metro Art Program will continue to work with its Art Advisory Panel, which is made of community historians, artists, etc. The Community Linkages Study/Program will continue to work with the community to expand improvements from the immediate station to the surrounding areas. The Project will be designed to comply with MTA Design Criteria for Planning and Federal criteria to ensure good urban design.
- P-18 B See response to Comment P-16A.
- P-18 C Comment noted. No question posed. The maximum concentrations of all criteria pollutants, which includes PM<sub>10</sub>, are summarized in Table 4.7-2 of the Final SEIS/SEIR for years 1998-2000. That table also discloses the number of days that pollutant concentrations violated Federal and State standards for those years.
- P-18 D LRT operations will generate ground vibration levels. These levels may be perceptible on the inside of buildings that are within 75 to 80 feet of the tracks. LRT vibrations are significantly lower than the threshold levels for building damage. Section 4.8 of the Final SEIS/SEIR provides the results of the vibration analysis for buildings in close proximity of the LRT project and discusses measures that will be taken to minimize adverse impacts.

**Response to Artemio Dominguez**

- P-19 A Refer to Sections 4.14.2.1, 4.14.3.2, and 4.14.4.1 and 4.16 for information on traffic and safety issues. The MTA-funded Community Linkages Study/Program will develop plans to reduce the potential for unsafe LRT track crossings by pedestrians. Plans will include the use of well-defined pedestrian paths, distinctive crosswalk treatments, signage, and barriers where appropriate.

Refer to the third paragraph in Section 3.2.3.2. Split-phase traffic signal operation will be

implemented to accommodate left- and right-turn traffic on 3<sup>rd</sup> Street.

Note also that an additional option has been added since circulation of the Draft SEIS/SEIR that would eliminate the 3<sup>rd</sup>/Rowan Station and replace it with another station further east at 3<sup>rd</sup>/Ford. The Final SEIS/SEIR compares the impacts of both options. Using the findings of the Final SEIS/SEIR, MTA will decide which option to select for implementation.

- P-19 B MTA will work with local businesses, community organizations, and residents during the Community Linkages Study/Program to address issues such as these.

**Response to Santiago and Consuelo Cardona**

- P-20 A The MTA Board decided on May 24, 2001 to eliminate Option 2 from further consideration. That option would have necessitated the acquisition of your home. Your home will not be acquired as part of the current project.
- P-20 B Information has been distributed throughout the corridor since August 1999. There have been numerous community meetings as well as newspaper advertisements that notify the community of the meetings. In addition to these distributions MTA has had two mail house distributions sent to over 100,000 (over 60,000 per mailing, same households twice) households. There are monthly Review Advisory Committee meetings, for which you are currently on our mailing list, and you can address your concerns at these meetings.

**Response to Olga Salas**

- P-21 A See response to Comment P-16A.
- P-21 B MTA considers the safety of children as well as others a high priority. The numerous mitigation measures stipulated in Sections 3.4.3, 4.14.4, 4.16.4, and 4.19.2.19 of the Final SEIS/SEIR will help to minimize the potential for accidents during construction and operations. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX as well as other criteria discussed in those sections of the Final SEIS/SEIR.
- P-21 C See response to Comment P-21B.

**Response to Silvia Viramontes**

- P-22 A Site and street specific Worksite Traffic Control Plans will be developed during final design and will need to be prepared and implemented to the requirements of LADOT and the County DPW. These plans will include information on both traffic and parking during construction. Refer to Section 4.19.2.2.
- P-22 B Comment noted. Construction phase air quality impacts are disclosed in the Final SEIS/SEIR document. PM<sub>10</sub> and NO<sub>x</sub> emissions during the construction period, even after implementation of available mitigation measures, are anticipated to exceed SCAQMD daily significance thresholds, which results in an impact that is significant and unavoidable. This impact will be included in the Statement of Overriding Considerations that MTA will use to weigh the benefits and adverse impacts before deciding on whether to proceed with the project.

**Response to Michael Weinraub**

- P-23 A Comment noted. The LRT will provide a convenient and reliable transit mode and will increase access and enhance mobility to the transit-dependent members of the community

as well as others who wish to use it. The mitigation measures presented in the Final SEIS/SEIR are designed to minimize adverse impacts.

**Response to Jo Itow and Keri Itow**

- P-24 A See response to Comment P-5B. Regarding travel times, Table 5-5 in Chapter 5 of the  
P-25 Final SEIS/SEIR presents transit travel times from selected origins in the Eastside  
Corridor to selected destinations. All of the comparisons show an improvement over the  
No-Build Alternative.

**Response to Juakin Castellanos, Boyle Heights Neighbors Organization**

- P-26 A See response to Comment P-3A.  
P-26 B It is not the MTA's intention to destroy the 1<sup>st</sup> Street Bridge. Until 1963 there was a fully  
operational street car system that went over the 1<sup>st</sup> Street Bridge, the P Line, indeed its  
tracks remain buried within parts of the bridge deck; therefore, the MTA does not believe  
it is harming a piece of history by reintroducing a train to the Bridge. To resolve this  
issue objectively, Section 106 of the National Historic Preservation Act of 1966 requires  
the MTA to consult the State Historic Preservation Officer (SHPO) and other interested  
parties on this and all historic issues along the alignment and to execute a Memorandum  
of Agreement (MOA) with SHPO that specifies mitigations to minimize harm. The  
proposed final MOA is included in the Final SEIS/SEIR.

The City of Los Angeles Department of Transportation (LADOT) has been awarded funds to widen the ends of the bridge and alleviate traffic congestion. In addition, LADOT is planning to apply to the state for funding to widen the entire 1<sup>st</sup> Street bridge. Should funding become available to LADOT and construction begins, MTA will coordinate the construction schedule with LADOT to reduce impacts to traffic. As currently planned by MTA, should an accident occur on the 1<sup>st</sup> Street bridge when the LRT is in operation, tow trucks will be allowed to obtain access to a vehicle by using the track ROW as a lane to haul the vehicle from the bridge.

**Response to Rachel Santos**

- P-27 A Funds are not available to extend the subway all the way to Downey Road (see response  
to Comment P-3A). Decisions had to be made regarding how to best use the limited  
resources available to provide an effective transit system. Therefore, the subway only  
extends through the most densely-populated portion of the corridor. Mitigation measures  
presented in Chapters 3 and 4 of the Final SEIS/SEIR were developed to minimize  
adverse safety and traffic impacts.

**Response to Anne Abraham**

- P-28 A See response to Comment P-5B.

**Response to Roger Christensen**

- P-29 A Comment noted.  
P-29 B Comment noted.  
P-29 C Comment noted.

**Response to Sherry Breskin, Ramona High School**

- P-30 A MTA has been meeting with LAUSD to discuss the impacts related to Ramona High School and the operation of the LRT in the vicinity. As a result of these discussions, MTA has decided to study an additional option in the Final SEIS/SEIR (refer to Chapter 2.0 for a complete discussion of the options). The option includes providing resources to LAUSD to purchase property and relocate the school to a new site (whether with a new or existing building) chosen by LAUSD or to provide resources to LAUSD to redesign and perform reconstruction of the existing building and additional facilities. A station would be provided at 3<sup>rd</sup>/Indiana, which will provide the students and faculty with convenient access to the LRT. MTA, with LAUSD input, will decide which option to implement after considering all of the findings in the Final SEIS/SEIR regarding environmental impacts of each option.

Note also that MTA considers the safety of children, as well as others, a high priority. The numerous mitigation measures stipulated in Sections 3.4.3, 4.14.4, 4.16.4, and 4.19.2.19 of the Final SEIS/SEIR will help to minimize the potential for accidents during construction and operations. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX as well as the other criteria cited in those sections of the Final SEIS/SEIR.

- P-30 B See response to Comment P-30A.  
P-30 C Comment noted. MTA thanks you for your support of the Eastside Corridor project. See response to Comment P-30A.

**Response to Concepcion Vasquez**

- P-31 A MTA thanks you for your support of the Eastside Corridor project.

**Response to Raul B. Vasquez**

- P-32 A Comment noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Silvia Diharce, Ramona High School**

- P-33 A See response to Comment P-30A.

**Response to Leticia Sanchez, Humphreys Avenue Middle School**

- P-34 A MTA will continue working with the community throughout final design as part of the Community Linkages Study/Program to develop traffic calming measures at strategic locations throughout the study area.

**Response to Frances Galvan**

- P-35 A See response to Comment P-30A.  
P-35 B MTA will work with local businesses, community organizations, and residents during the Community Linkages Study/Program to address issues such as these. Due to the center alignment of the LRT, the center turn lane will be removed, and traffic will be prohibited from making left- or U-turns mid-block. Left- and U-turns will be possible at signalized



intersections. Mid-block pedestrian crossings will be possible only at marked signalized crosswalks. Potential locations for mid-block crosswalks will be determined during the Community Linkages Study/Program.

**Response to Dan Farkas, Councilmember Pacheco's Office**

- P-36 A Comments noted. Public safety is of utmost concern to MTA. The project will incorporate the many design features and measures that are discussed in Sections 3.4.3, 4.14, and 4.19.2.19 of the Final SEIS/SEIR to enhance pedestrian safety. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX as well as the other criteria cited in those sections of the Final SEIS/SEIR.
- P-36 B The MTA agrees with this recommendation. Money has been set aside in the Eastside Corridor budget for the purpose of identifying and implementing pedestrian and traffic safety apparatus along the alignment. The MTA is currently talking to other light rail train operators and vendors around the country to identify the latest technologies in safety and security equipment. The Project will be constructed in full accordance with existing MTA Fire Life Safety Criteria and will be reviewed for safety adequacy by the MTA Fire Life Safety Committee, which includes two fire chiefs, one each from the City and County Fire Departments. Their participation is funded by MTA.
- 36 C Section 4.19.2.19 of the Final SEIS/SEIR calls for providing crossing guards in vicinity of all construction sites and haul routes as warranted in accordance with *California DOT Traffic Manual, Chapter 10-07.3, Warrants for Adult Crossing Guards*. Where the manual criterion does not warrant placement of crossing guards, MTA may provide crossing guards during school hours on a site-specific basis during school hours during construction, where related lane closures will divert traffic to residential streets utilized by elementary and middle school students. Section 4.14 states that once the LRT is operational, MTA will provide a crossing guard during daily arrival and dismissal times at the schools closest to the alignment (Ramona High, Utah Elementary, Our Lady of Lourdes, and Griffith Middle Schools), if requested by the school administrators for as long as their presence is requested.
- Regarding safety programs, Section 4.14 states that MTA will provide to LAUSD an instructional safety program with materials at no charge to all affected schools. Educational material will also be provided to senior citizen centers within the project area upon request.
- P-36 D Refer to response to Comment P-36B.
- P-36 E One of the options included in the Draft SEIS/SEIR is an alternative that would take the trains under Indiana Street to 3<sup>rd</sup> Street. However, due to its high cost, this option was not chosen by the MTA Board on May 24, 2001. Per your recommendation and those made by several other community members and elected officials, the MTA is talking to Ramona High School in an effort to mitigate the impacts of the LRT project. See comment P-30A.
- P-36 F See response to Comment P-36A.

**Response to Linda Sabori, Ramona High School**

- P-37 A See response to Comment P-30A and P-36A.
- P-37 B See response to Comment P-30A.

**Response to Lupe Lopez, McDonalds**

- P-38 A Comment noted. However, property values have actually been shown to increase in areas in close proximity of transit stations. For example, a recent study done for Dallas for the Dallas Area Rapid Transit (DART) LRT system compared property values around DART stations (within ¼ mile) to control neighborhoods where no LRT was located. The study found that property valuations were generally about 50 percent greater near the LRT stations.
- P-38 B The MTA is currently holding station area meetings to discuss the design and opportunities at stations within the area of each of the eight station locations. In addition, the Community Linkages Study/Program will continue to work with the community on additional design measures to be implemented beyond the immediate station area. The goal is to work together to build a system to fit into the local community and not be an eyesore.

**Response to Victor Delgado**

- P-39 A MTA thanks you for your support of the Eastside Corridor project.

**Response to Antonio Maldonado, Parish of Resurrection**

- P-40 A Comment noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Lupe Lopez, Mothers of East Los Angeles**

- P-41 A Comment noted. MTA thanks you for your support of the Eastside Corridor project.
- P-41 B Comment noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Rosa Gabaldon**

- P-42 A Comment noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Ron Granados, Las Americas Foundation**

- P-43 A Section 4.14 of the Final SEIS/SEIR discusses Metro Blue Line accident data and indicates that approximately 4.0 on-street accidents occurred per year per mile in fiscal years 1993 to 1999. For fiscal year 1999 only, the accident rate was about 5.1 per mile. The vast majority were auto conflicts with LRT vehicles. Only five percent involved pedestrians. Because the Eastside Corridor LRT will operate underground through the most densely populated portion of the alignment, the accident rate for this system will likely be less than that of the Blue Line. The project will incorporate the many design features and measures that are discussed in Sections 3.4.3, 4.14, 4.16, and 4.19.2.19 of the Final SEIS/SEIR to enhance safety. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX as well as the other criteria cited in those sections of the Final SEIS/SEIR.

**Response to Ross Valencia**

- P-44 A Comment noted.

**Response to Anita Hernandez**

- P-45 A Comment noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Robert Lopez**

- P-46 A The analysis for visual impacts (Section 4.6 of the Final SEIS/SEIR) did not consider subjective judgments such as "beautiful" and "lousy" because people seldom agree on these values. Therefore, it is a well-established analysis methodology to discuss physical changes, the changes that would occur in the visual environment due to these changes, the exposure of these changes to the viewing public, and the significance of this change.
- P-46 B Section 3.1 of the Final SEIS/SEIR discusses the anticipated increases in transit patronage anticipated as a result of implementation of the LRT. The forecasts were based, in part, on SCAG projections of future population and employment growth in the local area and the region. The forecasts show that light rail will be used by the community. Regarding your concern about lowered property values, see response to Comment P-38A.

**Response to Al Santillanes, Adelante Eastside CRA**

- P-47 A Comment noted. MTA thanks you for your support of the Eastside Corridor project.
- P-47 B The MTA is taking various steps to mitigate the impacts of the project during construction as well as preparing the stations and tunnel exits and entrances with safety precautions. The MTA is currently studying each of the station areas and will be performing a Community Linkage Study/Program that will look at lighting, security, safety, pedestrian crossings, signage, art and other measures in order to create an improved environment and enhance the access to the project. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX.
- P-47 C See response to Comment P-11B.
- P-47 D Signage will be a part of this program. Signage will be posted to provide access to existing parking locations of businesses that are impacted during construction. The parking replacement program will be developed in close coordination with affected Eastside community groups. Refer to Section 4.19.2.3 of the Final SEIS/SEIR.  
Construction methods are identified in Section 4.19.1, and impacts such as muck removal areas are discussed in Sections 4.19.1.4 and 4.19.2.2.
- P-47 E Preliminary Engineering of an east of Lorena platform location was found to be infeasible due to the major impacts on access to businesses already located in the vicinity. Station designs will assist in providing access to businesses along Lorena. In addition, the Community Linkages Study/Program will work with the residents, businesses and other parties to identify methods by which to provide greater connections to businesses, points of interest and high activity centers. See also response to Written Comment 23C.

**Response to Arturo Herrera**

- P-48 A MTA thanks you for your support of the Eastside Corridor project. See response to Comment P-30A.

**Response to Louis Martinez, Comite de Padres**

- P-49 A MTA thanks you for your support of the Eastside Corridor project. See response to

Comment P-30A.

**Response to Carlos Montante**

P-50 A See response to Comment P-3A.

**Response to Edgar Sanchez, Bus Riders Union**

P-51 A See response to Comment P-5B.

**Response to Gerardo Salas, Union y Fuerza de la Comunidad**

P-52 A Comments noted. The mitigations presented in the Final SEIS/SEIR were developed to minimize adverse impacts. Once completed, the LRT will provide a convenient and reliable transit mode to the community and will increase access and mobility to the many who depend on public transit to meet their transportation needs.

**Response to Ernestina Montellano, CAARP**

P-53 A See response to Comment P-16A.

P-53 B See response to Comment P-16C.

P-53 C See responses to Written Comments 31T and 36Q. The Contractor will be required to meet construction noise and vibration limits set by MTA. These limits are intended to protect the occupants of buildings along the alignment. Section 4.19.2.7 of the Final SEIS/SEIR describes these requirements.

P-53 D See response to Comment P-5B.

**Response to Jose S. Leon**

P-54 A The goals of the Eastside Light Rail Corridor are discussed in Section 1.3.5. While improving traffic is not one of the goals of the project, the goals do include improving access and mobility for residents, employees, and visitors to the Eastside.

The MIS and previous studies on the Eastside Corridor looked at several alternatives. The LRT option with the current route was the locally preferred alternative (LPA). Refer to Section 1.2 for more information on the background and context of the locally preferred alternative.

See response to Comment P-11B for information regarding impacts during construction. See response to Comment P-30A regarding access impacts.

**Response to Armida Marquez**

P-55 A The MTA-funded Community Linkages Study/Program will develop plans to reduce the potential for unsafe LRT track crossings by pedestrians. Plans will include the use of well-defined pedestrian paths, distinctive crosswalk treatments, signage, and barriers where appropriate. The project will be constructed in full accordance with existing MTA Fire/Life Safety Criteria and will be reviewed for safety adequacy by the MTA Fire Life Safety Committee, which includes two fire chiefs, one each from the City and County Fire Departments.

**Response to Mary Louise Reeves**

- P-56 A No construction will take place on the cemetery property. No tunneling is to be excavated below the cemetery.

**Response to Richard Alonzo**

- P-57 A Thank you for your support. This project will not affect the existing freeway facilities.

**Response to Margarita Sanchez, Boyle Heights Mejoramiento**

- P-58 A It is not true that no Dashes or shuttles have resulted from past MTA efforts. The Boyle Heights Shuttle serving the community including Delores Mission is an example. The County Shuttles serving the ELA Civic Center are other shuttles. MTA also funds the ACCESS service for individuals who qualify with disabilities requiring door-to-door service. MTA does attempt to respond to citizen requests. Examples include: 1) the entire bus fleet now has chairlifts; 2) based on passenger demands, low floor buses are coming into the MTA and LADOT DASH fleets to improve handicapped access beyond what wheelchair lifts can provide; and 3) MTA has the nation's largest fleet of CNG buses to improve regional air quality, as well as a Board policy of buying only clean fuel buses (not diesel buses). Citizen and passenger input is vital to MTA, essential and implemented wherever appropriate and possible.
- P-58 B Comment noted. See response to Comment P-22B.

**Response to Patricio Sanchez**

- P-59 A Comments noted. Many of the comments are outside the scope of the Eastside Corridor project. However, with regard to the narrowing of 1<sup>st</sup> Street due to the LRT, the project has been modified so that 1<sup>st</sup> Street will be provided with two lanes in each direction from Alameda to Vignes Street. In any event, it is unlikely that large trucks will use this street to any great extent except, perhaps, for local deliveries. The LRT will make this route less attractive for use by large trucks, and drivers will likely seek alternate east-west routes.

**Response to Armando Herman**

- P-60 A See responses to Comments P-5B and P-70B.

**Response to Santiago Sandona**

- P-61 A Comments noted. MTA considers safety a high priority. The project will incorporate the many design features and measures that are discussed in Sections 3.4.3, 4.14, 4.16, and 4.19.2.19 of the Final SEIS/SEIR to enhance the safety of school children and other pedestrians. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX.
- To educate school children, Section 4.14 states that MTA will provide to LAUSD an instructional safety program with materials at no charge to all affected schools in the study area.

**Response to Anita Castellanos**

- P-62 A See response to Comment P-13A.

**Response to Olgas Salas**

- P-63 A See response to Comment P-5B.  
P-63 B The executive summary was translated into Spanish and was available at the community meetings and for those individuals who requested a copy. Over 100 copies were distributed to community members who requested a Spanish version of the executive summary. Presentation material at the community meetings was also translated into Spanish. Bilingual staff was also available to answer any questions at community meetings.

**Response to Ricardo Mireles**

- P-64 A Comment noted.  
P-64 B MTA thanks you for your support of the Eastside Corridor LRT project.

**Response to Arturo Osoro**

- P-65 A Section 4.19.2.9 of the Final SEIS/SEIR discusses mitigation measures to be taken to minimize impacts on businesses during construction. Among the measures to be taken include: advanced notification of traffic detours and delays and potential utility disruptions; maintenance of access to all businesses; support to those businesses most affected to implement promotions for their businesses; and installation of signage to direct all traffic to businesses via alternate routes, if needed. See also response to Comment P-11B.

**Response to Erica Friedman, Roosevelt High School**

- P-66 A See response to Comment P-5B.

**Response to Connie Gomez, Abulitos de Boyle Heights**

- P-67 A Section 4.14 of the Final SEIS/SEIR states that MTA will provide to LAUSD an instructional safety program with materials at no charge to all affected schools in the study area. This instructional safety program with materials can be provided to senior citizens centers upon request.

**Response to Rita Govea**

- P-68 A See response to Comment P-3A.  
P-68 B Comment noted. To help educate the children, MTA will provide to LAUSD an instructional safety program with materials at no charge to all affected schools in the study area (Please refer to Section 4.14 of the Final SEIS/SEIR for additional information).

**Response to Silvia Viramontes**

- P-69 A The baseline information in the Supplemental EIS/Subsequent EIR has been updated to

existing conditions, and the document evaluates the impacts of the light rail system that is currently proposed.

- P-69 B For those properties being acquired for the LRT project, provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, apply. The Act mandates that certain relocation services and payments by MTA be made available to residents, businesses, and non-profit organizations displaced by the project. The purpose of the Act is to provide for uniform and equitable treatment of persons displaced by federal and federally assisted programs. Section 4.3.4 of the Final SEIS/SEIR provides additional information about the stipulations of this legislation.

**Response to Alfonso Falcon**

- P-70 A MTA thanks you for your support of this project. Regarding construction of a subway project, see response to Comment P-3A.
- P-70 B The MTA is working with the Federal Government on cost controls. A consultant has been hired by the Federal Government to audit MTA from time to time. The consultant, Project Management Oversight Committee (PMOC), will report to the Federal agencies of MTA's adherence to cost and schedule.
- P-70 C There will be more information about the designs of the stations as the project progresses. MTA is holding station area meetings during the months of August, September, October, 2001, to present preliminary station designs to the community. Renderings, models, art pieces and urban design will all present the concept to the community. MTA will be taking input from the community on the designs. Notifications regarding each specific station area will be sent to the immediate community.

**Response to Lester Garcia**

- P-71 A See response to Comment P-5B.

**Response to John Sanchez, Homeboy Industries**

- P-72 A Comments noted. No significant environmental issue to be addressed.

**Response to Paul Perez**

- P-73 A Comments noted. No question posed.

**Response to Gabriele Garib**

- P-74 A Comment noted. The mitigation measures presented in Sections 4.19.2.6 and 4.19.2.7 of the Final SEIS/SEIR are specified to minimize adverse air quality and noise impacts from construction to the extent possible.
- P-74 B See responses to Comments P-5B (regarding buses) and P-11B (regarding construction impacts).
- P-74 C The City and County of Los Angeles Police and Fire Departments will be consulted during the design phase. The Traffic Control plans developed prior to construction, and approved by LADOT and the County DPW, will take into account the needs of the fire and police departments. Refer to Section 4.19.2.2.

**Response to Alan Gee, Latino Urban Forum**

- P-75 A Comment noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Renee Chavez**

- P-76 A Comment noted. MTA thanks you for your support of the Eastside Corridor project.
- P-76 B Thank you for your support. The LRT will provide many beneficial services to the community at large.
- P-76 C Comment noted. The federal funds that are being sought through the Federal Transit Administration are specially earmarked for the Eastside Corridor LRT project. The funds are not available for other local transit projects.

**Response to Luis Hernandez**

- P-77 A Comment noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Jose Luis Jimenez**

- P-78 A Comments noted. MTA considers safety a high priority. The project will incorporate the many design features and measures that are discussed in Sections 3.4.3, 4.14, 4.16, and 4.19.2.19 of the Final SEIS/SEIR to enhance the safety of school children, people attending church, and other pedestrians. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX as well as the other criteria cited in those sections of the Final SEIS/SEIR.

**Response to Jorge-Mario Cabrera**

- P-79 A MTA thanks you for your support of the Eastside Corridor LRT project. The major purpose of the SEIS/SEIR that has been prepared for this project is to evaluate the environmental impacts and to specify mitigation for adverse impacts. The community's needs are a key factor considered in the analysis.
- P-79 B See responses to Comments P-5B and P-78A.

**Response to Felipe Agredano-Lozano**

- P-80 A Comments noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Anita Castellanos**

- P-81 A See response to Comment P-13A.
- P-81 B The Ranch Market had originally been displaced as part of the Metro Red Line project. The owners of the market received relocation monies to move the Market to the corner of 1<sup>st</sup> and Chicago. They chose instead to continue operating at the same location paying MTA a monthly rent. There are other full service markets located within the Boyle Heights area, Fines Market on Olympic, Food for Less on Olympic, Food for Less on First Street, Vons on Fourth Street, and Big Buy on Cesar Chavez.



**Response to Ron Granados**

- P-82 A Comments noted. Section 4.14 of the Final SEIS/SEIR discusses Metro Blue Line accident data and indicates that approximately 4.0 on-street accidents occurred per year per mile in fiscal years 1993 to 1999. For fiscal year 1999 only, the accident rate was about 5.1 per mile. The vast majority were auto conflicts with LRT vehicles. Only five percent involved pedestrians. Because the Eastside Corridor LRT will operate underground through the most densely populated portion of the alignment, the accident rate for this system will likely be less than that of the Blue Line. MTA places a high priority on safety. The project will incorporate the many design features and measures that are discussed in Sections 3.4.3, 4.14, 4.16, and 4.19.2.19 of the Final SEIS/SEIR to enhance safety. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX as well as the other criteria cited in those sections of the Final SEIS/SEIR.

The LRT will augment the current bus system and serve as an additional transit mode within the community. The LRT will provide a convenient and reliable mode of transportation and will enhance access and mobility to those depending on transit to meet their transportation needs.

- P-82 B See response to Comment P-18A.

**Response to Lucy Delgado, Mothers of East Los Angeles**

- P-83 A Comments noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Antonio Gardea**

- P-84 A Comments noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Gilberto Cortez**

- P-85 A Comments noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Tomas Perez**

- P-86 A See responses to Comments P-18A and P-46A regarding aesthetics and Comment P-38A regarding property values. Relative to your comment about MTA building an elevated freeway, the purpose of this project is to provide enhanced transit services to the community. Construction of another freeway to accommodate more automobiles through the area will not achieve this goal.

**Response to John Arrovo**

- P-87 A Appropriate landscaping is discussed throughout Section 4.6.4, Mitigation. Special attention to the pedestrian environment was taken throughout the visual analysis. Several of the visual policies analyzed relate to the pedestrian environment. See also response to Comment P-18A.
- P-87 B MTA thanks you for your support of the Eastside Corridor LRT project.

**Response to Rita Rodriguez**

- P-88 A See response to Comment P-3A.

**Response to Servando Ornelos**

- P-89 A Third Street, as well as the other streets where the LRT alignment will be built, will undergo reconstruction as discussed in Section 4.19 of the Final SEIS/SEIR. The mitigations, also discussed in that section, will help to minimize adverse impacts during the construction period to the extent possible. Once completed, the LRT will provide a convenient and reliable mode of transportation and will enhance access and mobility to those depending on transit to meet their transportation needs. Regarding renovation of properties along 3<sup>rd</sup> Street, MTA has no jurisdiction and is, therefore, prevented from funding renovation of properties that are not part of the Eastside LRT project.
- P-89 B Comments noted. However, compensation will be provided only to owners of property that is needed for the LRT right-of-way. The light rail system will provide an overall benefit to the community by providing a reliable and convenient transit mode that will increase access and mobility to those depending on transit to meet their transportation needs.

**Response to Victor Duran**

- P-90 A Your properties are not being acquired by MTA under either Option A or B on Indiana. Regarding impacts on businesses during construction, see response to Comment P-11B.

**Response to Gerardo Salas, Union y Fuerza de la Comunidad**

- P-91 A See response to Comment P-16A.
- P-91 B Comment noted. No significant environmental issue to be addressed.

**Response to Ron Mukai**

- P-92 A Thank you for your comment. The Review Advisory Committee meets every 2<sup>nd</sup> Wednesday of the month as you as a member knows. This committee was established as a forum to assure the community is informed on the status of the project and a place to voice concerns from the community.
- P-92 B See response to Comment P-18A. MTA will have a comprehensive urban design for the project including trees. MTA will maintain all trees planted as a direct part of the project including; fertilizing, pruning, and watering. In addition, MTA will fund a Community Linkages Study/Program for the urban design of pedestrian pathways well beyond the limits of the project proper. The recommendations of the study will be implemented through coordination between the MTA, the City of Los Angeles, and the County of Los Angeles.
- P-92 C See response to Comment P-12C.
- P-92 D Comments noted. Except during portions of the construction period, on 3<sup>rd</sup> Street, one lane of traffic and a parking lane will remain in each direction and left turns will be allowed on to Mednik. Also, 3<sup>rd</sup> Street will have two lanes open in each direction during peak periods. Traffic plans will be developed and implemented during construction to the satisfaction of the LADOT and County DPW to address traffic issues during construction.

- P-92 E The LRT trains will follow the same laws as the adjacent traffic, including stopping at traffic signals and following the posted speed limit. Refer to Section 2.5.2.1 of the Final SEIS/SEIR for more information.

**Response to Olgas Salas**

- P-93 A Portions of the Long Beach Blue Line operate within street rights-of-way. Section 4.14 of the Final SEIS/SEIR presents Blue Line accident data and then makes some observations about how it may apply to the Eastside Corridor project. The accident rate for the Eastside Corridor project may be lower due to the fact that it would operate in subway through the most densely populated portion of the corridor. In any case, MTA places a high priority on safety. The project will incorporate the many design features and measures that are discussed in Sections 3.4.3, 4.14, 4.16, and 4.19.2.19 of the Final SEIS/SEIR to enhance safety. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX.

**Response to Edgar Sanchez, Bus Riders Union**

- P-94 A See response to Comment P-5B.
- P-94 B The MTA performed several studies (1998 MIS, 2001 Draft SEIS/SEIR) that concluded the need for better transit service for the communities of the Eastside. The dense area is highly transit dependent. With the growth in jobs and population, this area will need to be able to have reliable, higher capacity transit to get people out of the traffic congested streets and to their jobs. It will also connect the area to the existing and future rail network that currently serves Long Beach, North Hollywood, Downtown L.A., Mid-City, Hollywood and, by 2003, Pasadena, South Pasadena and Lincoln Heights.

**Response to Bertha Faustinos**

- P-95 A Safety of school children and other pedestrians is of utmost concern to MTA. The project will incorporate the many design features and measures that are discussed in Sections 3.4.3, 4.14, 4.16, and 4.19.2.19 of the Final SEIS/SEIR to ensure the safety of school children. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX. Note that once the LRT is operational, MTA will consider providing a crossing guard during daily arrival and dismissal times at the schools closest to the alignment (Ramona High, Utah Elementary, Our Lady of Lourdes, and Griffith Middle Schools), if requested by the school administrators for as long as their presence is requested. In addition, MTA will provide to LAUSD an instructional safety program with materials at no charge to all affected schools in the study area.
- P-95 B From time to time parking along 1<sup>st</sup> and 3<sup>rd</sup> Streets will be eliminated while construction for utility relocation and track work is underway in those areas. Access to homes will be maintained. Some detours will be necessary for temporary street closures.
- P-95 C The Review Advisory Committee, composed of local residents, business owners, elected official representatives, and community organizations, meets on a monthly basis and its agenda is geared to update the community on the Eastside Light Rail Project and to voice their concerns.

**Response to Juan Patricio Sanchez**

- P-96 A The Alameda Corridor project is outside the scope of the Eastside Corridor project. However, the many mitigation measures specified in Section 4.19 of the Final SEIS/SEIR will be incorporated into the construction phase of the Eastside Corridor project to minimize adverse impacts to the extent possible. MTA will be required to develop and implement traffic control plans to satisfy both LADOT and the County DPW concerns to minimize adverse traffic impacts during construction to the extent possible.
- P-96 B For those properties being acquired for the LRT project, provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, apply. The Act mandates that certain relocation services and payments by MTA be made available to residents, businesses, and non-profit organizations displaced by the project. The purpose of the Act is to provide for uniform and equitable treatment of persons displaced by federal and federally assisted programs. Section 4.3.4 of the Final SEIS/SEIR provides additional information about the stipulations of this legislation.

**Response to Guadalupe Lopez**

- P-97 A There will be no walls surrounding the train on 3<sup>rd</sup> Street. The only locations where any walls will be present are for very short distances where the tracks leave the east and west portals of the subway segment. The tracks will run down the center of 3<sup>rd</sup> Street and will be separated from traffic by a small curb that is mountable for emergency vehicles should an emergency occur.
- P-97 B Comment noted.
- P-97 C See response to Comment P-38A regarding property values.

**Response to Jose Ruiz, Our Lady of Lourdes**

- P-98 A The potential impacts on Our Lady of Lourdes Church are thoroughly discussed in Section 4.6.3.2, sub-section *Visual Impacts on Important Visual Resources*. In the middle of the street in front of the church, there would be the catenary system and rails embedded in the existing pavement. The station, under Option A, would be located about ½ block west of the church. Under Option B, no station would be located near the church. ("Metal dividers," as mentioned by the commenter, would not be part of the project.) While these elements would be visible from the church, their scale would not allow the "enclosing" of the church. Street-level stations would be relatively small-scale structures, providing only a small platform, an overhead structure, and stairways/ramps for pedestrian access. These features would be scaled and designed to be appropriate for their setting. Moving the station to be less visible from the church, thus reducing this less-than-significant impact, would also mean that this important facility would be moved further from the church, which is a major activity center that would benefit from the improved access by the transit-dependent population. Refer also to response to Comment P-19A.
- P-98 B MTA will work with local businesses, community organizations, and residents during the Community Linkages Study/Program to address access issues such as these. Due to the center alignment of the LRT, the center turn lane will be removed, and traffic will be prohibited from making left- or U-turns mid-block. Left- and U-turns will be possible at signalized intersections. Access to the businesses and residents along the alignment will be by right turn only. Vehicles will be prohibited from crossing tracks at non-signalized intersections.

On-street parking will not be removed during the operation of the line. Current peak period parking restrictions will remain in effect.

The MTA has committed to implementing a parking replacement program, which will reduce project parking impacts to a less than significant level. The parking replacement program will be developed in close coordination with affected Eastside community groups. Refer to Sections 3.3.3 and 4.19.2.3 of the Final SEIS/SEIR. Also see response to Comment P-19A.

**Response to Mario Prietto, Homeboy Industries**

P-99 A See response to Comment P-12C.

**Response to John Langoria, East Los Angeles Chamber of Commerce**

P-100 A See responses to Comments P-12C, P-21B, and P-43A.

**Response to Ernestina Montellano, CAARP**

P-101 A See response to Comment P-16A.

P-101 B See response to Comment P-53C.

**Response to Esther Ibarra**

P-102 A Comments noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Luis Soto**

P-103 A See response to Comment P-98B.

P-103 B See responses to Comments P-5B and P-94B.

P-104 A See responses to Comments P-3A and P-43A.

**Response to Lillian de Loza**

P-105 A MTA thanks you for your comment. We will notify the school on allowing a flyer to be distributed for future community meetings. Two large mailers were distributed to over 100,000 (60000+ to the same households twice) households throughout the East Los Angeles community; this included households around Griffith Middle School.

P-105 B Comment noted. Park-and-ride lots will be located in the vicinity of the Beverly/Atlantic intersection and/or the Pomona/Atlantic intersection depending on the LRT option selected for implementation. The lot(s) will be at the next station east of the 3<sup>rd</sup>/Mednik Station.

**Response to Daniel Walker, Sierra Club**

P-106 A Comments noted. MTA thanks you for your support of the Eastside Corridor project.

P-106 B Comments noted. MTA thanks you for your support of the Eastside Corridor project.

P-106 C MTA thanks you for your support of the Eastside Corridor LRT project.

**Response to William Morrison**

- P-107 A See response to Comment P-115A regarding taxes. The MTA will be reconstructing the streets on which the project is located. It is not within the MTA's jurisdiction to conduct general street maintenance within the City of Los Angeles.

**Response to Karen Hirai-Olen**

- P-108 A Comment noted. Please refer to Section 3.2.3, where traffic shifts are discussed.
- P-108 B Safety of school children and other pedestrians is of utmost concern to MTA. The project will incorporate the many design features and measures that are discussed in Sections 3.4.3, 4.14, 4.16, and 4.19.2.19 of the Final SEIS/SEIR to ensure the safety of school children. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX.
- P-108 C Site and street specific Worksite Traffic Control Plans will be developed during final design. These plans will include information on traffic, congestion, and pedestrian access during construction. LADOT and the County DPW will require that these plans be developed to meet their requirements. Refer to Sections 4.19.2.2 and 4.19.2.4 of the Final SEIS/SEIR.
- P-108 D Refer to response to Comment P-108C.
- P-108 E Site and street specific Worksite Traffic Control Plans will be developed in cooperation with the City of Los Angeles Department of Transportation and Los Angeles County. This plan will outline the sequence of events that must take place prior to a street closure, including the notification of residents and businesses.
- P-108 F Noise and vibration impacts during construction will require mitigation to meet the Los Angeles CEQA Noise Thresholds and MTA Baseline Specifications Section 01565, Construction Noise and Vibration Control. See Section 4.19.2.7 of the Final SEIS/SEIR for more information.
- P-108 G The MTA's Office of Small Business Diversity & Labor Compliance administers the Disadvantaged Business Enterprise Program (DBE) and the Small Business Enterprise Program (SBE) to ensure a level playing field in all aspects of MTA contracting opportunities. See also response to Comment P-12C.

**Response to Ramon Ramirez, East Los Angeles College**

- P-109 A MTA thanks you for your support of the Eastside Corridor LRT project.

**Response to Joaquin Castellanos**

- P-110 A Comments noted. See response to Comment P-43A.
- P-110 B The operating and maintenance cost of LRT, assuming the life of equipment and facilities, is less expensive than operating and maintaining an equivalent capacity (persons per hour) with standard buses. This analysis was part of the basis that the MTA Board of Directors used in the MIS analysis to select the LRT Build Alternative.
- P-110 C Comment noted. There will be some adverse impacts, especially during construction. However, the numerous mitigation measures presented in the Final SEIS/SEIR are designed to minimize adverse impacts on the community. Once built, the LRT will provide a convenient and reliable transit mode and will increase access and enhance

mobility to the transit-dependent members of the community as well as others who wish to use it.

P-110 D See response to Comment P-3A.

**Response to Dana Gabbard**

P-111 A Comment noted.

P-111 B Comments noted. The Eastside Corridor LRT will include a feeder bus system as described in Section 2.4.2 of the Final SEIS/SEIR.

**Response to Ramon Montanez**

P-112 A The I-710 freeway project is a separate project from the Eastside Corridor LRT and is under the jurisdiction of Caltrans and the Federal Highway Administration. We recommend you contact Caltrans to discuss the status of that project.

P-112 B Comment noted.

**Response to Raul Vazquez**

P-113 A Comments noted. MTA thanks you for your support of the Eastside Corridor project.

P-113 B Thank you for your comment. Please refer to response to Comment P-5B regarding additional buses associated with the Eastside Corridor LRT. Included in the Eastside Light Rail Project budget is funding for new feeder bus services that will connect the communities to the stations. The MTA is able to utilize Federal funding as a portion of this project for the buses by including them as part of the Eastside Light Rail Project. If the project was not built, the MTA would not be able to utilize the Federal funding available for general bus purchase or operation because it was earmarked specifically for fixed guideway new starts projects.

**Response to Annette Ramirez, Latino Urban Forum**

P-114 A Comments noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Lester Garcia, Bus Riders Union**

P-115 A Although real estate values along the corridor and areas it serves may increase, local sales taxes and commercial taxes are also anticipated to increase along with incomes, benefiting the community as a whole. Furthermore, Los Angeles rent control policies within the city boundaries are anticipated to control some rent situations in the corridor and affected areas from increasing to an unaffordable amount.

**Response to Robert Montanez**

P-116 A On 3<sup>rd</sup> Street, one lane of traffic and a parking lane will remain in each direction in the vicinity of the Santuario de Guadalupe Church. Parking will be restricted during peak periods only as is the current situation.

The MTA has committed to implementing a parking replacement program, which will reduce project parking impacts to a less than significant level. The parking replacement

program will be developed in close coordination with affected Eastside community groups. Refer to Sections 3.3.3 and 4.19.2.3.

The MIS and previous studies on the Eastside Corridor looked at several alternatives, including an underground option. The LRT option with the current route was the locally preferred alternative (LPA). Refer to Section 1.2 for more information on the background and context of the locally preferred alternative. See also response to Comment P-3A.

P-116 B See response to Comment P-94B.

**Response to Adela Mendoza**

P-117 A See response to Comment P-5B. MTA is funded for transportation purposes by law and cannot divert its funding to non-transportation related uses. However the MTA can, and will, cooperate with responsible agencies, non-profit groups, firms, and private individuals to help make sure that transportation and public transit helps facilitate appropriate civic land uses. The MTA has a Joint Development section which works actively to attract community desired land uses to MTA stations including commercial, residential, and mixed use projects. New examples at MTA stations through public/private co-venture efforts include the 26-story office tower over the Figueroa entrance to the 7<sup>th</sup> Metro Center Station, the Trizac-Hahn development at the Hollywood and Highland Station, and apartments at the Hollywood and Western Station. Examples of public transit access to parks include the Pershing Square Station and the Westlake Station across the Street from MacArthur Park. In addition, a vast array of parks Countywide are accessible by MTA MetroBus.

**Response to Margarita Sanchez, Boyle Heights Meioramiento**

P-118 A In May, 2001, the MTA Board adopted the Locally Preferred Alternative that is the at-grade LRT Option 1 presented in the Draft SEIS/SEIR. Minor modifications have been made to Option 1 to respond to public comments and are presented in the Final SEIS/SEIR as LRT Options A and B. See response to Comment P-12B.

P-118 B An extension for comments was given to May 2, in lieu of April 17, 2001. The community was allowed 60 days to review and comment on the Draft EIS. See also response to Comment P-16A.

P-118 C Comment noted. No question posed. Construction phase air quality impacts are disclosed in the Final SEIS/SEIR document. PM<sub>10</sub> and NO<sub>x</sub> emissions during the construction period, even after implementation of available mitigation measures, are anticipated to exceed SCAQMD daily significance thresholds, which results in an impact that is significant and unavoidable. This impact will be included in the Statement of Overriding Considerations that MTA will use to weigh the benefits and adverse impacts before deciding on whether to proceed with the project.

**Response to Carlos Montes, Centro CSO Community Service Organization**

P-119 A See response to Comment P-5B.

P-119 B MTA has the nation's largest fleet of CNG buses to improve regional air quality, as well as a Board policy of buying only clean fuel buses (not diesel buses).



**Response to Consuelo Cardona**

- P-120 A Comment noted. The project has included numerous opportunities for public input (as detailed in Chapter 6 of the Final SEIS/SEIR) as well as three separate public hearings during the circulation period of the Draft SEIS/SEIR. The purpose was to solicit input to use in developing a project that will best serve the transportation needs of the local community. Your home will not be taken as part of the LRT project. See also response to Comment P-30A.
- P-120 B The executive summary of the Draft SEIS/SEIR was translated into Spanish as well as handouts distributed at meetings. All community meetings have been translated into Spanish, and the Little Tokyo meetings have had Japanese translators. Sign Language interpreters have also been available for the public hearings. Spanish speaking staff was available to answer questions during public hearings.
- P-120 C MTA and FTA have been conducting the SEIS/SEIR study, which, by law, requires circulation to the public for review and comment. The major intent of the study is to disclose adverse impacts as well as benefits of the Eastside Corridor LRT project.

**Response to Robert Lopez**

- P-121 A See response to Comment P-12B. Note that alignments on 1<sup>st</sup> Street east of Indiana were previously evaluated during the Re-Evaluation MIS but were rejected because of the narrow street width and because of the steep grade approaching Mednik Avenue.

**Response to Armando Ybarra**

- P-122 A See responses to Comments P-3A and P-27A.

**Response to Feliciano Gomez**

- P-123 A Comments noted.

**Response to Anita Castellanos**

- P-124 A This Board Meeting date was not scheduled and so was not released to the community. The Board Meeting that discussed the Draft SEIS/SEIR for the Eastside LRT Project took place on May 24, 2001.

**Response to Ray Montanez**

- P-125 A MTA will work with local businesses and residents during the Community Linkages Study/Program to address issues such as these. However, due to the center alignment of the LRT, the center turn lane will be removed, and traffic will be prohibited from making left turns mid-block. Left- and U-turns will still be possible at signalized intersections.
- P-125 B No rolling blackouts, rate hikes, significant cumulative electrical deficiencies, or other burdens to electrical supplies are anticipated for the LRT Build Alternative because the Los Angeles Department of Water and Power (DWP) will service the electricity demands of the rail, stations and M&SF facilities. The DWP currently draws its energy from 24 major thermal generating units and 27 hydroelectric generating units. The DWP is entirely independent from State energy sources and demands, and has expressed its abilities to serve its service areas with electricity without blackouts for years to come. The project would also draw on electrical power from Southern California Edison where

county facilities would be located, but would be able to draw on DWP supplies if Edison supplies dramatically decrease or blackouts are experienced. The text of Section 4.13 of the Final SEIS/SEIR has been revised to discuss this issue.

**Response to Michael Diaz**

- P-126 A Thank you for your support. Please refer to Section 3.1.2.2 of the Final SEIS/SEIR for information on the proposed bus/rail interface.

**Response to Juan Carlos Morales**

- P-127 A Comments noted. MTA thanks you for your support of the Eastside Corridor project. The numerous mitigation measures stipulated in Section 4.19 of the Final SEIS/SEIR will be implemented to help minimize the adverse impacts during construction.

**Response to Richard Salas Mojarro**

- P-128 A Chapter 1 of the Final SEIS/SEIR provides the background for the purpose and need of the project.
- P-128 B The LRT will provide a convenient and reliable transit mode to the Eastside communities and will increase access and mobility to the many who depend on public transit to meet their transportation needs.
- P-128 C MTA is required to expend its funds for transportation related purposes by law and therefore cannot divert its funds to non-transportation related education, no matter how important such education is. However MTA does provide educational opportunities through its Transportation Career Academies Program at five regional high schools and numerous internships for college and graduate school students working at the MTA.

**Response to F. Castro**

- P-129 A Comments noted. MTA thanks you for your support of the Eastside Corridor project. The numerous mitigation measures stipulated in Section 4.19 of the Final SEIS/SEIR will be implemented to help minimize the adverse impacts during construction.
- P-129 B Comments noted. See responses to Comments P-3A and P-5B.

**Response to Renee Chavez**

- P-130 A Comment noted. See responses to Comments P-12B, P-27A, and P-30A.
- P-130 B Comments noted. MTA thanks you for your support of the Eastside Corridor project.

**Response to Jose Huizar, LAUSD Candidate**

- P-131 A Comments noted. MTA thanks you for your support of the Eastside Corridor project. MTA places a high priority on pedestrian safety. The project will incorporate the many design features and measures that are discussed in Sections 3.4.3, 4.14, 4.16, and 4.19.2.19 of the Final SEIS/SEIR to enhance safety during construction and operation. The project will be required to meet MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX.