Los Angeles County
Metropolitan Transportation Authority

West Santa Ana Branch Transit Corridor

Final EIS/EIR Appendix D: Responses to Comments Received on the Draft EIS/EIR



Metro

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WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Final EIS/EIR Appendix D: Responses to Comments Received on the Draft EIS/EIR Part 2

March 2024

Final Environmental Impact Statement/ Environmental Impact Report

LEAD AGENCIES: Federal Transit Administration of the U.S. Department of Transportation; Los Angeles County Metropolitan Transportation Authority

STATE CLEARINGHOUSE NO.: 2017061007

TITLE OF PROPOSED ACTION: West Santa Ana Branch Transit Corridor Project

Additional written comments and/or questions concerning this document should be directed to the following:

Meghna Khanna
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012
Phone: (213) 922-6262
SGL@metro.net

Charlene Lee Lorenzo
Senior Director
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Phone: (213) 202-3956

SCHOOL DISTRICTS

Cerritos Community College District

From: Walker, Miya <mwalker@Cerritos.edu>
Sent: Friday, September 17, 2021 10:20 AM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Gorrocino, Irma <igorrocino@cerritos.edu>
Subject: Letter of Support for WSAB Alternative #1

Hi, Meghna,
It was great "meeting" you at our virtual Board meeting on Wednesday. As promised, here is the District's Letter of Support for the WSAB Alternative #1 route. Please include our letter in your support file. The Board is eager to assist as much as possible to ensure our students and staff have access to the proposed stations in Bellflower and Artesia. Please let me know what next steps we can take to move the process forward. SD-1-1

Thanks again,
Miya

Miya Walker
(Pronouns: She, Her, Hers)
Director, College Relations, Public Affairs, and Governmental Relations

CERRITOS COLLEGE
Office of Public Affairs
11110 Alondra Blvd., Norwalk, CA 90650
Office: (562) 860-2451, Extension 2292
Email: mwalker@cerritos.edu
Web: www.cerritos.edu

CERRITOS COMMUNITY COLLEGE DISTRICT
11110 Alondra Boulevard, CA 90650-6292 • (562) 860-2451 • Fax (562) 860-1104
Office of the President

September 17, 2021

Mrs. Meghna Khanna, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012

Dear Mrs. Khanna:

Thank you for providing the Board of Trustees with an update on Metro's proposed West Santa Ana Branch Transit Corridor project. The lack of affordable transportation is a significant barrier to our students' ability to access campus. As a college, 55% of our students live at or below the poverty line. We've seen firsthand the impact education has on students, their families, and their communities – education changes everything. SD-1-2

When completed, the West Santa Ana Branch Transit Corridor will finally provide underserved communities in the Southeast region with clean, dependable transportation to Downtown Los Angeles. Unfortunately, significant portions of the region have seen decades of underinvestment. For this reason, LACMTA should select the option that give riders more access to higher education and other quality of life destinations. SD-1-3

The District supports **Alternative 1: Los Angeles Union Station to Pioneer Station** as outlined in the WSAB Draft EIR/EIS. With Alternative 1 in mind, we request LACMTA include shuttle service and expand bike improvements that connect riders to Cerritos College from the Bellflower Station (City of Bellflower) and the Pioneer Station (City of Artesia). SD-1-4

We look forward to a future collaboration to bring more quality public transportation to serve the Southeast region. Please feel free to contact me with any questions or concerns at jfierro@cerritos.edu or 562-860-2451, Ext. 2204.

Sincerely,

Jose Fierro, D.V.M., Ph.D.
President/Superintendent

Cerritos Community College District – SD-1

Comment ID	Response
SD-1-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
SD-1-2	Comment noted. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent communities and environmental justice communities. The Project will provide an additional travel option and reduce travel times for residents and students, as illustrated in the discussion of user benefits in Table 6.2 in Chapter 6 of the Draft EIS/EIR.
SD-1-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. See also the response to SD-1-2.
SD-1-4	The commenter's support for Alternative 1 has been noted. Providing shuttle service and bicycle improvements to Cerritos College is beyond the scope of the Project. Existing bus lines serving Cerritos College provide connections near the future Bellflower Station and Pioneer Station. Metro Line 128 includes a bus stop less than 0.2 mile north of the Bellflower Station at Alondra Boulevard and Bellflower Boulevard. Long Beach Transit Route 173 provides a connection less than 0.1 mile south of the Pioneer Station. Bus connections at future stations will be considered as part of a bus-rail connection interface study that will be conducted prior to the start of revenue service. Additionally, Metro will continue to coordinate with local jurisdictions regarding First/Last Mile (FLM) improvements, including pedestrian and bicycle connections, in accordance with the Metro First/Last Mile Guidelines. Cities are responsible for advancing the design, environmental clearance, construction, and maintenance of the FLM improvements.

Paramount Unified School District (Ruben Frutos)

From: Ruben Frutos <RFrutos@paramount.k12.ca.us>
Sent: Monday, October 11, 2021 3:18 PM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Scott Law <SLaw@paramount.k12.ca.us>; mary.nguyen <mary.nguyen@dot.gov>; Whisman, Rusty (FTA) <russell.whisman@dot.gov>
Subject: RE: WSAB Planning and Update for PUSD

Good afternoon Meghna,

We sent via mail our letter to your office, but I failed to email it to you on Friday. Please see the attached letter. You will also receive the original in the mail.

Thank you again for the information and for the ongoing and upcoming work to be done.

SD-2-1

Ruben.

Ruben Frutos
Superintendent
Paramount Unified School District
(562) 602-6011

From: Khanna, Meghna <KhannaM@metro.net>
Sent: Friday, September 24, 2021 4:06 PM
To: Ruben Frutos <RFrutos@paramount.k12.ca.us>
Cc: Scott Law <SLaw@paramount.k12.ca.us>; mary.nguyen <mary.nguyen@dot.gov>; Whisman, Rusty (FTA) <russell.whisman@dot.gov>
Subject: Re: WSAB Planning and Update for PUSD

CAUTION: This email might have originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Ruben,

Thanks again for meeting with the Metro team.

In coordination with FTA, we have agreed to extend the comment period to **October 8, 2021** per your request. Your email below will be included and noted in the administrative record.

We look forward to receiving your comments by **October 8, 2021**.

Please feel free to contact us if you have any questions.

Thanks,
Meghna Khanna, AICP
LA Metro
Senior Director, Countywide Planning & Development
Mobility Corridors
213.922.3931
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

Sent from my T-Mobile 5G Device
Get Outlook for Android

From: Ruben Frutos <RFrutos@paramount.k12.ca.us>
Sent: Thursday, September 23, 2021 3:32:40 PM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Scott Law <SLaw@paramount.k12.ca.us>
Subject: WSAB Planning and Update for PUSD

Good afternoon Meghna,

Thank you very much for the meeting today. It was useful to hear from you and your colleagues and we appreciate the time and attention given to our interests, the assurances about the tunnel, access ramps and the planning details . As we discussed, the district will provide information to the Board at our next meeting and we will send you a district comment letter by end of day on October 8th.

I thank you in advance for the sample letter and the allowance to send our comments after our meeting.

Have a great afternoon.

Ruben.

Ruben Frutos
Superintendent
Paramount Unified School District
(562) 602-6011

Paramount Unified School District

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(562) 602-6000 Fax (562) 602-8111

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RUBEN FRUTOS
Superintendent

October 8, 2021

Ms. Meghna Khanna
Project Manager, Metro
One Gateway Plaza, MIS 99-22-7
Los Angeles, CA 90012

RE: Paramount USD review of the Draft Environmental Impact Statemen/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor (WSAB) Project.

Dear Ms. Khanna:

The Paramount Unified School District appreciates the opportunity to comment on the details of the Metro project. We have had the opportunity to meet with the Metro team to discuss various issues of interest and concern to the school district as the project has been presented. Our goal is to provide useful information as we have school facilities adjacent to the project and a pedestrian access point, currently a bridge, in the path of the project and connecting two of our largest schools. SD-2-2

The main areas of interest for Paramount USD are:

Safety:
The draft EIS/EIR provides information about various pedestrian crossing paths, pedestrian bridges, and walkways. We strongly encourage the consideration of TK-12 students using these developments for their travel to/from school and for other movement around the community. It is of primary importance to the district that these developments have essential safety elements like lighting and safety/security devices to assure the safety of the district's students, and community at large, that will be utilizing these pathways. We would also like the Metro team to carefully consider bike trails around the planned project, as these trails are utilized by students riding to school, including our youngest elementary students. Additionally, various regulations provide safe distancing protection between school facilities and hazardous materials used or emitted by commercial or industrial concerns. We ask the Metro team to provide assurances that the project is responsive to the protection that these measures afford the students and staff in our district. SD-2-3 SD-2-4 SD-2-5

Noise and Air Quality:
The draft EIS/EIR indicates an interest in reducing construction duration and that working hours would meet local ordinances. As the project will have substantial construction adjacent to various school locations in Paramount, we respectfully request a schedule of construction and specific details about how the project will provide assurances that schools in session will SD-2-6

not be disrupted, as noise levels stemming from the construction project can have disruptive effects on the essential educational services provided to our students. We also request information on noise and dust mitigation measures around the schools that will be impacted by the construction project. The draft EIS/EIR mentions air quality and emissions reviews. While we appreciate the information included, we encourage the Metro team to carefully consider all air quality impacts derived from the project. The community has been significantly impacted by air quality concerns, making a comprehensive review of air quality consequences of the project important for the long-term safety of those living, studying, and working around the project area.

SD-2-6

SD-2-7

Bridge/Tunnel:

Of primary importance is the replacement of the existing bridge structure between the Paramount West/Paramount Park campuses and the Paramount High School campus. After meeting with the Metro team, draft designs for a tunnel were presented to district staff showing a planned tunnel that will replace the bridge and provide safe and effective access as the bridge has provided. In the EIS/EIR, the statement that a "pedestrian undercrossing will be constructed at Paramount High School to connect the existing athletic fields at Paramount Park to Paramount High School, " is the only indication of the tunnel project to be developed and constructed by the Metro project team. We strongly encourage the Metro team to include additional detail, as presented in our discussions, relating to the tunnel facility, including the ADA access previously described security measures and the safety designs to assure student pedestrian safety and security.

SD-2-8

Traffic and Parking:

The district is concerned that the EIS/EIR does not mention some of our streets in the arterial roadway detail. The draft analysis should consider all the major streets in the report. For the school district, these roads provide important access to our buses for our district transportation program and for our parents to drive to/from school during daily ingress/egress times. We also noted the various plans and analyses for parking. Our schools have significant parking and traffic concerns, especially during the morning ingress and afternoon egress times. As such, we encourage the Metro team to carefully consider traffic patterns, parking availability and locations and train service timelines that can impact local traffic near schools.

SD-2-9

SD-2-10

Housing:

We noted the various details regarding replacement housing in the draft EIS/EIR. Our concern is the potential displacement of families and students currently enrolled in our district and the potential disruption of the continuity of their educational services. Although various alternatives were presented, we encourage the Metro team to review and consider housing alternatives that can minimize the impacts to students and families in the Paramount community.

SD-2-11

We thank the Metro team for the ongoing communication and for the upcoming partnership in the development of the tunnel project. Please feel free to contact me with any comments or questions.

Sincerely,

Ruben Frutos
Superintendent
562-602-6011
rfrutos@paramount.k12.ca.us

Paramount Unified School District – SD-2

Comment ID	Response
SD-2-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
SD-2-2	The comment regarding coordination with Metro and the goal of the comments provided is noted.
SD-2-3	Mitigation Measure SAF-2 (School District Coordination), described in Chapter 4, Section 4.19.3.18 of the Draft EIS/EIR, will require Metro to coordinate with and notify the school districts and individual school administrators to maintain or modify safe and convenient pedestrian, bicycle, and bus routes to schools as necessary during and after construction. This also includes the publication and distribution of alternative pedestrian and bicycle route maps. With implementation of Mitigation Measure SAF-2 (School District Coordination), impacts during construction will be minimized and there will not be an adverse effect on the safety of pedestrian and bicyclists, including students. In addition, see responses CR-SAF-1 regarding safety and security and CR-SAF-4 regarding motorist, pedestrian, and bicyclist safety.
SD-2-4	Metro will continue to coordinate with local jurisdictions regarding First/Last Mile (FLM) improvements, including pedestrian and bicycle connections, in accordance with the Metro First/Last Mile Guidelines. Cities are responsible for advancing the design, environmental clearance, construction, and maintenance of the FLM improvements.
SD-2-5	See response CR-GEN-2 regarding identification of the maintenance and storage facility (MSF) site. The Bellflower MSF site was identified as part of the LPA. Operation of the MSF will not result in hazardous air emissions. Mixtures containing extremely hazardous substances will not be used in quantities equal to or greater than the state threshold quantities. Operation of light rail transit (LRT) along the alignment will not emit hazardous materials. The evaluation of hazardous materials within 0.25 mile of educational facilities was included in Chapter 4, Section 4.10.3.4 of the Draft EIS/EIR.
SD-2-6	Once the Record of Decision is issued, design will be further advanced, and a construction contractor will be selected. Once a contractor is on-board, a more detailed construction schedule will be developed. When the detailed construction schedule is available, Metro will share this information with the school district. Draft EIS/EIR Mitigation Measure NOI-8 (Noise Control Plan), described in Chapter 4, Section 4.19.3.7 of the Draft EIS/EIR, requires the preparation of a Noise Control Plan to minimize construction noise. As part of this mitigation measure, the construction contractor will conduct noise monitoring to ensure that compliance with contract noise limits is met. The contractor will be required to identify staff responsible for the required compliance noise monitoring and to provide a point of contact for information about work schedule for noise-generating activities. This measure is referred to as Mitigation Measure NOI-6 (Noise Control Plan) in the Final EIS/EIR. See response CR-AQ-2 regarding dust emissions during construction.
SD-2-7	See response CR-GEN-2 related to identification of the Bellflower MSF as a component of the LPA. Refer to response CR-AQ-1 for a discussion on the best management practices that will be enforced during construction of the LPA to control fugitive dust emissions. See response CR-AQ-3 regarding air quality impact thresholds and guidance, and Metro-related policy. This includes the Green Construction Policy to which contractors will be held accountable during construction of the LPA.

Comment ID	Response
SD-2-8	Since circulation of the Draft EIS/EIR, the proposed pedestrian undercrossing has been replaced with a pedestrian bridge at Paramount High School to avoid impacts to major utilities. The pedestrian bridge was developed in coordination with the City of Paramount, the Paramount Unified School District, and Union Pacific Railroad. This was discussed with City of Paramount and School District staff at a coordination meeting in July 2022. Construction of the LPA requires removal of the existing pedestrian bridge at this location; a new, replacement pedestrian bridge will be constructed as part of the LPA to maintain safe pedestrian connectivity at this location. The updated design complies with the Americans with Disabilities Act (ADA), with 12-foot-wide ramps (maximum slope of 8 percent) that lead up to the pedestrian bridge crossing over the tracks. The ramps include ADA features such as landings, curbs, and handrails. The new design provides greater visibility from the athletics fields and Paramount High School to improve pedestrian safety and security when crossing over the tracks. Sheet T-272 in Appendix B of the Final EIS/EIR shows the pedestrian bridge design.
SD-2-9	The existing street network will be largely unchanged by the LPA, except for localized closures/modifications. The LRT alignment will be grade-separated from many of the major streets in the City of Paramount, including Paramount Boulevard, Rosecrans Avenue, and Downey Avenue. The alignment will be located within the San Pedro Subdivision south of I-105 and will turn into the Pacific Electric Right-of-Way north of Somerset Boulevard. The LRT alignment will cross the Paramount/Rosecrans Avenue intersection and Downey Avenue in an aerial configuration. Chapter 4, Section 4.16.2.3, of the Draft EIS/EIR identifies community facilities, including schools. As noted in Section 4.16.3.4, impacts to access points to community facilities will be avoided, and pedestrian and vehicular access to community facilities would be maintained.
SD-2-10	See response to comment SD-2-9. Table 3.8 in Chapter 3 of the Draft EIS/EIR summarizes on-street parking surrounding the proposed stations. The observed on-street parking information has been updated in Table 3.7 in Chapter 3 of the Final EIS/EIR and has been reorganized to summarize parking by jurisdiction rather than by station area. The parking Affected Area is 0.25 mile around each station, along streets immediately adjacent to the alignment and other project features, and off-street parking lots where permanent easements or acquisitions are required. In some cases, a smaller or larger area was surveyed to determine parking supply and utilization based on existing characteristics and constraints that could influence the distance an individual may walk from a parking space. The visual survey map is included in Appendix A of the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report*. Table 3.18 of the Final EIS/EIR summarizes parking impacts. Consistent with the Draft EIS/EIR, the removal of on-street parking was not identified in the vicinity of schools within the City of Paramount. Observations of parking around the Paramount/Rosecrans Station were made in September 2017. Table 3.8 in Chapter 3 of the Draft EIS/EIR identifies parking by location (side street) and notes if there are parking restrictions.

Comment ID	Response
SD-2-11	No residential displacements in the City of Paramount will occur as a result of the LPA. The updated analysis is included in Chapter 4, Section 4.3 of the Final EIS/EIR. Since circulation of the Draft EIS/EIR, design refinements were made, which avoided acquisition of the residential units. Table 4.3.6 in Chapter 4, Section 4.3.3 under the subheading "Residential Displacements" of the Draft EIS/EIR summarized the permanent residential displacements associated with each Build Alternative by affected jurisdiction, including Alternative 3 (the LPA). The Draft EIS/EIR identified a total of six residential units (two single-family units and four multi-family units) that would be displaced as a result of Alternative 3. These impacts have been avoided in the Final EIS/EIR.

BUSINESSES

Casa Contreras Furniture

Hello,
I am a business owner for Casa Contreras Furniture located on the corner of Paramount Blvd and Rosecrans in the city of Paramount. I wanted to know when a decision will be made if my property is going to be needed for the project of the West Santa Ana Branch Corridor? Are considering buying local business and their properties for this project? How far in advance will you let the properties and business owners know of your decision on what route you are taking? Please call me at 562-644-0960 to discuss this if possible.

B-1-1

Sincerely,
Lisa Cervantes
Casa Contreras Furniture

Casa Contreras Furniture – B-1

Comment ID	Response
B-1-1	The business noted in the comment was located on two parcels (APN 6242-035-001 and 6242-035-002). Based on the current design as presented in Appendix B of this Final EIS/EIR, a permanent partial acquisition will be required from APN 6242-035-001 to accommodate an at-grade crossing. Additionally, a temporary construction easement will be required from APN 6242-035-001 during construction of the Locally Preferred Alternative (LPA). Based on the current design, relocation of the business will not be required at either of these parcels. The permanent partial acquisition will affect on-site parking, but Metro owns a portion of the property that is used for parking. It is unlikely that the lease between Metro and the property owner will be renewed. In addition, since the time this comment was received on the Draft EIS/EIR, the property has been sold. See response CR-DIS-2 regarding the acquisition and displacement data for the LPA.

Casa Contreras Furniture

West Santa Branch Committee,

I'm writing to express my concern I have regarding some information that has recently been brought to my attention. I spoke with Mr. Brian Lam from MTA on 9/27/21 and he advised me that the land I currently lease from MTA will most likely be taken away. This would have a major impact on how my occupancy is currently utilized. My mixed use occupancy building located on the north-west corner of Paramount and Rosecrans is nearly 100 years old. The first floor is currently utilized as retail space for a family owned furniture store. The second floor is comprise of 11 residential units. The property also has a small single family dwelling to the rear of the property. Eliminating the land leased from MTA would make it impossible to operate the occupancy and would have an impact on the business as it was originally designed because of the following reasons.

-12 residential tenants wouldn't have a place to park.
-Access for furniture delivery trucks wouldn't be possible.
-Furniture store wouldn't have customer parking.
-During a recent City of Paramount Planning meeting they indicated there's a plan to create additional sidewalk space, eliminating the store front street parking.
-The fact that my building has residence on the second floor and MTA is taking the current leased land. I have concerns regarding the proximity of the new development and the amount of noise it will create for the residential units on my property.

B-3-1

Please take into consideration the concerns that I have regarding my property located at 14155 Paramount Bl. Paramount, CA. 90723.

Thank you,
Gilbert Contreras
(310) 721-4252

Casa Contreras Furniture – B-3

Comment ID	Response
B-3-1	The business noted in the comment was located on two parcels (APN 6242-035-001 and 6242-035-002). Based on the current design as presented in Appendix B of this Final EIS/EIR, a permanent partial acquisition will be required from APN 6242-035-001 to accommodate an at-grade crossing. Additionally, a temporary construction easement will be required from APN 6242-035-001 during construction of the Locally Preferred Alternative (LPA). Based on the current design, relocation of the business will not be required at either of these parcels. The permanent partial acquisition will affect on-site parking, but Metro owns a portion of the property that is used for parking. It is unlikely that the lease between Metro and the property owner will be renewed. In addition, since the time this comment was received on the Draft EIS/EIR, the property has been sold. See response CR-DIS-2 regarding the acquisition and displacement data for the LPA.

Cherry Land Company New, LLC

Please see my EIR response letter attached.

B-7-1

CHERRY LAND COMPANY NEW, LLC

1635 REDCLIFF STREET
LOS ANGELES, CA 90026

September 28, 2021

Meghna Khanna
Project Manager
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012
Email: wsab@metro.net

Re: Comments on Proposed West Santa Ana Branch (WSAB) Project

Dear Ms. Khanna:

I write on behalf of Cherry Land Company New, LLC to express my support for the planned West Santa Ana Branch (WSAB) corridor alignment and for **Alternative 1**, which will run as a subway (below grade) along Alameda St. from just north of the Santa Monica Freeway up to Union Station with an option to install a station on the east side of Alameda St. at 2nd St. (**Design Option 2**) as well as the terminus just east of the Metropolitan Water District Station at Union Station (**Design Option 1**). B-7-2

We have owned a commercial warehouse at 612 Jackson St., LA, CA 90012 for over 34 years and are looking forward to an enhanced transporation network to and from the Little Tokyo area. Many of the warehouse employees will be able to use rail to commute to and from work.

The 19.3-mile light rail will connect downtown Los Angeles to the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, and Vernon. Like Little Tokyo, these are many of Southern California's most dynamic yet long-underserved environmental justice communities. Combined with the Regional Connector, set to open in Little Tokyo in fall 2022, the WSAB will enable seamless travel throughout Los Angeles County and bring more than B-7-3

An independent analysis commissioned by key community organizations indicates that ridership would be increased by about 8,000 additional trips per day on the WSAB line. B-7-4

The Japanese American National Museum, Little Tokyo Business Association, St. Francis Xavier Chapel Japanese Catholic Center, and Eco-Rapid Transit have already declared their support for the Alameda Street alignment to Union Station with a subway station (Design Option 2) to be built in the Little Tokyo/Arts District area. B-7-5

Thank you for your willingness to consider these suggestions. We look forward to continuing to work alongside Metro as we plan for the future together.

Sincerely,

Cherry Land Company New, LLC

David Ikegami
Managing Member

Cherry Land Company New, LLC – B-7

Comment ID	Response
B-7-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
B-7-2	The commenter's support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
B-7-3	The comment regarding ownership of a warehouse at 612 Jackson Street is noted. See response to comment B-7-2. The LPA will provide connection to 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. The comment was written prior to the start of Regional Connector service. With completion of the Regional Connector, the A Line will continue to Little Tokyo. Chapter 4, Section 4.17.3.2, under the subheading "Regional Mobility and Connectivity," of the Draft EIS/EIR discusses that the Project will provide benefits to local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent will have access to a larger labor market, which may provide greater economic opportunities.
B-7-4	Section 3.4.2 in Chapter 3 of the Draft EIS/EIR provides ridership estimates for the WSAB Project. Table 3.25 in the Draft EIS/EIR indicates that Alternative 3, the identified LPA, is projected to have approximately 31,000 daily transit boardings in the year 2042.
B-7-5	The comment regarding support for Design Option 2 is noted. See response to comments B-7-2 and B-7-3. See also response CR-GEN-6 regarding Little Tokyo.

CoreSite

From: Laura Awad <laura@agd-landuse.com> **On Behalf Of** Damon Mamalakis
Sent: Wednesday, September 22, 2021 10:06 AM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Mark Armbruster <mark@agd-landuse.com>; evan.ducker@coresite.com; jon.lien@coresite.com; Damon Mamalakis <damon@agd-landuse.com>; Laura Awad <laura@agd-landuse.com>
Subject: Draft EIS/EIR for the West Santa Ana Branch Transit Project, Los Angeles, CA

Good morning, Ms. Khanna,

Please see the attached comment letter regarding the EIS/EIR for the WSAB Project. B-8-1

Regards,

Laura

Laura M. Awad | Office Manager
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Armbruster Goldsmith & Delvac LLP
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September 22, 2021

VIA E-MAIL

Mrs. Meghna Khanna, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012

khannam@metro.net

Re: Draft Environmental Impact Statement/Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project, Los Angeles, California

Dear Mrs. Khanna:

We represent CoreSite, who operates a number of data centers in downtown Los Angeles, including the data centers located at 900 Alameda Street (the LA2 Data Center), in the Terminal Annex building, and 200 Bauchet Street (the LA3 Data Center). The LA2 Data Center contains approximately 420,000 square feet of rentable space and the LA3 Data Center contains approximately 160,000 square feet of rentable space. These two data centers provide critical telecommunications services to the local Southern California area. CoreSite leases space to hundreds of customers who connect to each other at 900 N Alameda Street and 200 Bauchet Street. These connections power and enable the internet and digital economy. CoreSite's tenants include local, national, and international carriers and networks, subsea cables, cloud companies, large enterprises, and small businesses.

We have reviewed the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (WSAB Project) and provide the following comments.

B-8-2

CoreSite is in full support of Alternative 3: Slauson/A Line (Blue) to Pioneer Station, the Staff Preferred Alternative. While the EIS/EIR presents the clear benefits of Alternative 3 over the other alternatives, Alternative 3 has the further advantage of not impacting CoreSite's LA2 and LA3 Data Centers, due to the significant distance it will be from the properties, which will result in no potential harmful effects to the sensitive equipment located in the data centers. Additionally, Alternative 3 alleviates the need for any form of condemnation action applicable to the LA2 or LA3 Data Centers.

Alternative 1 would significantly impact CoreSite, as the line will run either through or under the LA 2 and LA 3 Data Center properties requiring condemnation. Even a partial condemnation of the LA2 or LA3 Data Centers could cause catastrophic effects for the current uses of these properties and would result in substantial harm to CoreSite's business. It is our understanding from Metro staff that Alternative 1 was prepared prior to construction and completion of the LA3 Data Center, when the site was a surface parking lot. Given the completion of the LA3 Data Center, we respectfully request that to the extent Alternative 1 is considered a viable alternative, that Alternative 1 be revised to consider alternate sites and routing that do not impact the LA2 and LA3 Data Center properties. It is also important to note that Alternative 1 has the potential to have impacts on the Terminal Annex Building (part of the LA2 Data Center) which is listed on the National Register of Historic Places.

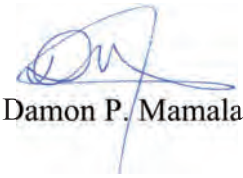
B-8-3

B-8-4

Although Alternative 3 is preferable, Alternatives 2 and 4 should not impact CoreSite's LA2 and LA3 Data Centers, due to the significant distance they will be from the properties, which will result in no potential harmful effects to the sensitive equipment located in the data centers.

In conclusion, CoreSite supports Staff's preferred alternative – Alternative 3, as the least impactful alternative overall and as to CoreSite. Thank you for your consideration of this comment.

Sincerely,



Damon P. Mamalakis

cc: Mark Armbruster, Esq., by email
Evan Ducker, by email
Jon Lien, by email

CoreSite – B-8

Comment ID	Response
B-8-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
B-8-2	The commenter's support for Alternative 3 has been noted. See response CR-GEN-1 regarding identification of Alternative 3 as the Locally Preferred Alternative.
B-8-3	The commenter's opposition to Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the LPA.
B-8-4	See response B-8-3.

Dante Valve Company

Please see attached Dante Valve Company's opposition to the West Santa Aana Branch Transit Corridor Project. B-4-1

VIA OVERNIGHT AND ELECTRONIC MAIL

September 28, 2021

Meghna Khanna
Project Manager
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012
wsab@metro.net

Re: Opposition to West Santa Ana Branch Transit Corridor Project

Dear Ms. Khanna:

My name is Matthew Dante, and I am the Vice President of Operations at the Dante Valve Company ("Dante Valve"). Dante Valve is a nationally recognized pressure safety and relief valve manufacturer, and since the 1960s has manufactured and tested these devices for the United States Navy and the private sector. Dante Valve has performed manufacturing and testing operations in Bellflower, California since this date as well at 15230 Lakewood Blvd., Bellflower, California 90706 (the "Property"). Until this month, Dante Valve had no reason whatsoever to think that it, its operations, or the well-being of its employees could be threatened by a Project such as this. But that changed when it learned about the Los Angeles County Metropolitan Transportation Authority's ("MTA") proposed West Santa Ana Branch Transit Corridor project (the "Project"). The Project will be near our Property and devastate our operations and employees. B-4-2

Earlier this month, the Assistant City Manager/Director of Public Works for the City of Bellflower, Len Gorecki, informed us that the MTA is laying the groundwork to construct a two-way train track (one north bound, the other south bound) approximately 20 feet from our Property line and construct a Maintenance Facility Site ("MFS") immediately east of it. Not only that, but Mr. Gorecki also informed us that the MTA projects a traffic volume of at least 16 to 18 trains every single hour. We were also informed that, contrary to the representations contained on the MTA's website,[1] that train operations are set to begin *before* the 2028 Summer Olympics. B-4-3

Every aspect of the Project—its timing, its construction, its completed operations—endangers Dante Valve's operations and the health and safety of our employees. Timing wise, the Project is slated for operation years ahead (indeed: decades) of its published date of 20**41**—and this without any prior warning or notice to businesses about this revised, expedited timeline. This has left Dante Valve and its owners scrambling to decide how to protect its future.

Operationally, the Project's construction and train operations threaten to devastate Dante Valve. As part of its manufacturing and testing process, Dante Valve deploys high-calibrated, high- B-4-4

[1] The MTA's website forecasts the Project's opening to be in 2041. See https://www.metro.net/projects/west-santa-ana/ (last visited September 23, 2021).

precision equipment, such as Computer Numerical Control Machining[2] and optical inspection equipment, to ensure that its products comply with federally mandated specifications. These provide for tolerances exceeding no more than 0.0005—fractions of a millimeter. As a result of the daily noises and vibrations that will be generated through the construction of the rail lines and the MFS and by-passing trains, the Project threatens to interfere with our machines' abilities to manufacture and test products within pre-defined tolerances (environmental vibrations interfere with those machines' vibration sensors). Dante Valve's ability to conform to federally mandated or contractual specifications will be severely challenged, and we will be left with a surfeit of excess scrap metal waste and sunken costs (not to mention the impact it will have on our ability to meet our country's defense apparatus needs). And these threats are not academic. In fact, the State of California itself has recognized the hazards that vibrations generate for the very equipment that Dante Valve uses, as when it states that "[g]round vibration also has the potential to disrupt the operation of vibration-sensitive research and advanced technology equipment. This equipment can include o*ptical microscope*s . . . and *precision milling equipment.*"[3] B-4-4

Even putting aside noise and vibration issues, the Project potentially cripples Dante Valve's operations in another manner. The dirt and dust contamination generated by the construction of the railway and MFS, and, more permanently, by constant train operations would cause Dante Valve to be in breach of Naval Steam Plant Cleanliness Controls and, in turn, potentially jeopardize its ability to deliver products with this requirement. If that were not bad enough, Dante Valve would also have to require employees to work overtime to clean and rework any defective valve. In short, the Project threatens our operations and jeopardizes our ability to fulfil our contractual commitments to third parties. B-4-5

Health and safety wise, if the Project proceeds as planned, our employees would be daily exposed to noise and ground vibrations during construction and train operations. As you can appreciate, long-term, sustained noise and vibration exposure is not conducive to employee health. The noise pollution would require our employees to wear ear plugs (or mufflers) indoors and outdoors—which, in turn, compromises our employee's ability to hear or understand a safety warning issued in the heat of a moment (e.g., "Watch Out! Overhead!"). In this regard, it is notable that while the Project's specifications provide for the erection of sound walls at select locations, there are no planned sound walls between the tracks and our facility. And vibrations, far from being a mere annoyance, potentially cause loss of balance, feelings of shakiness even after initial exposure, fatigue, headaches, and stomach problems. In short, the Project impairs the health and well-being of our employees. B-4-6 B-4-7

Without question, the Project should not proceed as planned. Aside from unfairly launching decades ahead of its published opening date, the contemplated railway and its construction threatens to devastate Dante Valve's operations and interfere with Dante Valve's ability to fulfill B-4-8

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[2] CNC Machining is manufacturing process during which pre-programed software dictates the movement of factory machinery and tools.

[3] See Chapter 5, entitled "Vibration Receivers," on this website https://www.cityofdavis.org/home/showdocument?id=4521.

its legal and contractual commitments to third parties. Not only that, but the Project and its contemplated train operations endanger the health and safety of its employees.

B-4-8

Should you have any questions or wish to discuss further, please contact me at (562) 866-6680 or matt.dante@dantevalve.com. We look forward to your immediate attention and response to our concerns.

Sincerely,

Matthew Dante
Vice President of Operations
Dante Valve Company

Michael Dante
Managing Member
Dante Enterprises, LLC

Dante Valve Company – B-4

Comment ID	Response
B-4-1	The commenter's objection to the Project has been noted. The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
B-4-2	Subsequent to the Draft EIS/EIR, Metro coordinated with the representatives of the Dante Valve Company on August 1, 2022, January 24, 2023, and February 7, 2023, to gain an understanding of operations at the facility, vibration sensitivity, and to determine if there would be adverse effects on the operations that were not identified in the Draft EIS/EIR. The vibration analysis in Section 4.7.3.2 in Chapter 4 of the Final EIS/EIR and in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (previously Appendix M of the Draft EIS/EIR) incorporates additional analysis completed since the Draft EIS/EIR specific to operations at Dante Valve Company. Refer to the response to comments B-4-4 and B-4-6 for additional information regarding the vibration analysis and results.
B-4-3	See response to comment B-4-2. Based on an updated construction schedule, revenue service is anticipated to begin in 2035.
B-4-4	Since circulation of the Draft EIS/EIR, a groundborne vibration assessment was completed at the Dante Valve Company. The assessment measured the existing vibration levels during normal operations at the test stand and Computer Numerical Control (CNC) machining areas and predicted vibration levels from the construction of the trackwork and operation of the train passbys closest to these areas, including train operation associated with the tracks into the maintenance and storage facility (MSF). Baseline vibration measurements of 75 VdB were taken at the test stand area. The results of the vibration assessment concluded that without mitigation, the predicted levels from the train operations through the crossover to the MSF of 77 VdB would exceed the existing vibration level at the test stand area. With a low impact crossover (Mitigation Measure VIB-2 [Low Impact Frog]), the vibration levels will be reduced to 67 VdB, which is lower than the existing levels at the test stand area and CNC. Train operations on the tangent track will result in vibration levels of 72 VdB and will be lower than the existing vibration levels at the test stand area. Based on the analysis, operation of the Locally Preferred Alternative (LPA) will not affect operations at the Dante Valve Company. The results of the analysis are summarized in Section 4.7.3.2 in Chapter 4 of the Final EIS/EIR and in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report,* with the detailed analysis included in Appendix K of the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report*. See also response to comment B-4-6. Short-term vibration levels during construction will be below criteria protective of the facility and equipment. However, these vibration levels during construction immediately adjacent to the facility will exceed baseline levels measured at the test stand. Because the exact sensitivity of testing operations could not be established, testing could be limited during the short period of construction immediately adjacent to the facility. Temporary limits on testing at the Dante Valve Company would not result in adverse environmental impacts.

Comment ID	Response
B-4-5	Neither construction nor operation of the LPA will generate significant or adverse dust emissions capable of compromising business operations at the Dante Valve Company. Construction activities will generate localized air pollutant emissions, including dust, on a temporary basis throughout the duration that activities occur. See responses CR-AQ-1 regarding fugitive dust emissions during construction and mandatory best management practices that will be enforced to control emissions, and CR-AQ-3 regarding air quality impact thresholds and guidance, and Metro-related policy. The analysis of dust impacts was conducted in accordance with applicable South Coast Air Quality Management District (SCAQMD) methodology and satisfies the requirements of the California Environmental Quality Act (CEQA). The localized emissions analysis for construction at the Bellflower MSF site is presented in Chapter 4, Section 4.19.3.5 in Table 4.19.19 of the Draft EIS/EIR. The results of the analysis concluded that construction of the Bellflower MSF will not generate emissions of particulates from on-site sources in excess of the applicable SCAQMD localized significance threshold screening values. As outlined in response CR-AQ-1, contractors will be required to comply with provisions of the Metro Green Construction Policy pertaining to fugitive dust control. SCAQMD also maintains a nuisance complaint system for incidents involving visible dust plumes. Refer to response CR-AQ-2 for a general discussion of fugitive dust emissions during operation of the LPA. The CEQA analysis in Chapter 4, Section 4.19.3.5 of the Draft EIS/EIR determined that light rail transit (LRT) operations under Alternative 3 will not exacerbate the frequency or severity of air quality violations for any criteria pollutant, including particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Potential air quality impacts have been analyzed and disclosed in accordance with CEQA requirements. Operation of Alternative 3 will result in less than significant air quality impacts pertaining to fugitive dust emissions. This conclusion remains unchanged with the updated air quality analysis prepared in support of the Final EIS/EIR, which is documented in Chapter 4, Section 4.5 of the Final EIS/EIR.

Comment ID	Response
B-4-6	Activities at the Dante Valve Company are not noise-sensitive land uses per Federal Transit Administration (FTA) sensitive land use categories, as described in Chapter 4, Section 4.7.1.2 of the Draft EIS/EIR. Operational noise from LRT may impact noise-sensitive land uses such as residences and schools. The predicted levels of wayside train noise will not interfere with speech communication. Workers will not need to wear ear protection due to light rail noise. Likewise, construction noise will not exceed Occupational Safety and Health Administration workplace noise limits. 29 Code of Federal Regulations 1910.95 Table G-16 provides a workplace standard of 105 dBA for one hour of exposure or 90 dBA for a continuous 8 hours of exposure. As indicated in Table 4.19.18 in Chapter 4, Section 4.19.3.7 of the Final EIS/EIR, the loudest construction hour anticipated at 50 feet from all equipment operating was calculated at 91 dBA. This level would neither be continuous for eight hours nor be generated within 50 feet of where Dante Valve Company staff work continuously for 8 hours. Workplace noise exposure has not been a factor on any of Metro's existing light rail lines. See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction and operational activities where noise-sensitive land uses are present. As noted in response to comment B-4-2, subsequent to the Draft EIS/EIR, Metro met with Dante Valve Company to understand its operational needs and conducted additional vibration analysis. Metro met with representatives of the Dante Valve Company on August 1, 2022, January 24, 2023, and February 7, 2023, to gain an understanding of operations at the facility and vibration sensitivity. Additionally, measurements of existing vibration levels were taken at the Testing Stand Area and CNC between February 27, 2023 and March 3, 2023. Vibration propagation measurements were completed on April 15, 2023. See response to Comment B-4-4 regarding the results of the vibration analysis and evaluation, which concluded that operational vibration levels will not be greater than existing levels and that construction vibration levels would not cause damage.
B-4-7	The *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (previously Appendix M to the Draft EIS/EIR) shows the FTA vibration thresholds that would affect the health and wellbeing of the Dante Valve Company employees. The predicted groundborne vibration levels are not expected to interfere with either existing communications or tasks conducted by the Dante Valve Company employees. See also the responses to comments B-4-4 and B-4-6.
B-4-8	See responses to prior comments.

Greater Huntington Park Area Chamber of Commerce

From: Andy Molina <molina_andy@hotmail.com>
Sent: Wednesday, September 29, 2021 2:16 PM
To: Khanna, Meghna <KhannaM@metro.net>
Subject:

Good afternoon Ms. Meghana Khanna,
Enclosed you find a support letter for West Santa Ana Branch Corridor Draft Environmental/Environmental Impact Report.
Best Regards,

B-15-1

Andy Molina

Chamber of Commerce

Executive Director

The Greater Huntington Park Area
CHAMBER OF COMMERCE
6725 Seville Ave. Huntington Park, CA 90255 • Tel: 323-585-1155 • Info@HPChamber.org • www.HPChamber.org

September 24, 2021

Ms. Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 88-22-7
Los Angeles CA 90012

Re: Comments West Santa Ana Branch Transit Corridor Draft Environmental/Environmental Impact Report

Ms. Khanna,
The Huntington Park Chamber of Commerce reviewed the West Santa Ana Branch (WSAB) Transit Corridor Draft Environmental Impact Report/Statement and supports the selection of Alternative 1 (Los Angeles Union Station to Pioneer Station) and Design Option 2 (Addition of Little Tokyo Station). This alternative provides a one-seat ride from Artesia to Union Station. It provides mobility throughout Southeast Los Angeles, connects us to key destinations in Downtown Los Angeles and provides connectivity to the regional rail system. B-15-2

This line finally brings us into the Metro rail transit system in an equitable, sustainable and responsible manner. Our environmental justice communities will finally be able to benefit from Los Angeles County's rail transit commitment. B-15-3

The West Santa Ana Branch brings much needed Economic and Community Development opportunities to our local businesses and residents. This is important to our businesses served by the Greater Huntington Park Chamber of Commerce which serves 300 businesses who have 2000 employees who will benefit from this project. B-15-4

We do ask that Metro work with us and our cities as we build this line. It is important to have a robust construction mitigation program so that our businesses not only survive but also prosper as a result of this important public investment. B-15-5

We acknowledge the efforts of Metro and its team and is in full support of the development of the West Santa Ana Branch light rail transit project, with a preference for the Artesia to Union Station alignment and a station in Little Tokyo (Alternative 1, Design Option 2). We appreciate having an opportunity to comment on the Draft WSAB EIR EIS. B-15-6

Sincerely,

Andy Molina, Executive Director / CEO

Greater Huntington Park Area Chamber of Commerce – B-15

Comment ID	Response
B-15-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
B-15-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA will provide a connection to 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at 7th Street/Metro Center. The Slauson/A Line Station concept shown in Figure 2-11 of the Draft EIS/EIR illustrates the transfer between the WSAB and A Line, which is designed to be more efficient than a bus transfer. The LPA will accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project and to the A Line at the Slauson/A Line Station.
B-15-3	The comment regarding service to environmental justice communities is noted.
B-15-4	As indicated by the comment and discussed in Chapter 4, Section 4.17.3.2, under the subheading "Regional Mobility and Connectivity," of the Draft EIS/EIR, the Project will provide benefits to local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent will have access to a larger labor market, which may provide greater economic opportunities.
B-15-5	Metro has continued to coordinate with the cities along the alignment since circulation of the Draft EIS/EIR. As outlined in the Master Cooperative Agreements, this coordination will continue through the advancement of design and into construction. Mitigation Measure COM-1 (Construction Outreach Plan), described in Chapter 4, Section 4.19.3.2 of the Draft EIS/EIR, requires development of a construction outreach plan to mitigate impacts to businesses near the project alignment during construction. Specifically, it focuses on access to businesses and identifying detours when necessary. Additionally, it discusses specific signage/marketing to support businesses during construction. Metro may also use the Business Interruption Fund to financially assist small businesses along transit corridors during construction. Programs such as the Business Interruption Fund are approved by the Metro Board on a per-project basis and would occur after certification of the Final EIS/EIR and closer to the start of construction.
B-15-6	See response to comment B-15-2.

Jamba Juice 1415

Adding a stop here on Pacific and Randolph sounds great but I believe that the impact will reflect negatively upon local established businesses which it comes to building new housing. Prevent the displacement of local and local business should be top priority.

B-12-1

West Santa Ana Branch Transit Corridor (WSAB)
Draft Environmental Impact Statement/Environmental Impact Report
August - September 2021
Comment Sheet

Name/Affiliation/Organization: Jamba Juice 1415, General Manager: Adriana Montes
Address: 6042 Pacific Blvd Huntington Park, CA 90255
Phone/Cell: (323) 581 - 2500
Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Adding a stop here on pacific and rendolph sounds great but I believe that the impact will reflect negitively upon local established business's when it comes to building new housing. Prevent the displacement of locals and local business's should be top priority.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Jamba Juice 1415 – B-12

Comment ID	Response
B-12-1	Property acquisition is minimized, where feasible, and was a key consideration during development of the alignment. See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act. Land use controls within the station areas lie with the local jurisdictions. The Project is a regional light rail transit system that will connect southeast LA County with other portions of LA County, serving cities and communities along the alignment and jurisdictions directly surrounding the alignment. The Project will provide local jurisdictions opportunities to plan future land use patterns locally, including preservation or development goals appropriate for each community.

B-2

B-2-1

Long Beach Ave. Lofts

1. Per 3.7.1 and table 3.5 18, 19, and 20 of the EIS/EIR the excavation route from the launch pit will be south on Long Beach Ave, east on 14th, 16th, 17th, or Newton to Alameda St. Eliminating 14th St. and transiting the project property on the west side of Long Beach ave. would reduce the noise, dust, and vibration for the 74 units of Artist in Residence (residential) tenants on the north-east corner of Long Beach Ave and 14th St. (1250 Long Beach Ave.) My preference to reduce the impact on my property would be north on the project site and Long Beach Ave., east on Olympic Blvd., and south on Alameda. B-2-2

2. Per drawing T-113 there appears to be a pedestrian tunnel on the south side of the retained fill ramp crossing 14th St. This neighborhood is NOT a walking neighborhood . The tunnel will be an attractive nuisance and an invitation for a homeless encampment. It is not necessary. B-2-3

Long Beach Ave. Lofts – B-2

Comment ID	Response
B-2-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
B-2-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Alternative 3 is identified as the LPA analyzed in the Final EIS/EIR. The northern terminus for the LPA will be at the Slauson/A Line Station, and the LPA will not extend to the area of Long Beach Avenue referenced in the comment.
B-2-3	Refer to response CR-GEN-1 regarding identification of the LPA. Construction of the alignment shown in Drawing Number T-113 in Appendix B of the Draft EIS/EIR will not be required with the identification of the LPA.

Modern Development Corporation (Brenda L. Tavera)

From: Brenda L. Tavera <btavera@ddsffirm.com>
Sent: Wednesday, September 8, 2021 1:47 PM
To: WSAB <WSAB@metro.net>
Cc: Khanna, Meghna <KhannaM@metro.net>; Lisa Padilla <lpadilla@ddsffirm.com>; Jeffrey Z.B. Springer <jspringer@ddsffirm.com>
Subject: Modern Development Corporation

Please see attached letter from Jeffrey Z. B. Springer, Esq. in connection with the above-referenced letter. Please contact Mr. Springer with any questions. B-9-1

Thank you.

Brenda L. Tavera
Legal Secretary
DEMETRIOU, DEL GUERCIO, SPRINGER & FRANCIS, LLP
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CHRIS G. DEMETRIOU (1915-1989)
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SENDER'S DIRECT LINE
(213) 624-8407 EXT. 148

September 8, 2021

VIA E-MAIL (wsab@metro.net) AND U. S. MAIL

Ms. Meghna Khanna, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mailstop: 99-22-7
Los Angeles, CA 90012

Re: DRAFT ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT FOR THE WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Dear Ms. Khanna:

This letter is sent on behalf of Modern Development Corporation ("Modern") to provide comments on the Draft Environmental Impact Statement / Environmental Impact Report ("Draft EIR") for the West Santa Ana Branch Transit Corridor Project ("Project").

Modern is the owner of the approximate 22-acre site located in the City of Paramount which is being considered as the alternate site for the maintenance and storage facility ("MSF") that would serve the Project. As you know, the staff recommended alternative (i.e., the "preferred alternative") site for the MSF is located about 1½ miles to the southeast in the City of Bellflower (the "Bellflower MSF"). B-9-2

Modern supports staff's recommendation of the Bellflower MSF and opposes the use of Modern's property for the MSF.

The Draft EIR contains an error of astonishing proportion in connection with its analysis of the Paramount MSF. This error is of such magnitude that any further consideration of Modern's property would necessarily require that the Draft EIR be revised and then re-circulated for public review and comment.

The Draft EIR recognizes that Modern's property that is being considered for the Paramount MSF includes the Paramount Swap Meet, the Paramount Drive-In Theater, and associated parking and industrial properties. (Draft EIR 2-46.) The Draft EIR also recognizes that neither the Swap Meet nor the Drive-In Theater could be relocated. ((Table 4.3.7 at p. 4-35; 4-41.) However, in counting the number of displacements that B-9-3

would necessarily result, the Draft EIR utterly fails to comprehend, let alone describe or even discuss, the fact that the Swap Meet has approximately ***622 vendors who occupy their spaces pursuant to written month-to-month leases***. Nor has there been any attempt to account for the number of employees who would be affected. B-9-3

Of course, existing law does not even require that a month-to-month business occupant have a *written* lease in order to qualify as a displaced business for purposes of loss of goodwill compensation and relocation benefits. (*LAUSD v. Pulgarin* (2009) 174 Cal.App.4th 101, 107; Govt. C. § 7260; CEQA Guidelines § 6008.) A verbal month-to-month lease is sufficient. (*Ibid.*)

To be so completely dismissed as to be undiscussed, there must be some underlying bias or preconceived notion as to the nature of the Swap Meet vendors. A simple visit to the Paramount Swap Meet would immediately reveal the fact that the market has the feel of a bazaar, occupied by professional vendors. Most of the spaces are well defined by 1-2 story metal frames that suspend not only canvas walls and canopies, but thousands upon thousands of display items and shelves. Like a bazaar, the Swap Meet is also populated by professional vendors who sell spices, nuts, candies, and snacks. B-9-4

The Draft EIR claims there will only be 5 businesses displaced by the Paramount MSF. (Table 4.3.7.) However, the true facts are that there would be approximately ***667 displaced businesses*** if the Paramount MFS site is selected! This is an astonishingly greater impact, even more than an order magnitude! The shocking magnitude of this completely undiscussed population of businesses requires that the displacement impacts of the Project be reevaluated, and a revised draft EIR be circulated so that there may be meaningful public comment. (CEQA Guidelines § 15088.5.) In this regard, it is important to note that the Draft EIR undertook considerable effort to identify and discuss the nature of the businesses affected by the Project, canvas available relocation sites, and thereby evaluate the potential for relocation. However, by being omitted entirely from both the analysis and discussion, the Swap Meet vendors, and the entire community of Paramount, have been deprived of the ability to have a meaningful discussion of the real impacts of the Paramount MSF. Again, revision and recirculation are the required remedy. (*Id*.) B-9-5

By way of background, Modern is the owner of the property housing the Paramount Swap Meet and it also owns the entity that operates the Paramount Swap Meet. The Paramount Swap Meet began to operate in 1955. Overtime, the Swap Meet became more and more popular. At the present time, the Paramount Swap Meet is open seven days a week. The busiest days are Tuesdays and Sundays. On both days, there are usually about 1,000 vendors present. Out of the 1,000, approximately 662 B-9-6

maintain month-to-month rental agreements in order to lock in their right to occupy particular spaces. Modern believes that all of the 662 vendors who have month-to-month rental agreements are professional vendors who obtain their primary income from their vending businesses. It is Modern's belief that this is also true of the majority of the more than 300 businesses that operate without month-to-month rental agreements. B-9-6

The failure to recognize that the Paramount Swap Meet vendors are entitled to relocation assistance and compensation also has an impact on the cost analysis. The Draft EIR already recognizes that the Paramount MFS would be vastly more expensive to build than the Bellflower MFS. (6-14.) The additional expense is estimated to $223 Million. (*Id*.) The reason is because the Paramount MFS site is about 0.3 miles south of the Project right-of-way ("ROW"). As a result, building the Paramount MFS would require the need to build an access rail line and an overhead catenary system to connect the Paramount MFS to the Project ROW. (3-116.) In contrast, the Bellflower MFS is adjacent to the Project ROW, so no connecting line is required. B-9-7

The cost of relocating and compensating the 700 vendors must be included as an expense if the Paramount MFS site were to be selected. The estimate should include relocation services and a likely minimum in-lieu payment of $20,000 per business. Furthermore, the estimate should reflect the potential that some businesses will require much larger compensation. A cost of $40,000 per business would probably be a reasonable estimate, yielding an additional cost estimate of $28 Million. B-9-8

Thus, decisionmakers should be informed that the cost to construct the Paramount MFS would actually be about $251 Million more than the Bellflower alternative.

The Draft EIR is also deficient in its traffic analysis of the MFS alternatives. The Draft EIR does recognize that the Paramount MSF would result in an additional at-grade crossing at Rosecrans Ave. The reason is again that the Paramount MFS is located 0.3 miles south of the Project ROW and the connecting access line would cross Rosecrans Ave. at-grade. (3-116.) This crossing point on Rosecrans Ave. is located between Paramount Blvd. and Garfield Ave., literally right in the heart of Paramount. B-9-9

Notwithstanding the seriousness of this impact, the Draft EIR contains no discussion of the number of crossings, and hence closures, that will occur on a daily basis. There is not even an estimated schedule that would be necessary to evaluate the impacts that will result to the community. As a result, the Draft EIR is devoid of evidence necessary to meaningfully evaluate the magnitude of this clearly adverse traffic impact that would be caused by the Paramount MSF. B-9-10

Of course, the Bellflower MSF would be built adjacent to the proposed alignment of the Project, so no additional road crossing would be necessary. (3-116.) Hence, the Bellflower location is clearly the superior alternative with respect to traffic impacts. B-9-11

There are other adverse impacts that are worthy of mention.

The Draft EIR acknowledges that there would be a total of 28 families displaced if the Paramount MFS is selected, but none if the Bellflower MFS is approved. (Table 4.3.6.) The Bellflower MFS is the clearly superior alternative with respect to the displacement impacts to families. B-9-12

Please alert decisionmakers as to these important impacts and issues. As stated, if Metro is to proceed with the Paramount MFS, it must first revise the Draft EIR to properly identify and discuss these issues, and then recirculate the revised draft for public comment. Otherwise, the public will be deprived of a meaningful opportunity to understand and comment upon these important environmental impacts. B-9-13

Thank you for your attention to this matter. If you should have any questions, please do not hesitate to contact me.

Very truly yours,

Jeffrey Z. B. Springer

JZBS/lp

cc: Ms. Meghna Khanna (Via E-mail at KhannaM@metro.net)
Client (Via E-mail)

Modern Development Corporation (Brenda L. Tavera) – B-9

Comment ID	Response
B-9-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
B-9-2	See response CR-GEN-2 regarding the evaluation of the Paramount Maintenance and Storage Facility (MSF) and identification of the Bellflower MSF site as a component of the Locally Preferred Alternative (LPA).
B-9-3	See response to comment B-9-2. No acquisitions or displacements related to the proposed Paramount MSF site option will occur as part of the LPA. The businesses located within the Paramount MSF site option location will not be affected by the LPA.
B-9-4	See response to comment B-9-3.
B-9-5	See response to comment B-9-3.
B-9-6	See response to comment B-9-3.
B-9-7	See response to comment B-9-3.
B-9-8	See response to comment B-9-3.
B-9-9	See response to comment B-9-2. Traffic effects from the Paramount and Bellflower MSF site options were evaluated in Chapter 3, Section 3.4.1.7 of the Draft EIS/EIS. Light rail vehicles entering and exiting the Bellflower MSF will not require crossing local streets.
B-9-10	See response to comment B-9-9.
B-9-11	See response to comment B-9-9.
B-9-12	See response to comment B-9-3.
B-9-13	See response to comment B-9-3.

Neufeld Marks A Professional Corporation

From: Rachel Ortega [rortega@neufeldmarks.com]
Sent: 9/24/2021, 12:43 PM
To: wsab@metro.net
Cc: yshikai@neufeldmarks.com
Subject: Comments on Proposed West Santa Ana Branch (WSAB) Project

Please see attached letter from Yuriko M. Shikai dated September 24, 2021.
Thank you.

B-10-1

Rachel S. Ortega
Neufeld Marks A Professional Corporation

250 E. 1st Street, Suite 1101
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September 24, 2021

VIA ELECTRONIC MAIL

Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012
Email: wsab@metro.net

Re: Comments on Proposed West Santa Ana Branch (WSAB) Project

Dear Ms. Wiggins:

I write on behalf of Neufeld Marks to express our support for the planned West Santa Ana Branch (WSAB) corridor alignment and for **Alternative 1**, which will run as a subway (below grade) along Alameda Street from just north of the Santa Monica Freeway up to Union Station with an option to install a station at Second Street and Alameda Street (**Design Option 2**) in Little Tokyo.

B-10-2

Design Option 1 would change the location of the WSAB terminus so that it would be further east in the Union Station campus and eliminate the need for Metro to secure an easement adjacent to the Japanese American National Museum ("JANM"). Design Option 1 would also provide for a higher quality transfer for passengers from Little Tokyo seeking to access national, regional, or local rail services at Union Station.

The 19.3-mile light rail transit is the subject of the recently released Draft Environmental Impact Statement/Environmental Impact Report ("DEIS/EIR"). An independent analysis commissioned by key community organizations indicates that ridership would be increased by about 8,000 additional trips on the WSAB line. The alignment will connect Downtown Los Angeles to the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, and Vernon. Like Little Tokyo, these are many of Southern California's most vibrant yet long-underserved Environmental Justice Communities.

B-10-3

JANM, Little Tokyo Business Association, St. Francis Xavier Chapel Japanese Catholic Center, and Eco-Rapid Transit have already declared their support for the Alameda Street alignment to Union Station with a subway station (Design Option 2) to be built in Little Tokyo. On the other hand, some groups are opposing Design Option 2 because it requires a portal to be built on the east side of Alameda Street near Second Street. We believe this difference of opinion can be resolved and urge the Metro Board of Directors to take another look at the proposed portals to find workable alternatives. B-10-4

Thank you for your willingness to consider these suggestions. The Little Tokyo community looks forward to continuing to work alongside Metro as we plan for the future together.

Very truly yours,

Yuriko M. Shikai

Neufeld Marks A Professional Corporation – B-10

Comment ID	Response
B-10-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
B-10-2	The commenter's support for Alternative 1, Design Option 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The study referenced in CR-GEN-1 is also considering the connection point at LA Union Station.
B-10-3	See response CR-GEN-1 regarding identification of the LPA and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent communities and environmental justice communities. See response to comment B-10-2. Section 3.4.2 in Chapter 3 of the Draft EIS/EIR provides ridership estimates for the WSAB Project. Table 3.25 in the Draft EIS/EIR indicates that Alternative 3, the identified LPA, is projected to have approximately 31,000 daily transit boardings in the year 2042.
B-10-4	See responses to comments B-10-2 and B-10-3. See also response CR-GEN-6 regarding Little Tokyo.

Onyx Beauty Salon

As a business owner I am happy that we will have this project in the future since I think that it can benefit my business by bringing in new customers, but I am also concerned and hope that it will not bring more crime, vandalism and homeless people to this city than we already have.I would like to have more security at the stops that this Metro train makes in the city of HP, that there be sufficient lighting at night and early in the morning, and that the streets on which it travels be clean.If enhancements will be made to the walking areas, we would not like to see graffiti on our streets, doors, or business walls or houses.Keep citizens informed about the procedure of this project.Mirtala Orellana

B-13-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Mirtala Orellana Onyx Beauty Salon.

Domicilio: 2421 Randolph st H.P. CA 90255

Télefono/Celular: (323) 571-3956.

Correo Electrónico: Mirtalaorellana030@gmail.com.

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Como dueña de negocio que da gusto que tengamos este proyecto en futuro ya que encuentro que pueda beneficiar a mi negocio trayendo nueva clientela, pero tambien tengo preocupaciones que esto no traiga delincuencia vandalismo, y bagabundos a esta ciudad mas de los que ya hay.
me gustaria contar con la mayor seguridad en las paradas que este tren mitro haga en la ciudad de H.P. que haya mucha luz a horas de la noche y madrugadas, contar con limpieza en las calles por donde este trancite.
Si habria mejoria para el area de caminar no nos gustaria mirar grafiti en nuestras calles puertas, paredes de negocios ni casas.

Mantengan a los Ciudadanos informados hacerca de el procedimiento de este proyecto.

Mirtala Orellana.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Onyx Beauty Salon – B-13

Comment ID	Response
B-13-1	See response CR-SAF-1 regarding safety and security and response CR-SAF-2 regarding homelessness on the Metro system. In addition, Metro has a graffiti program that requires removal of graffiti within 24 hours of when it is reported. Project information is available on the project website at: https://www.metro.net/projects/west-santa-ana/. Metro will continue to coordinate with stakeholders and the public throughout design and construction of the Project as applicable.

Union Pacific Railroad

From: Peggy Harris <PEHARRIS@up.com>
Sent: Friday, October 15, 2021 3:23 PM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Meade, Rick <MeadeR@metro.net>; Halsted, Patrick <Patrick.Halsted@hdrinc.com>; Adrian Guerrero <aguerre@up.com>; Lupe Valdez <LCVALDEZ@UP.COM>; Kenneth Tom <KTOM@UP.COM>; Luke Baatz <lmbaatz@up.com>; Mark Bristol <MABRISTO@up.com>
Subject: UPRR Comments - West Santa Ana Branch Transit Corridor

Meghna –

Thank you again for the additional time to review the DEIS/EIR for the WSAB Transit Corridor Project. That made it possible for us to provide a more thoughtful response to this document as well as to the Antelope Valley Line DEIR that had been open concurrently. Attached are UP's comments with respect to WSAB. Please let us know if you would like to discuss. Have a great weekend. B-14-1

- Peggy

From: Khanna, Meghna <KhannaM@metro.net>
Sent: Thursday, September 23, 2021 1:03 PM
To: Peggy Harris <PEHARRIS@up.com>; Cartwright, Kerry <KCartwright@portla.org>; Dau-Ngo, Theresa <theresa.dau-ngo@polb.com>; mary.nguyen <mary.nguyen@dot.gov>; Whisman, Rusty (FTA) <russell.whisman@dot.gov>; Charlene.LeeLorenzo <Charlene.LeeLorenzo@dot.gov>
Cc: Katnich, Marisa <MKatnich@portla.org>; Shepack, Debra <debra.shepack@polb.com>; Kenneth Tom <KTOM@UP.COM>; Lupe Valdez <LCVALDEZ@UP.COM>; Cameron, Rick <rick.cameron@polb.com>; Cordero, Mario <Mario.Cordero@polb.com>; Adrian Guerrero <aguerre@up.com>; Justin Barager <jbarager@up.com>; Tomley, Heather <heather.tomley@polb.com>; Takahashi, Mari <mari.takahashi@polb.com>; Marquez, Carlos <Carlos.Marquez@polb.com>; Vernon, James <james.vernon@polb.com>; Ramsay, Daniel <daniel.ramsay@polb.com>; Moneymaker, Anna <anna.moneymaker@polb.com>; Tyson Moeller <TOMOELLER@up.com>; Luke Baatz <lmbaatz@up.com>; Mieger, David <MiegerD@metro.net>; Yoh, Allison <YohA@metro.net>
Subject: RE: WSAB LRT Transit Corridor Project: Coordination Meeting

*** PROCEED WITH CAUTION - This email was sent from outside the Company ***

BUILDING AMERICA®

October 15, 2021

Via email: Khannam@metro.net

Mrs. Meghna Khanna, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012

RE: Los Angeles County Metropolitan Transportation Authority West Santa Ana Branch Transit Corridor Draft Environmental Impact Statement/Environmental Impact Report

Dear Mrs. Khanna:

Union Pacific Railroad Company (UPRR) submits these comments in response to the Los Angeles County Metropolitan Transportation Authority's (Metro) West Santa Ana Branch Transit Corridor (Project) Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR). Metro's Project proposes the construction of a light rail transit corridor connecting Los Angeles Union Station to a new Pioneer Station in the City of Artesia as well as the construction of a maintenance and storage facility (MSF) along the route. The corridor will be electrified and will consist of track segments that are variously underground, at grade, and elevated and which are assumed to occupy a mix of public and privately owned right-of-way (ROW). UPRR has a direct interest in the Project because it owns the ROW and operates freight service on those portions of the proposed transit corridor route described in the DEIS/EIR as the Wilmington Branch ROW and La Habra Branch ROW, and because it operates as a tenant and serves active freight customers on all or part of the routes identified as the San Pedro Subdivision ROW and the Pacific Electric Right-of-Way (PEROW).

B-14-2

UPRR owns and operates a common carrier freight railroad network in the western two thirds of the United States, including the State of California. Specifically, UPRR owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UPRR is the largest rail carrier in California in terms of both mileage and train operations. UPRR also has a multitude of public private partnerships across the state, including active and planned projects with various state agencies and passenger rail partners. UPRR's network in California is vital to the economic health of the state and the nation as whole, and its rail service to California customers is crucial to the current and future success and growth of those customers. The routes impacted by Project are actively used to support commercial activity and associated employment in LA County. The San Pedro Subdivision is also a critical alternate route for traffic moving between the Ports of Los Angeles and Long Beach and freight rail and/or distribution infrastructure elsewhere in the LA Basin and beyond.

As described in the LA Metro West Santa Ana Branch Transit Corridor Draft Environmental Impact Report Review, attached as Exhibit 1, the DEIS/EIR's analyses of Traffic, Grade

B-14-3

UNION PACIFIC RAILROAD
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Omaha, Nebraska 68179

Peggy Harris
General Director
Network Development

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E peharris@up.com

Separations, At Grade Crossings, and Pedestrian and Bicycle Safety are deemed insufficient. In addition to the concerns and recommendations stated in Exhibit 1, UPRR strongly encourages consideration of the following principles: B-14-3

- All Project facilities that may cross above or below UPRR owned or operated ROW should clear-span the property and be constructed a sufficient distance away to permit UPRR's full utilization of its freight rights.

- All Project facilities that may be constructed on or adjacent to UPRR owned or operated ROW should adhere to UPRR's engineering and clearance standards to permit UPRR's full utilization of its freight rights and ability to maintain its ROW, infrastructure, and facilities. B-14-4

- Any new facilities that cross UPRR owned or operated ROW in relation to the Project, including new or realigned roads, should be grade-separated.

- Pedestrian crossings at station locations along the proposed shared Project ROW should be grade separated. B-14-5

- Depending on the design and proximity of the Project facilities to UPRR owned or operated ROW, special conditions such as safety barriers may be required. B-14-6

- It is not clear whether the DEIR has examined the impact that construction of the Program alignment may have on the future ability of cities or other road authorities to grade-separate roads that cross the Project tracks along the route. State and federal policies encourage the elimination of railroad grade crossings for the benefit of safety and the efficient movement of trains and vehicular traffic. The design of the Project along UPRR owner and operated ROW under the Preferred Alternative may permanently prevent roads that currently cross the freight tracks at grade from being grade-separated in the future. UPRR recommends that an analysis be completed to determine the extent of these potential impacts and that the results be formally communicated to the respective roadway authorities who might be impacted and to UPRR. B-14-7

With the exception of brief references to freight track realignment and the possible need for shoo-flys and/or track outages during construction, Section 3 – Transportation also fails to identify the significant and sometimes permanent adverse impacts to freight rail operations imposed by the designs of Alternatives 1, 2 and 3. B-14-8

- Use of existing UPRR ROW for the operation of a light rail transit line permanently alters, and in most cases restricts, UPRR's ability to: B-14-9
    - Add infrastructure to accommodate freight volume growth or traffic pattern shifts.

- Access current, or initiate service to potential future, customers located on that side of the ROW where the Project is constructed at grade.
  - UPRR has specifically requested that Metro reconsider its proposal to shift the single freight track in the La Habra Branch ROW to the south side of the expanded rail ROW. The design as proposed prevents UP from accessing commercial and industrial properties on the north side of the ROW.

B-14-9

- Maintain, repair, or replace existing infrastructure efficiently and on demand.
  - Metro has not addressed UPRR's concern that the placement of piers along the east boundary of UPRR's Wilmington Branch ROW will preclude UP from engaging in maintenance activity on its two freight tracks without using public ROW for access and staging of equipment.
  - Metro has not addressed UPRR's concern that the placement of light rail infrastructure at grade within the UPRR La Habra Branch ROW will preclude UP from engaging in maintenance activity on its freight track without using public ROW for access and staging of equipment.

B-14-10

- Use of existing ROW where UP is a tenant for the operation of a light rail transit line permanently alters, and in most cases restricts, UPRR's ability to:
  - Access current, or initiate service to potential future, customers located on that side of the ROW where the Project is constructed at grade.

B-14-11

- Construction activity on or adjacent to existing freight ROW that reduces the number or length of available tracks, blocks access to customers, restricts hour of operation, reduces allowable track speeds, creates vertical or horizontal clearance hazards, or introduces or alters interactions between the general public, including Project workforces, and freight trains will adversely impact UPRR's ability to move freight safely and efficiently for the duration of the construction activity.

B-14-12

Alternative 4, while requiring the fewest encroachments on or modifications to ROW where UP operates, is nonetheless considered problematic to the extent that UPRR's ability to serve its active customer on the PEROW on demand, or that customer's ability to evolve and expand, are materially compromised without commensurate mitigation measures.

B-14-13

Access to the Paramount MSF Site Option is not adequately addressed in the DEIR, specifically the proposed transition from an elevated structure at the junction of the San Pedro Subdivision ROW and the PEROW to an at-grade maintenance facility adjacent to the San Pedro Subdivision ROW.

B-14-14

It is not clear that the DEIS/EIR has identified, or proposed sufficient mitigation measures to address, the likely increase in trespassing, encampment, dumping, and graffiti induced by the addition of structures, tunnels, overpasses, underpasses, sound walls, fencing, and other barriers. Metro must take responsibility for all public safety maintenance where the light rail transit line

B-14-15

aligns with UPRR owned or operated ROW, including ongoing funding for additional UPRR special agents as required. B-14-15

The Project seeks to introduce a linear footprint of up to 11.4 miles of public transit within UPRR owned and operated ROW in order to create a new link between downtown Los Angeles and southeast LA County. This proposal raises multiple operating, engineering, real estate and commercial franchise challenges for UPRR. In discussions to date with Metro, UPRR has consistently conveyed its position that a new transit operation that is intended to provide an entirely public benefit should first exhaust all possible opportunities to utilize public ROW before proceeding with design alternatives that assume the use of privately owned ROW and/or require the extensive realignment of an established freight transportation network. UPRR has equally consistently expressed its concerns regarding the implied alteration or loss of access to current and developable freight rail customer locations. B-14-16

UPRR has also clearly communicated that, except where UPRR has, following negotiation with the appropriate agencies, implemented significant capacity improvements and other mitigation measures to address adverse impacts to its franchise, UPRR will not allow any part of the Project to be located on UPRR-owned property. B-14-17

Considering the potentially serious and detrimental impacts to UPRR operations under the Preferred Alternative, it is imperative that Metro continue working with UPRR to develop a Project scope and designs that address the concerns identified in this letter or that have yet to be identified. If Metro does select Alternative 1, 2, 3 or 4 as its Preferred Alternative, and if it selects the Paramount MSF location, then the Metro must provide solutions to overcome the impacts to UPRR noted above and any others UPRR identifies as the designs of the Preferred Alternative Project elements are developed in more detail. B-14-18

Thank you for considering our comments.

Sincerely,

Peggy Harris

Peggy Harris
General Director Network Development

EXHIBIT 1

RAILPROS

To: Ken Tom, UPRR

From: Karen Hankinson, PE, TE

Subject: LA Metro West Santa Ana Branch Transit Corridor
Draft Environmental Impact Report Review
Los Angeles, California

Date: October 14, 2021



1.0 Introduction

Per Union Pacific Railroad's request, RailPros has reviewed the West Santa Ana Branch Transit Corridor Draft Environmental Impact Report (DEIR) (July 2021), which was released for public comment on July 30, 2021, with specific focus on Chapter 3: Transportation, Chapter 6: Evaluation of Alternatives, Appendix A: Alternatives Considered, Appendix D: Transportation Impact Report, Appendix F: Safety and Security Impact Report and Appendix II: Final Travel Forecasting Report. Chapter 3 evaluates the transportation-related impacts resulting from the proposed West Santa Ana Branch Light Rail Line. Chapter 6 evaluates other alternatives that were studied as part of the environmental process. Further details on the alternatives are documented in Appendix A. Appendix D provides supporting documentation for Chapter 3. Potential grade crossing safety concerns are detailed in Appendix F. Lastly, Appendix II presents the methodology for forecasting the traffic volumes that were used to assess transportation impacts. The following summarizes our findings related to the project's transportation analysis.

B-14-19

2.0 Project Understanding

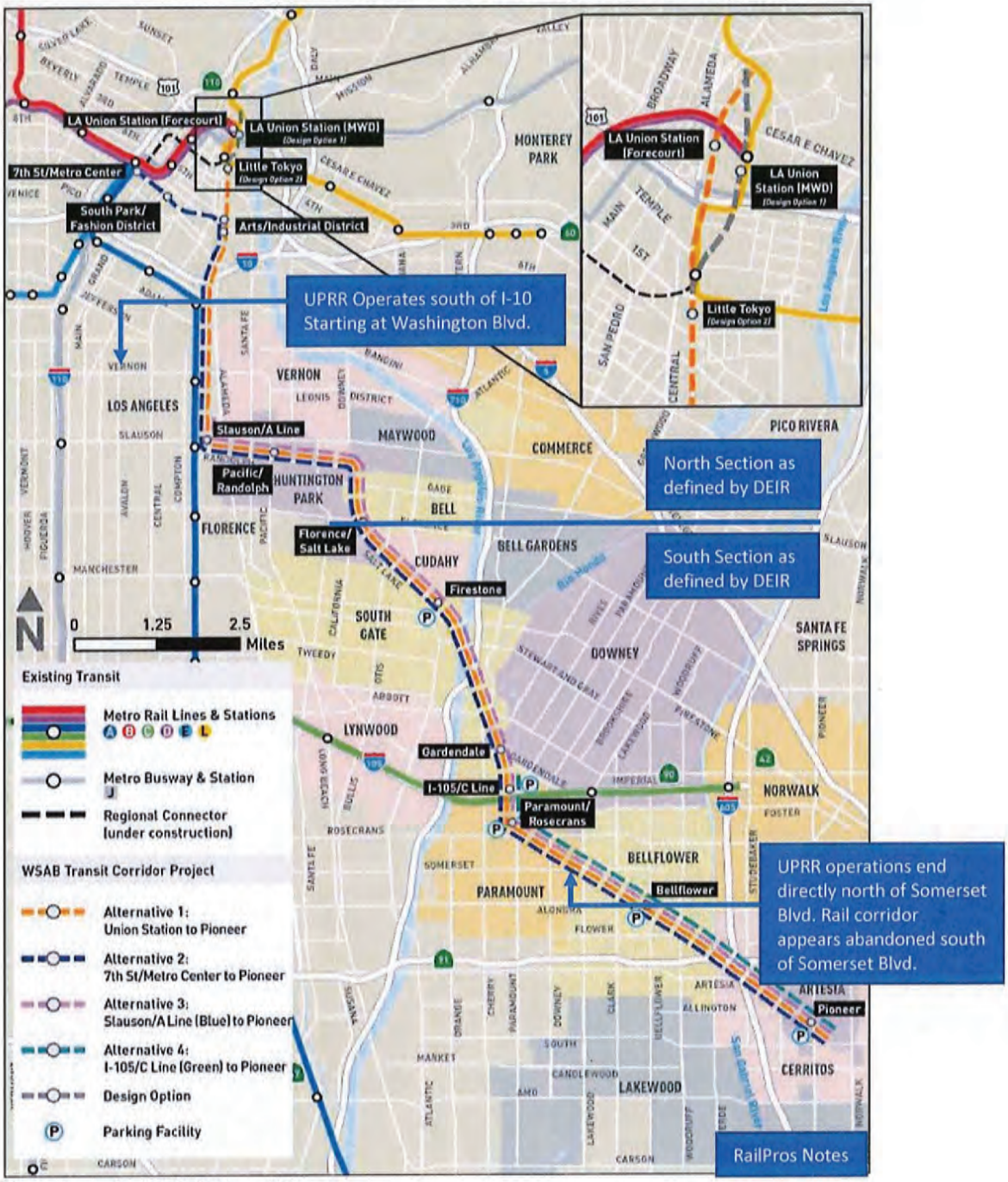
The proposed Metro West Santa Ana Branch project consists of a new light-rail transit (LRT) line that would travel along the Pacific Electric Right-of-Way (PEROW) owned by LA Metro. The project would provide a transit connection from downtown Los Angeles, CA to Artesia, CA. 4 alternatives and 2 design options are being considered, as presented in **Figure 1**. **Figure 2** shows the two LA Metro maintenance and storage facilities (MSF) options which are also being considered with the project. Alternatives 1 and 2 are the same throughout the project area where UPRR currently operates traveling along the Wilmington Subdivision, La Habra Subdivision, San Pedro Subdivision and Paramount Industrial Lead (in the PEROW). Alternative 3 is shorter and would transfer to the existing Metro Blue Line where the Wilmington Subdivision meets the La Habra Subdivision. Alternative 4 is the shortest alternative, starting just north of the San Pedro Subdivision switch to the Paramount Industrial Lead and continuing along the PEROW to Artesia, CA.

B-14-20

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www.railpros.com

Figure 1: Transit Corridor Build Alternatives with RailPros Notes



Source: Prepared on behalf of Metro in 2020

Source: LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report – Appendix D: Final Transportation Impact Analysis Report (Figure S-2, Page 40)

Figure 2: Maintenance and Storage Facility Options



Source: Prepared by WSP in 2020
Source: LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report – Appendix D: Final Transportation Impact Analysis Report (Figure S-7, Page 55)

3.0 General Traffic Analysis Concerns

The DEIR Traffic Analysis is deficient in the following areas:

- The queuing analysis evaluates the impacts of queuing on tracks/at intersections resulting from gates being down, but it does not account for the potential for queuing from adjacent intersections onto the tracks at all signalized intersections adjacent to the tracks. The analysis should evaluate the influence of queuing on at-grade crossings as well as at intersections. B-14-21
- The DEIR includes only general recommendations to mitigate project impacts to grade crossings such as queue cutter signals and pre-signals. The analysis should further identify where queues are anticipated to extend onto the tracks and recommend specific locations for application of queue prevention or grade separation. B-14-22
- The analysis does not account for queuing caused by crossing activations due to freight trains. Although existing freight traffic may be infrequent along this corridor when compared to the expected light rail traffic, freight trains activate crossings longer than LRT especially in areas where switching occurs. B-14-23
- Queuing was evaluated with LRT and not LRT/freight crossing successively or concurrently but this is a possibility that could have significant impacts on traffic flow and motorist delay. This should be further evaluated.
- The traffic analysis relies on the results from *Synchro* traffic analysis software. Although *Synchro* is a widely accepted tool for evaluating traffic impacts and determining the level of service for a variety of projects, it does not account for frequent train activations and the potential loss of roadway capacity caused by railroad preemption. The actual traffic impacts could be greater due to lost capacity at interconnected traffic signals with a significant increase in preemption events and should be evaluated. Microscopic analysis software or further modeling refinement is needed to more accurately reflect traffic impacts. B-14-24
- Review parking availability within the surveyed area to better identify the needs of riders near stations to avoid issues with motorists (who are looking for parking) causing delays and on-track queuing. Additionally, insufficient parking could potentially increase pedestrian traffic over the grade crossing. These pedestrians could be in a hurry after having to find alternative parking potentially resulting in risky behavior. The report identifies parking availability where "No Stopping Anytime" or "No Parking Anytime" signs currently exist per Google Earth. It also suggests the use of metered parking, shopping centers, LADWP property, and a nature preserve as usable for transit riders. Furthermore, it assumes parking will be available based on data collected on a Friday afternoon, which may not be representative of typical occupancy in certain areas. Parking impacts need to be further evaluated. B-14-25
- The proposed locations of the Paramount and Bellflower Maintenance and Storage Facility (MSF) considered impacts to adjacent intersections and at-grade crossings as minimal, but a further review should be provided. Considerations to gate downtime due to an activated crossing and switching trains should be reviewed. Please note, the report identifies Lakewood Blvd (No Existing DOT #) and Rosecrans Avenue (DOT #811086B) as part of truck routes that could impact the design of those at-grade crossings. B-14-26

4.0 UPRR Standard Clearance Evaluation Needed

Further evaluation of UPRR standard clearances and available/proposed ROW may identify infeasibilities in the project as presently proposed.

- Verify UPRR standard track separation clearances can be maintained on bridges.
- Further define proposed separation elements between UPRR and Metro.
- There are right-of-way/easement concerns with the proposed aerial structures. Further clarify how close aerial structures will come to UPRR tracks. Confirm that UPRR standard horizontal and vertical clearances will be provided and that UPRR access for maintenance will be provided.
- Verify UPRR standard offsets and clearances for at-grade crossing warning devices and signal equipment can be provided.

B-14-27

5.0 Freight Operation Evaluation Needed

The DEIR overlooks freight as an essential element of the transportation system and downplays potential impacts to freight operations as detailed here:

- Chapter 3 of the DEIR intends to evaluate impacts on the multi-modal transportation system, however, freight rail is not included in the specific transportation system components that are evaluated. Further define the potential impacts to freight rail as part of the larger transportation system and how those impacts will be mitigated.

B-14-28

- UPRR forces currently maintain railroad warning devices at all existing active at-grade crossings. Further discussion will be needed to determine maintenance responsibilities at the proposed shared crossings.

B-14-29

- The relocation of freight tracks along the La Habra Branch, San Pedro Subdivision, and PEROW, as shown in **Figure 3**, may impact UPRR's ability to serve existing customers. Confirm that freight operations and access to customers will be maintained throughout construction and upon project completion.

B-14-30

- UPRR needs access to customers on north side of the La Habra Branch. Preference would be for UPRR to be on the north side of the ROW along the La Habra Branch.

B-14-31

- All existing sidings and industry accesses must be maintained during construction and upon project completion.
- The project proposes the relocation of freight track in the PEROW. Confirm that there is enough right-of-way to maintain freight operations throughout construction.

B-14-32

- The project proposes reconstruction of the existing freight bridge over I-105. A shoofly will be required to maintain UPRR operations during construction. See **Figure 4**.

B-14-33

Figure 3: Existing Rail Right-Right-of-Way Ownership with RailPros Notes



Source: Prepared by WSP in 2020

Source: LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report – Appendix D: Final Transportation Impact Analysis Report (Figure S-6, Page 49)

Figure 4: Freeway Crossings and Project Alignment with RailPros Notes



Source: Prepared by WSP in 2020

Source: LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report – Appendix D: Final Transportation Impact Analysis Report (Figure S-5, Page 48)

6.0 Evaluation of Grade Separation of All Rail Modes Needed

Figure 5 presents the alignment profiles for LRT along the Metro West Santa Ana Branch. As shown in **Figure 5**, there are several locations where grade-separated LRT is proposed along the corridor. Although LRT is proposed as grade-separated in many locations, UPRR crossings are proposed to remain at-grade except where there are existing freight grade separations. LA Metro should evaluate additional grade-separation opportunities for these reasons:

- Grade separation provides significant safety benefits for all users and should be considered for all rail modes.
- Constructing an overhead structure immediately adjacent to an at-grade crossing could have significant operational impacts to both freight traffic and crossing users during construction as well as significant safety impacts upon project completion.

B-14-34

Figure 5: Alignment Profiles

Figure 2-6. Alignment Profile from Los Angeles Union Station to Pacific/Randolph Station

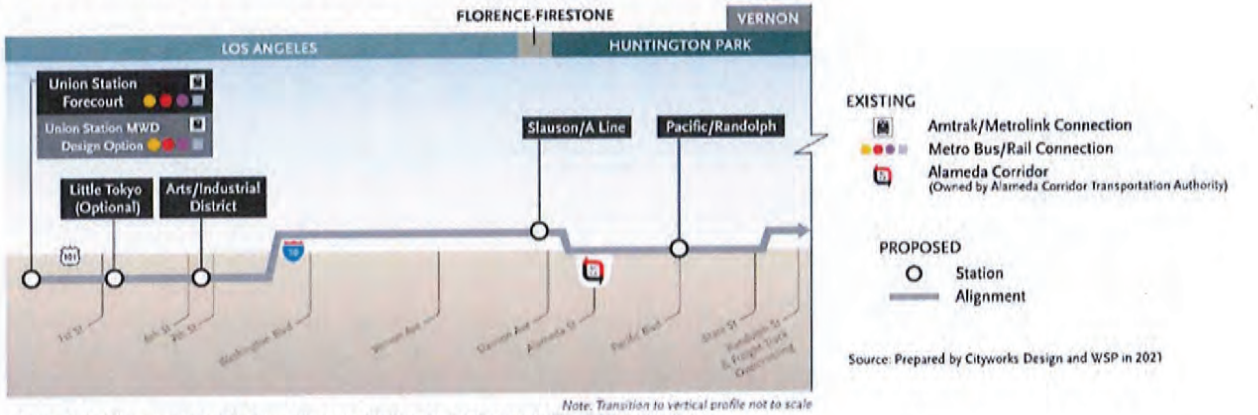


Figure 2-7. Alignment Profile from Florence/Salt Lake Station to I-105/C Line Station

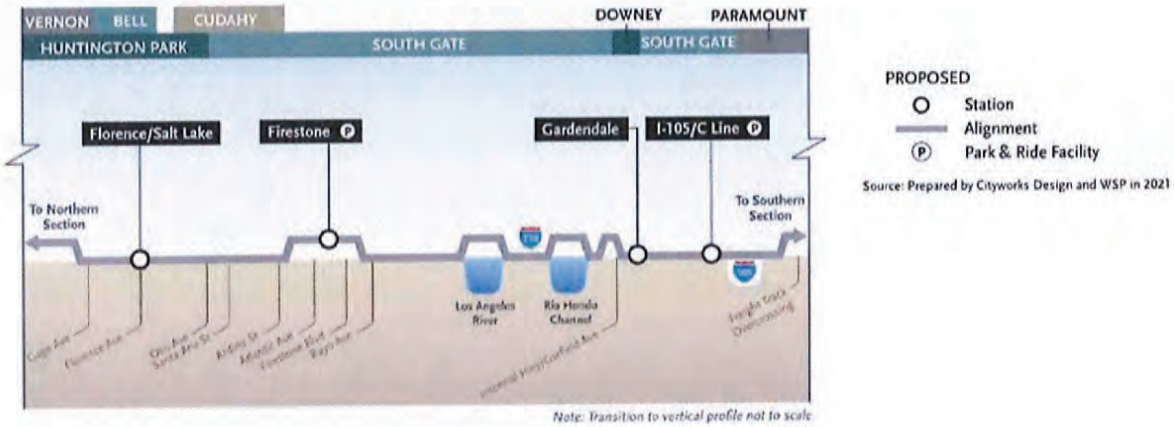
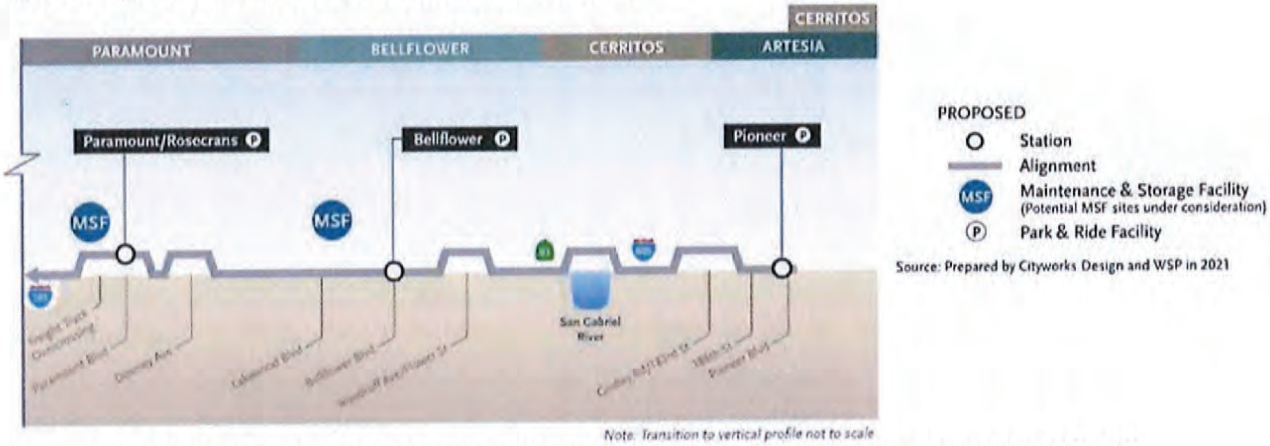


Figure 2-8. Alignment Profile from Paramount Station to Pioneer Station



Source: LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report (Page 157 – 160)

7.0 Additional At-grade Crossing Evaluation Needed

The analysis needs to include the potential impacts to the existing at-grade crossings in the following ways:

- The evaluation of sight visibility and lighting in the Safety and Security Impact report (Appendix F) do not appear to account for the potential impacts of constructing an aerial structure adjacent to existing at-grade crossings. The analysis should evaluate how structural elements may impact sightlines at the crossings and what can be done to mitigate the impacts. B-14-35
- The DEIR proposes standard Metro treatments as a one-size-fits-all solution. Although quad gates, pedestrian gates, and exit gates may address many common safety concerns, each crossing has unique elements that cannot be addressed with a global standard. Further analysis of the proposed at-grade, shared, and multi-model crossings may determine that additional modifications are necessary that may not be cleared by this environmental document without a more detailed analysis. B-14-36
- Appendix F defines the Affected Area as 100 feet to either side of the project alignments. This is not sufficient distance to capture the potential impacts near at-grade crossings. Consider using industry standard distances at railroad crossings such as those defined in CA MUTCD and confirm the distance covers at least to the edge of the railroad right-of-way plus any additional right-of-way that may be needed for the project. B-14-37
- The Grade Crossing Concepts in Attachment 7 of the Transportation Impact Report (Appendix D) do not account for how motorists will be channelized through the grade crossings to avoid turning onto tracks, how RR maintenance access to RR property (including the signal house) will be provided, the proper gate lengths needed to cover 90% of each approaching lane given the UPRR max gate length of 32', provision for one pair of RR flashers for each approach lane per AREMA recommendations/UPRR standards, and feasibility of truck turning at the grade crossing. B-14-38
- The Grade Crossing Concepts show RR gates parallel to the tracks. UPRR standard is for RR gates to be perpendicular to the roadway. B-14-39
- The analysis does not consider the operational impacts to at-grade crossings such as potential motorists delays/queuing due to the additional train traffic and amount of time the grade crossing is active within 24 hours. B-14-40
- The analysis does not consider the potential on-track queuing at separate crossings located adjacent to the corridor if additional trains are added to the corridor. B-14-41
- Analysis should further review impacts to mid-block accesses/driveways especially adjacent to at-grade crossings. B-14-42

8.0 Further Pedestrian and Bicycle Safety Evaluation Needed

Pedestrians and bicyclists present unique safety concerns at railroad crossings because of their ability to navigate and traverse through traffic control differently than motorists. For example, although gates may be placed in front of pedestrians, it is much easier for most pedestrians to walk around warning devices than for vehicles to drive around them. Specific concerns related to pedestrian and bicycle safety are as follows:

- Pedestrians may assume all trains on the corridor operate the same which can lead to a false sense of security and potential risky behavior. Adding tracks with different modes increases the potential for a "second train" scenario in which users think the crossing activation signals are only one train. The analysis should consider the consequences of, and potential mitigation measures for, incidents that can occur with multiple railroad uses and multiple tracks. B-14-43
- Skewed crossings can be difficult to navigate especially for people in wheelchairs and bicycles. Adding tracks further complicates this because it becomes more difficult to deviate from the natural path to cross perpendicular to the tracks. The Gardendale Street crossing is an example of where this could be an issue. Furthermore, the Gardendale Street crossing is near a station, increasing the expected pedestrian and bicyclist use of this crossing. Further evaluation is necessary to determine how to mitigate potential pedestrian and bicyclist safety concerns. B-14-44
- Wide crossings with multiple tracks require more time to cross especially for pedestrians. Additional evaluation should consider how to provide adequate warning time to clear pedestrians from at-grade crossings safely. B-14-45
- The project proposes to close 5 at-grade crossings along the La Habra Subdivision and remove the accompanying sidewalk, as shown in **Figure 6**. While closing crossings is often a significant safety benefit, consideration must be given to how to prevent trespassing in areas where pedestrians and bicyclists are used to crossing. B-14-46

Figure 6: Active Transportation Facilities Removed/Relocated by the Project



Source: LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report – Appendix D: Final Transportation Impact Analysis Report (Figure 5-1 and Figure 5-2, Page 198-199)

9.0 The DEIR Documents Inconsistency Concerns

A few inconsistencies were observed in the DEIR and accompanying documents:

- Verify figures are labeled correctly. B-14-47
- Verify consistency in the presentation of mitigation strategies. Florence/California is identified as having no mitigation, but Table 3.42 of the DEIR shows a mitigation. B-14-48
- The DEIR is unclear where double track LRT is proposed. The document refers to the "LRT tracks" but does not define the number of tracks for all segments. Further clarify the number of LRT tracks along all segments. B-14-49

10.0 Conclusions

RailPros has reviewed the West Santa Ana Branch Transit Corridor DEIR and has the following general recommendations: B-14-50

- The traffic analysis should review the potential impacts to at-grade crossings in more detail especially related to queuing on the tracks and provide specific recommendations for areas where queue prevention may be needed.
- Further evaluation of UPRR standard clearances is necessary to confirm that the proposed alternatives are feasible. If any changes are needed to make the proposed alternatives feasible, their impacts should be evaluated to ensure they are cleared environmentally. B-14-51
- The project must not impact UPRR's ability to serve existing customers during construction and upon project completion. B-14-52
- Freight should be evaluated as part of the overall transportation system with impacts mitigated accordingly.
- Grade separations can provide significant safety benefits. Grade separation should be considered for all rail modes. B-14-53
- Potential impacts to at-grade crossing safety and operation should be thoroughly reviewed in addition to intersection impacts to ensure that impacts are properly mitigated. Four quadrant gates, automatic pedestrian gates and emergency exit gates may not fully address the impacts because all crossings are unique. B-14-54

The proposed alternatives presented in the DEIR and corresponding components are summarized in **Figure 7**. Additional details regarding the at-grade crossings that are potential impacted by the project are provided in the attachments. Review of the DEIR documents and analysis concludes that the proposed alternatives provide little to no benefit to UPRR. Given the limited benefit to UPRR, Alternative 4 is recommended as it is the least impactful to UPRR operations. B-14-55

Figure 7: Summary of Build Alternative Components

Component	Quantity			
Alternatives	**Alternative 1**	**Alternative 2**	**Alternative 3**	**Alternative 4**
Alignment Length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Stations Configurations	11 3 aerial; 6 at-grade; 2 underground[3]	12 3 aerial; 6 at-grade; 3 underground	9 3 aerial; 6 at-grade	4 1 aerial; 3 at-grade
Parking Facilities	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	4 (approximately 2,180 spaces)
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial[1]	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial[1]	12.2 miles at-grade; 2.6 miles aerial[1]	5.6 miles at-grade; 1.0 mile aerial[1]
At-grade crossings	31	31	31	11
Freight crossings	10	10	9	2
Freeway Crossings	6 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	6 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	4 (3 freeway undercrossings[2] at I-710; I-605, SR-91)	3 (2 freeway undercrossings[2] at I-605, SR-91)
Elevated Street Crossings	25	25	15	7
River Crossings	3	3	3	1
Traction Power Substation Facilities	22[3]	23	17	7
Maintenance and Storage Facility Site Options	2	2	2	2

Source: Prepared by WSP in 2020
Notes: [1] Alignment configuration measurements count retained fill embankments as at-grade.
[2] The light rail tracks crossing beneath freeway structures.
[3] Under Design Option 2 – Add Little Tokyo Station, an additional underground station and traction power substation site would be added under Alternative 1.

Source: LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report – Appendix D: Final Transportation Impact Analysis Report (Table 2.2, Page 47)

Attachments

- **Table 1:** LA Metro West Santa Ana Branch – Summary of Crossings and Stations (Where UPRR Currently Operates) – Wilmington Subdivision
- **Table 2:** LA Metro West Santa Ana Branch – Summary of Crossings and Stations (Where UPRR Currently Operates) – La Habra Subdivision
- **Table 3:** LA Metro West Santa Ana Branch – Summary of Crossings and Stations (Where UPRR Currently Operates) – San Pedro Subdivision
- **Table 4:** LA Metro West Santa Ana Branch – Summary of Crossings and Stations (Where UPRR Currently Operates) – Paramount Subdivision
- **Table 5:** LA Metro West Santa Ana Branch – Summary of Crossings and Stations (Where UPRR Currently Operates) Wilmington, La Habra, San Pedro, and Paramount Subdivisions

Table 1: LA Metro West Santa Ana Branch – Summary of Crossings and Stations** (Where UPRR Currently Operates) – Wilmington Subdivision										
Impacted by Project Build Alternatives	Crossing	DOT #	No. of Existing UPRR Tracks	No. of Existing Metro Tracks	No. of Additional Proposed Metro Tracks*	Adjacent Intersection	Crossing Configuration w/ Intersection	ROW		
								UPRR	LA Metro	Other
1, 2	41st St.	DOT #747835D	2	2	2 (grade separated)	41st St. at Long Beach Ave.	Middle of Intersection	✓	-	-
1, 2	Vernon Ave.	DOT #747836K	2	2	2 (grade separated)	Vernon Ave. at Long Beach Ave.	Middle of Intersection	✓	-	-
1, 2	48th Pl.	DOT #747837S	2	2	2 (grade separated)	48th Pl. at Long Beach Ave.	Middle of Intersection	✓	-	-
1, 2	Pedestrian	n/a	2	2	2 (grade separated)	n/a	n/a	✓	-	-
1, 2	55th St.	DOT #747838Y	2	2	2 (grade separated)	55th St. at Long Beach Ave.	Middle of Intersection	✓	-	-
1, 2, 3	Slauson Ave.	DOT #747839F	2	2 (grade separated)	2 (grade separated)	n/a	n/a	✓	-	-
1, 2, 3	Slauson Ave./A Line Station	n/a	1 (Wilmington Subdivision) 1 (La Habra Subdivision)	2 (grade separated)	2 (grade separated)	n/a	n/a	✓	-	-

Note: All tracks are at-grade unless otherwise stated.
*Assumed 2 Tracks. LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report mentions "tracks" but does not clarify the number in all segments.
**List of grade crossings starts south of the UPRR Long Beach Avenue (DOT #747445R) grade crossing where UPRR operations join with Proposed Project Alignment.
Red Text is a Proposed Station
Proposed Metro Grade Separated Crossing

Table 2: LA Metro West Santa Ana Branch – Summary of Crossings and Stations (Where UPRR Currently Operates) – La Habra Subdivision

Impacted by Project Build Alternatives	Crossing	DOT #	No. of Existing UPRR Tracks	No. of Existing Metro Tracks	No. of Additional Proposed Metro Tracks*	Adjacent Intersection	Crossing Configuration w/ Intersection	ROW		
								UPRR	LA Metro	Other
1, 2, 3	Randolph St.	DOT #761582G	2	n/a	2	Randolph St. at Holmes Ave.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761583N (Crossing to be Closed)	1	n/a	2	Randolph St. at Wilmington Ave.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761584V	1	n/a	2	Randolph St. at Alameda St.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761585C (Crossing to be Closed)	1	n/a	2	Randolph St. at Regent St.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761586J (Crossing to be Closed)	1	n/a	2	Randolph St. at Albany St.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761587R	1	n/a	2	Randolph St. at Santa Fe Ave.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761588X	1	n/a	2	Randolph St. at Malabar St.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761589E (Crossing to be Closed)	1	n/a	2	Randolph St. at Rugby Ave.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761590Y	1	n/a	2	Randolph St. at Pacific Blvd.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph/Pacific Station	n/a	1	n/a	2	Between Randolph St. at Pacific Blvd. and Randolph St. at Seville Ave.	n/a	✓	-	-
1, 2, 3	Randolph St.	DOT #761591F (Crossing to be Closed)	1	n/a	2	Randolph St. at Rita Ave.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761592M	1	n/a	2	Randolph St. at Seville Ave.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761593U	1	n/a	2	Randolph St. at Miles Ave.	Middle of Intersection	✓	-	-
1, 2, 3	Randolph St.	DOT #761594B	1	n/a	2	Randolph St. at Arbutus Ave.	Middle of Intersection	✓	-	-

Note: All tracks are at-grade unless otherwise stated.
*Assumed 2 Tracks. LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report mentions "tracks" but does not clarify the number in all segments.
Red Text is a Proposed Station
Proposed Metro Grade Separated Crossing

Table 2: LA Metro West Santa Ana Branch – Summary of Crossings and Stations (Where UPRR Currently Operates) – La Habra Subdivision (continued)										
Impacted by Project Build Alternatives	Crossing	DOT #	No. of Existing UPRR Tracks	No. of Existing Metro Tracks	No. of Additional Proposed Metro Tracks*	Adjacent Intersection	Crossing Configuration w/ Intersection	ROW		
								UPRR	LA Metro	Other
1, 2, 3	Randolph St.	DOT #761595H	1	n/a	2	Randolph St. at State St.	n/a	✓	-	-
1, 2, 3	State St.	DOT #76761596P	1	n/a	2	Randolph St. at State St.	North Leg of Intersection (20')	✓	-	-

Note: All tracks are at-grade unless otherwise stated.
*Assumed 2 Tracks. LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report mentions "tracks" but does not clarify the number in all segments.
Red Text is a Proposed Station
Proposed Metro Grade Separated Crossing

Table 3: LA Metro West Santa Ana Branch – Summary of Crossings and Stations (Where UPRR Currently Operates) – San Pedro Subdivision										
Impacted by Project Build Alternatives	Crossing	DOT #	No. of Existing UPRR Tracks	No. of Existing Metro Tracks	No. of Additional Proposed Metro Tracks*	Adjacent Intersection	Crossing Configuration w/ Intersection	ROW		
								UPRR	LA Metro	Other
1, 2, 3	Randolph St.	DOT #810947X	1	n/a	2 (grade separated)	n/a	n/a	-	-	✓
1, 2, 3	Gage Ave.	DOT #810949L	1	n/a	2	Gage Ave. at Salt Lake Ave.	East Leg of Intersection (25')	-	-	✓
1, 2, 3	Bell Ave.	DOT #810950F	1	n/a	2	Bell Ave. at Salt Lake Ave.	East Leg of Intersection (35')	-	-	✓
1, 2, 3	Florence Ave.	DOT #810951M	1	n/a	2	Florence Ave. at California Ave./Salt Lake Ave.	Middle of Intersection	-	-	✓
1, 2, 3	Florence/Salt Lake Station	n/a	2	n/a	2	South of Florence Ave. and California Ave.	n/a	-	-	✓
1, 2, 3	Otis Ave.	DOT #810952U	2	n/a	2	Otis Ave. at Salt Lake Ave.	Middle of Intersection	-	-	✓
1, 2, 3	Santa Ana St.	DOT #973818H & 810953B	2	n/a	2	Santa Ana St. at Salt Lake Ave	Middle of Intersection	-	-	✓
1, 2, 3	Ardine St.	DOT #810955P	1	n/a	2	Ardine St. at Salt Lake Ave.	West Leg of Intersection (35')	-	-	✓
1, 2, 3	Atlantic Ave.	DOT #810956W	2	n/a	2 (grade separated)	Between Atlantic Ave. at Patata St. and Atlantic Ave. at Azalea West	Middle of Intersection	-	-	✓
1, 2, 3	Firestone Station	n/a	2	n/a	2 (grade separated)	East of Atlantic Ave. crossing	n/a	-	-	✓
1, 2, 3	Firestone Blvd.	DOT #810958K	1	n/a	2 (grade separated)	Firestone Blvd. at Mason St.	West Leg of Intersection (80')	-	-	✓
1, 2, 3	Rayo Ave.	DOT #910960L	1	n/a	2	n/a	n/a	-	-	✓
1, 2, 3	Southern Ave.	DOT #810961T	1	n/a	2	n/a	n/a	-	-	✓

Note: All tracks are at-grade unless otherwise stated.
*Assumed 2 Tracks. LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report mentions "tracks" but does not clarify the number in all segments.
Red Text is a Proposed Station
Proposed Metro Grade Separated Crossing

Table 3: LA Metro West Santa Ana Branch – Summary of Crossings and Stations (Where UPRR Currently Operates) – San Pedro Subdivision (continued)										
Impacted by Project Build Alternatives	Crossing	DOT #	No. of Existing UPRR Tracks	No. of Existing Metro Tracks	No. of Additional Proposed Metro Tracks*	Adjacent Intersection	Crossing Configuration w/ Intersection	ROW		
								UPRR	LA Metro	Other
1, 2, 3	Los Angeles River (New Bridge– East of Existing)	n/a	1	n/a	2 (grade separated)	n/a	n/a	-	-	✓
1, 2, 3	Frontage Road	DOT #810962A (Private Crossing)	1	n/a	2	n/a	n/a	-	-	✓
1, 2, 3	I-710 (New Box Tunnel under Freeway)	n/a	1	n/a	2 (grade separated)	n/a	n/a	-	-	✓
1, 2, 3	Miller Wy.	DOT #810965V (Private Crossing)	1	n/a	2	n/a	n/a	-	-	✓
1, 2, 3	Rio Hondo Channel (New Bridge – East of Existing RR Bridge)	n/a	1	n/a	2 (grade separated)	n/a	n/a	-	-	✓
1, 2, 3	Imperial Hwy	DOT #81090R	2	n/a	2 (grade separated)	Imperial Hwy. at Ruchti Rd./Garfield Pl.	East Leg of Intersection (40')	-	-	✓
1, 2, 3	Garfield Ave.	DOT #811091X	1	n/a	2 (grade separated)	n/a	n/a	-	-	✓
1, 2, 3	Gardendale Station	n/a	1	n/a	2	North of Gardendale St. Crossing	n/a	-	-	✓
1, 2, 3	Gardendale St.	DOT #811092E	1	n/a	2	n/a	n/a	-	-	✓
1, 2, 3, 4	Main St.	DOT #811089W	2	n/a	2	n/a	n/a	-	-	✓
1, 2, 3, 4	I-105/C Line Station	n/a	1	n/a	2	North of Century Blvd. Crossing	n/a	-	-	✓
1, 2, 3, 4	Century Blvd.	DOT #811087H	1	n/a	2	n/a	n/a	-	-	✓

Note: All tracks are at-grade unless otherwise stated.
*Assumed 2 Tracks. LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report mentions "tracks" but does not clarify the number in all segments.
Red Text is a Proposed Station
Proposed Metro Grade Separated Crossing

Table 3: LA Metro West Santa Ana Branch – Summary of Crossings and Stations (Where UPRR Currently Operates) – San Pedro Subdivision										
Impacted by Project Build Alternatives	Crossing	DOT #	No. of Existing UPRR Tracks	No. of Existing Metro Tracks	No. of Additional Proposed Metro Tracks*	Adjacent Intersection	Crossing Configuration w/ Intersection	ROW		
								UPRR	LA Metro	Other
1, 2, 3, 4	I-105 (Replacing Existing RR Bridge over Freeway)	n/a	1	n/a	2 (grade separated)	n/a	n/a	-	-	✓

Note: All tracks are at-grade unless otherwise stated.
*Assumed 2 Tracks. LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report mentions "tracks" but does not clarify the number in all segments.
Red Text is a Proposed Station
Proposed Metro Grade Separated Crossing

Table 4: LA Metro West Santa Ana Branch – Summary of Crossings and Stations** (Where UPRR Currently Operates) – Paramount Industrial Lead										
Impacted by Project Build Alternatives	Crossing	DOT #	No. of Existing UPRR Tracks	No. of Existing Metro Tracks	No. of Additional Proposed Metro Tracks*	Adjacent Intersection	Crossing Configuration w/ Intersection	ROW		
								UPRR	LA Metro	Other
1, 2, 3, 4	Paramount/Rosecrans Station	n/a	1	n/a	2 (grade separated)	Paramount Blvd. at Rosecrans Ave.	n/a	-	✓	-
1, 2, 3, 4	Paramount Blvd./ Rosecrans Ave.	DOT #747939K	1	n/a	2 (grade separated)	Paramount Blvd. at Rosecrans Ave.	Middle of Intersection	-	✓	-
1, 2, 3, 4	Pedestrian	DOT #748578L (Existing Ped Bridge to be removed and a tunnel is proposed)	1	n/a	2 (grade separated)	n/a	n/a	-	✓	-
1, 2, 3, 4	Downey Ave.	DOT #747925C	1	n/a	2 (grade separated)	n/a	n/a	-	✓	-

Note: All tracks are at-grade unless otherwise stated.

*Assumed 2 Tracks. LA Metro West Santa Ana Branch Transit Corridor: Draft Environmental Statement/Environmental Impact Report mentions "tracks" but does not clarify the number in all segments.

**List of grade crossings ends directly north of the Proposed Metro Somerset Blvd. grade crossing where UPRR operations end, however, the Proposed Project Alignment continues south.

Red Text is a Proposed Station

Proposed Metro Grade Separated Crossing

Please note all proposed grade separated crossings are Metro only. All existing UPRR at-grade crossings will remain at-grade and will only be grade-separated if that is an existing condition.

Table 5: LA Metro West Santa Ana Branch – Summary of Crossings and Stations* (Where UPRR Currently Operates) Wilmington, La Habra, San Pedro, and Paramount Subdivisions				
No. of	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Existing At-Grade Crossings	28	28	28	2
Proposed At-Grade Crossing Closures	5	5	5	0
Proposed Grade Separated Roadway (non-freeway) Crossings	15	15	15	3
Existing Freeway Crossings (Replacing Existing RR Bridge over Freeway)	1 (I-105)	1 (I-105)	1 (I-105)	1 (I-105)
Existing Freeway Crossings (New Box Tunnel under Freeway)	1 (I-710)	1 (I-710)	1 (I-710)	0
New Stations (At-Grade)	4	4	4	1
New Stations (Grade Separated)	3	3	3	1
New LRT Bridges Adjacent to Existing RR Bridge	2	2	2	0

*List of grade crossings starts south of the UPRR Long Beach Boulevard (DOT #747445R) grade crossing where UPRR operations join with Project path and ends directly north of the Proposed Metro Somerset Blvd. grade crossing where UPRR operations end, however, the Proposed Project Alignment continues south.

Union Pacific Railroad – B-14

Comment ID	Response
B-14-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
B-14-2	Metro recognizes Union Pacific Railroad's (UPRR) ownership of a portion of the right-of-way and interest in the Project.
B-14-3	Project elements that cross above UPRR-owned right-of-way have been designed to clear span the right-of-way. This includes the design of the pedestrian bridge at Paramount High School, which was previously proposed as a pedestrian undercrossing in the Draft EIS/EIR. Since circulation of the Draft EIS/EIR, the design of the Locally Preferred Alternative (LPA) has been modified in some locations to maintain existing freight access. The swap of the freight and light rail transit (LRT) tracks along the La Habra Subdivision maintains spur access to the industrial properties along the north at the east end of the improvements. Just north of Imperial Highway, the proposed LRT aerial viaduct was extended north to provide an opening to maintain spur access to a property previously identified as a full acquisition due to the loss of spur access. As a result of the design refinement, acquisition of this property is no longer required.
B-14-4	Since circulation of the Draft EIS/EIR, Metro has coordinated with UPRR on the design of the Project. This coordination will continue as design of the Project advances. The clearance standards as outlined in the Initial Proof of Concept MOU will be incorporated into design. Coordination has determined that a 20-foot separation between the LRT and freight track centerlines is sufficient. This design is reflected in the Final EIS/EIR.
B-14-5	As discussed with UPRR during coordination after circulation of the Draft EIS/EIR, the Project was developed in coordination with UPRR, and design of the park-and-ride facility proposed at the I-105/C Line Station has been modified to eliminate pedestrians from crossing the freight tracks to travel between the station platform and park-and-ride facility. This design is included in the Final EIS/EIR.
B-14-6	Based on coordination after circulation of the Draft EIS/EIR, it was determined, and verified by UPRR, that safety barriers are not required. Coordination with UPRR will continue through the design phases of the Project. Consistent with the Draft EIS/EIR, design includes intertrack fencing between the LRT and freight tracks.
B-14-7	LRT structures spanning arterials have been designed not to preclude future grade separations. Bridge abutments have been placed not to preclude future grade separation of arterials. To address UPRR's comment, Metro conducted studies at Downey Avenue to demonstrate the feasibility of a future potential underpass below the freight tracks accessing World Energy. At locations where the LRT and freight tracks will cross at grade, the potential for future grade separations will not be precluded.
B-14-8	An analysis of impacts to rail freight during operation of the Project has been conducted since circulation of the Draft EIS/EIR and is documented in the *West Santa Ana Branch Transit Corridor Project Final Transportation Impacts Analysis Report* (previously Appendix D of the Draft EIS/EIR), and Chapter 5, Section 5.5.2 and Chapter 3, Section 3.4.5 of the Final EIS/EIR. The analysis concludes that impacts to rail freight will not be adverse. See also responses to comments B-14-3, B-14-9, and B-14-11 regarding refinements made to the design of the LPA after circulation of the Draft EIS/EIR to minimize effects to freight, and response to comment B-14-12 regarding construction phasing.

Comment ID	Response
B-14-9	In response to this comment and in coordination with UPRR after circulation of the Draft EIS/EIR, the design of the Project has been refined such that the single freight track will be located on the north side and the LRT tracks will be located on the south side of the La Habra Branch to provide access to existing spurs. This refined design is included in the Final EIS/EIR.
B-14-10	As discussed in meetings during 2022 and 2023, existing maintenance access along the current tracks and right-of-way along the Wilmington Branch is restricted based on adjacent roadways, housing, and other development. Metro will verify maintenance access as design of the Project advances along the 0.3 mile of the Wilmington Subdivision where it is adjacent to the LPA. Maintenance access will be provided along the La Habra Subdivision via Randolph Street as it occurs today. Design of the Project has avoided the introduction of maintenance barriers. For example, the soundwalls proposed along Randolph Street to mitigate noise impacts have been placed on both sides of the LRT tracks, rather than on both sides of the right-of-way, in order to avoid restricting maintenance access to the freight tracks.
B-14-11	The design of the Project maintains access to existing customers actively receiving freight service. In coordination with UPRR that has occurred since circulation of the Draft EIS/EIR, the design of the Project has been refined in several locations to accommodate future spur connections to customers. The locations of these modifications are primarily along the north side of the La Habra Subdivision, the west side of the San Pedro Subdivision (north of Rayo Avenue), and the north side of the Pacific Electric Right-of-Way (World Energy). Refinements have also been provided to maintain spur access to the Finkl property along the east side of the San Pedro in South Gate north of Imperial Highway.
B-14-12	The Project has been, and will continue to be, carefully planned and phased to minimize interruptions during construction. Coordination with UPRR will continue throughout design of the Project and during construction to minimize impacts to rail freight to the extent feasible. The analysis of construction impacts to rail freight is presented in Chapter 7, Section 7.3.2.1 of the *West Santa Ana Branch Transit Corridor Project Final Transportation Impacts Analysis Report* (Appendix D of the Draft EIS/EIR) and in Chapter 3, Section 3.7.3.4 of the Draft EIS/EIR.
B-14-13	Refer to response CR-GEN-1 regarding identification of the LPA. Refer to the response to B-14-8 and B-14-12 regarding the analysis of impacts to rail freight.
B-14-14	See response CR-GEN 2 regarding identification of the MSF site option located in the City of Bellflower.

Comment ID	Response
B-14-15	Additional discussion regarding Metro's littering, dumping, and graffiti programs, as described in this response, has been incorporated into Chapter 4, Section 4.18.3.2 of the Final EIS/EIR and in Chapter 5, Sections 5.2.7 and 5.4.7 of the *West Santa Ana Branch Transit Corridor Project Final Safety and Security Impact Analysis Report* (previously Appendix F of the Draft EIS/EIR). While it is not anticipated there will be added trespassing, encampments, dumping, or graffiti generated from the Project, careful consideration will continue to be given to these items as design continues to advance for the Project. As indicated in Section 5.2.3.3 of the *West Santa Ana Branch Transit Corridor Project Final Safety and Security Impact Analysis Report*, Metro will provide access control along the right-of-way, including barriers and signage. These design features will be used to direct the public to designated crossings and prevent trespassing. See response CR-SAF-2 regarding homeless encampments on the Metro system. Metro procures a contractor for regular maintenance and clean-up services, such as clearing trash and illegal dumping for Metro ROW, facilities, parking lots, and parcel properties. In addition, the Metro Customer Code of Conduct states dumping is prohibited in, on, or in close proximity to Metro facilities and vehicles. Littering or dumping is a Metro violation and can result in a monetary fine, ejection from Metro property, and exclusion for 90 days from Metro property. Metro also has a graffiti program that requires removal of graffiti within 24 hours of when it is reported. In addition, the Metro Rail Design Criteria (MRDC) requires that a graffiti-resistant coating be applied to furnishings and surfaces to prevent graffiti. See response CR-SAF-1 regarding safety and security.
B-14-16	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of the WSAB corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated. Metro has exhausted potential alternative routes and has justified that this route is the most viable route based on numerous studies. Potential impacts to existing railroad right-of-way were considered for alternatives evaluated in earlier studies, including the *Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis* prepared in 2013 and the *West Santa Ana Branch Transit Corridor Technical Refinement Study* prepared in 2015. A previously studied alignment, the East Bank Alternative, was not recommended for further study in the Technical Refinement Study due to additional utilization of and impacts to the operation of UPRR right-of-way. Metro continues to coordinate with UPRR to minimize effects to rail freight operations to the extent feasible. Since circulation of the Draft EIS/EIR, a number of design refinements were made to minimize impacts to rail freight customers. These changes are summarized in Chapter 2, Section 2.4.3.2 of the Final EIS/EIR and include: swap the location of freight and LRT tracks within the La Habra Branch right-of-way to maintain freight connectivity to an existing industrial track on the north side of the right-of-way, redesign a freight spur track connection north of Rayo Avenue on the west side of the freight tracks to maintain freight access, extend the LRT viaduct north of Imperial Avenue to avoid impacts to a spur track and full acquisition of a property, and reconfigure the parking facility at the I-105/C Line Station to avoid park-and-ride users needing to cross the freight tracks to access the station. Where existing, active spur connections could not be maintained through design refinements, the analysis assumes a full acquisition of the corresponding property. Refer also to the response to comment B-14-11.
B-14-17	Refer to the responses to prior comments regarding coordination with UPRR and modifications made to project design to minimize impacts to rail freight.

Comment ID	Response
B-14-18	Refer to the responses to prior comments regarding coordination with UPRR and modifications made to project design to minimize impacts to rail freight. Metro will continue to coordinate with UPRR as design of the Project advances and during construction. Refer to response CR-GEN-2 regarding identification of the MSF site in the City of Bellflower.
B-14-19	The comment regarding RailPros review of the Draft EIS/EIR has been noted.
B-14-20	This comment summarizes the commentor's understanding of project information.
B-14-21	Queuing from intersections back to the upstream at-grade train crossing was discussed in Section 3.4.1 of the Draft EIS/EIR. Queuing was not directly analyzed as an impact, but it was a consideration in evaluating potential adverse effects related to traffic operations and delays. Operations and delays were evaluated using the Synchro software's traffic simulation tool (SimTraffic), which simulates the interaction between traffic at multiple intersections. As part of Project Measure TR PM-1 (Pre-signals and Queue-cutter Signals), pre-signals and queue cutters will be implemented to minimize the potential for vehicles queuing into an at-grade crossing. The measure was described in Chapter 3, Section 3.5.1 of the Draft EIS/EIR, and locations where these measures were proposed for implementation were shown on the Final Advanced Conceptual Alignment Design (Appendix B of the Draft EIS/EIR).. Appendix B of the Final EIS/EIR includes locations proposed for pre-signals and queue-cutters, which considers design refinements made after circulation of the Draft EIS/EIR. The pre-signals and queue cutters will be activated when the system detects an approaching queue on the other side of the tracks, or in coordination with the downstream intersection signal. Pre-signals will be located at appropriate distances from traffic signals to control traffic flow before it reaches the tracks. When a train is approaching, the pre-signals will turn red to stop vehicles far enough back so that they do not stop on the tracks, thereby preventing vehicles from becoming stuck on the tracks when there is a red light on the other side of the rail crossing. Queue cutters are activated when a train is approaching. When a train is detected, the queue cutters will change the traffic lights at nearby intersections to clear any vehicles that may be queued near the tracks. Typically, this involves turning the lights green in the direction that moves vehicles away from the tracks, so that the vehicles have enough time and space to clear the tracks before the train arrives. Another function of the queue cutter is to detect queues from nearby intersections, and as the queue builds up backwards toward the train tracks, it will turn the signal at the train crossing red even without a train approaching, preventing vehicles from stopping on the track. With these measures, drivers complying with the signals will be prevented from stopping on the tracks, thereby eliminating conflicts from queues. These measures will be required to obtain certification from the California Public Utilities Commission (CPUC) for operation of the Project and may be refined as a result of coordination with CPUC as design advances. With implementation of TR PM-1, there will not be queuing conflicts, and this impact will not be adverse.
B-14-22	There is a potential for queuing at at-grade crossings at various times, depending on traffic conditions, incidents, and other factors. Refer to the response to comment B-14-21 regarding queue cutters and pre-signals. Refer to response CR-GEN-4 regarding the process used to identify grade separations.

Comment ID	Response
B-14-23	As noted in the comment, current freight train crossing activity is infrequent and inconsistent in terms of time of day and day of week when it occurs. Therefore, freight train crossing activity would not be a typical scenario experienced by vehicular traffic in proximity to the at-grade crossings during the peak commuting periods. The Draft EIS/EIR focused on analyzing and identifying mitigation strategies for vehicles during the AM and PM peak periods with implementation of the Project, which provides a representation of the most commonly experienced scenario. Given the infrequency of freight train crossing activity, the combination of LRT and freight train crossing activity is not expected to result in significant impacts on traffic flow or motorist delay.
B-14-24	Synchro and SimTraffic are both part of the same software package, but SimTraffic was specifically used to evaluate delay. The combined Synchro/SimTraffic package was used to evaluate the study intersections, using intersection geometry, traffic volumes, train schedules, and signal timing. Synchro was used to code the network, including basic details of geometry, volumes, and timing, but was not used to conduct level-of-service analysis. The companion SimTraffic simulation tool was used to assess delay because SimTraffic considers the effects of the at-grade crossings and interactions between intersections (signal timing and queuing). Train schedules were coded into SimTraffic. To allow for a reasonable and accurate representation of the train crossing events for future train operations, a gate down event was coded at each train crossing location every 2.5 minutes. This approach represents a 5-minute headway for trains in both directions, consistent with the operating plan described in Chapter 2 of the Draft EIS/EIR. Delays and queues were "observed" from the simulation for the peak hours. For delays, the average was reported for the peak. For queues, the 95th percentile (longer than 19 of 20 cycles at each signal) was reported. The SimTraffic model is stochastic (i.e., has random elements), so five separate simulation runs were conducted for each scenario, and the average of the five runs was used to report results. These procedures are consistent with standard professional practice.
B-14-25	See response CR-TRA-1 regarding the spillover parking analysis which has been updated in the Final EIS/EIR. As noted in Chapter 3, Section 3.2.4.1 of the Draft EIS/EIR, visual surveys were conducted for areas within 0.25 mile of each station and along streets immediately adjacent to the alignment and other project features. The existing conditions data were collected in 2017 and are meant to present a general depiction of supply and availability at the time surveyed. Updated parking surveys were conducted in 2023 at select locations where stakeholders identified specific changes in the availability of parking since circulation of the Draft EIS/EIR or as otherwise needed to support updates to the analysis since the Draft EIS/EIR. The analysis of on-street parking includes the updated existing conditions collected. For instance, in response to comments received from the City of Bellflower on the Draft EIS/EIR, a new parking field survey was conducted in the city on Tuesday, January 31, 2023. Observations of parking around the proposed Bellflower Station were made between 7:00 a.m. and 9:30 a.m.
B-14-26	Trains will access the Bellflower MSF directly from the LRT mainline tracks and not at or near intersections. Therefore, there will not be gate downtime nor switching trains associated with access/egress from the Bellflower MSF. The Paramount MSF is no longer under consideration. Refer to response CR-GEN-2.

Comment ID	Response
B-14-27	Coordination with UPRR has occurred since circulation of the Draft EIS/EIR regarding the separation between the LRT and freight tracks. Separate LRT and freight bridges are proposed for all bridge crossings along the alignment, and the minimum clearance is met at each crossing. A minimum of 20-foot horizontal clearance between track centers is proposed throughout the corridor. Where feasible, horizontal clearances were increased to 22 feet when the LRT tracks are in a retained fill configuration. Additionally, a minimum vertical clearance of 24 feet is proposed when the LRT viaduct will cross over the freight tracks, and a minimum horizontal clearance of 10 feet is provided where columns are proposed. Pier protection is also proposed at column locations that are within 25 feet of freight centerlines. Refer to the freight cross sections in Appendix B of the Final EIS/EIR for specific clearances at locations along the alignment.
B-14-28	Refer to the response to comment B-14-8.
B-14-29	Since circulation of the Draft EIS/EIR, discussions between UPRR and Metro have begun regarding maintenance responsibilities. These discussions will continue and will be documented in an agreement between Metro and UPRR.
B-14-30	Refer to the response to comments B-14-8 and B-14-16.
B-14-31	In response to this comment, Metro revised the design of the LRT and relocated freight tracks within the La Habra Branch. The freight tracks will be located along the north side of the right-of-way and the LRT tracks will be located along the south side. This design update was shared with UPRR since circulation of the Draft EIS/EIR and is depicted in Appendix B of the Final EIS/EIR. The analysis in the Final EIS/EIR was updated accordingly.
B-14-32	Refer to the response to comment B-14-16. Construction will be phased to maintain freight access to the extent feasible.
B-14-33	Freight operation will be maintained to the extent feasible during demolition and reconstruction of the existing freight bridge over I-105. As summarized in Chapter 4, Section 4.3 of the *West Santa Ana Branch Transit Corridor Project Final Construction Methods Report* (Appendix L of the Draft EIS/EIR), the new freight bridge will be constructed west of the existing freight bridge. Once the new freight bridge is constructed, freight service will be relocated to the new bridge and the old bridge will be demolished.
B-14-34	Refer to response CR-GEN-4 regarding Metro policy for identifying LRT grade separations. Grade separation of the existing freight tracks is beyond the scope and purpose of the WSAB Project. Implementation of gate arms, raised medians, barriers, and clearance requirements will be met at the at-grade freight crossings as required by CPUC.

Comment ID	Response
B-14-35	As indicated in Chapter 4, Section 4.18.3.2 under the subheading "Motorist, Pedestrian, and Bicyclist Safety" in the Draft EIS/EIR, the Project will comply with applicable regulations, including the Manual on Uniform Traffic Control Devices (MUTCD) standards, observe applicable traffic laws, and implement and follow requirements from the CPUC and the MRDC. The structures and columns associated with the Project will be designed to local standards to meet sight visibility and lighting for users at the at-grade crossings. Metro has designed the at-grade crossings in compliance with applicable regulations and standards, and in consideration of local constraints and existing conditions for each particular location. Metro continues to coordinate with the CPUC to identify design requirements where the LRT alignment passes through intersections at grade. All at-grade crossings have been, and will continue to be, reviewed by CPUC, and CPUC will issue permits prior to system opening. Safety of grade crossings will continue to be considered as part of this process. Metro will continue to evaluate sight distances and potential modifications where sight lines are constrained as design is advanced. In addition, a Preliminary Hazards Assessment and a Threat and Vulnerability Assessment will be prepared as design advances to verify hazards and features for enhanced motorist, pedestrian, and bicyclist safety, such as pavement markings and signs. The analysis will verify illumination levels and sight distance improvements, as necessary. This analysis is required by the Federal Transit Administration and is included as part of Project Measure SAF PM-5 (Certification and Approval), described in Chapter 4, Section 4.18.4.1 of the Draft EIS/EIR.
B-14-36	Refer to the response to B-14-35 regarding safety measures and design at at-grade crossings.
B-14-37	Appendix F of the Draft EIS/EIR is the *West Santa Ana Branch Transit Corridor Project Final Safety and Security Impact Analysis Report*. The Affected Area, defined as a 100-foot buffer of project components, was used for the assessment of safety of users and crime prevention. Analysis for this area considered transit and freight system safety and potential for hazards such as collisions, service interruption, property damage, and injuries. A 2-mile buffer was used for other elements of the safety and security assessment, specifically, emergency services. The edge of the right-of-way is within the 100-foot area used in the analysis.
B-14-38	Refer to the response to B-14-35 regarding safety measures and design at at-grade crossings. Each at-grade crossing has been designed and will continue to comply with the California MUTCD, CPUC, and other appropriate guidelines. Grade crossing design was depicted in Appendix B, Part 2 of the Draft EIS/EIR. Design has been updated since circulation of the Draft EIS/EIR based on stakeholder coordination, including with UPRR. The updated design is included in Appendix B of the Final EIS/EIR. The *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* only shows initial concepts for traffic mitigation at each of the locations with adverse traffic impacts.
B-14-39	The design of the Project will incorporate gates perpendicular to the roadway where intersection geometry allows. Due to right-of-way considerations, some crossing locations allow for a center median to have gate arms, but many locations do not because of roadways that are parallel to the railroad right-of-way. Traffic lights will be coordinated with gate arms to stop traffic and provide a safe crossing for trains. Stop bars are proposed perpendicular to the roadway for vehicles to queue while gates are down.
B-14-40	Refer to the response to comments B-14-21, B-14-24, and B-14-35. Regarding an analysis of other times of the day, the National Environmental Policy Act and the California Environmental Quality Act do not require analysis outside peak periods, as these periods typically reflect the worst-case scenario.

Comment ID	Response
B-14-41	Patata Street is the only separate crossing that will be in proximity to the LPA alignment. Patata Street will be approximately 270 feet north of the freight at-grade crossing along Atlantic Avenue. In this location, the LPA alignment will be aerial and will not result in a change in queueing conditions.
B-14-42	As summarized in Chapter 3, Section 3.2, of the Draft EIS/EIR, the specific intersections selected for the traffic analysis considered proximity to at-grade crossings where intersections could experience delay due to gate down times; changes to the roadway network; increase in traffic due to vehicles accessing or departing park-and-ride facilities; and traffic volumes at each intersection. Mid-block driveways were not included in the analysis.
B-14-43	Each at-grade crossing will include pedestrian gates along sidewalks when either or both freight and LRT are located at-grade. Gates will not open until train(s) traveling through the crossing have completely cleared the at-grade crossing. Metro continues to coordinate with the CPUC to identify design requirements where the LRT alignment passes through intersections at grade. As these design elements are part of the Project and required by CPUC to certify the Project for operation, they do not need to be identified as mitigation in the Final EIS/EIR. See response CR-SAF-4 regarding motorist, pedestrian, and bicyclist safety.
B-14-44	See response to comments B-14-35 and B-14-43 regarding safety measures and design of at-grade crossings. All of the crossings where the LRT will operate at-grade adjacent to freight tracks exist today as at-grade crossings and the Project will not change the skew of the crossing. Pedestrian gates are proposed at the grade crossing referenced in the comment to further control pedestrian and bicycle movements across the grade crossing. Careful considerations will continue to be taken to accommodate pedestrian and bicycle uses where these uses are warranted and safe.
B-14-45	See response to comments B-14-35 regarding safety measures and design of at-grade crossings. The signal timing of the pedestrian crossings to clear the tracks will be evaluated as design advances to support safe passage. As indicated in Chapter 3, Section 3.2.1 of the *West Santa Ana Branch Transit Corridor Project Final Safety and Security Impact Analysis Report* (previously Appendix F of the Draft EIS/EIR), the LPA will operate in compliance with CPUC GO 75-D: Regulations Governing Standards for Warning Devices for At-Grade Highway-Rail Crossing. As stated in Section 5.2.3.4, the Project will follow Metro's latest Rail Operating Rulebook and CPUC regulations, which allow light rail vehicle (LRV) operators to use audible warning devices to alert unwary pedestrians and bicyclists that an LRV is approaching. Pedestrian and bicycle traffic control and channelization techniques, such as crossing gates and ROW barriers, will be used to direct pedestrian and bicycle movements at grade crossings and encourage the use of designated crossings. Signage will be posted at these locations to provide safety information and awareness. The standard requirements and design features described previously and Metro's operating guidelines will minimize the potential hazards and safety impacts for pedestrians and bicyclists. Therefore, the potential for safety-related impacts will be minimized; there will be no adverse effects related to pedestrian and bicyclist safety at grade crossings; and mitigation measures will not be required.

Comment ID	Response
B-14-46	As shown on sheet TX-107 of the Final Advanced Conceptual Alignment Design Part 2 (Appendix B to the Draft EIS/EIR), Metro will install a fence at the closed at-grade crossings along the La Habra Subdivision to prevent trespassing by pedestrians and bicyclists. In addition, sheets CS-101 to CS-104 from the Final Advanced Conceptual Alignment Design Part 2 (Appendix B to the Draft EIS/EIR), show that Metro will install the following signs: ▪ No Trespassing ▪ Pedestrian "Do Not Enter Crossing" Since circulation of the Draft EIS/EIR, crossings proposed for closure have been modified in coordination with applicable stakeholders. Refer to Advanced Conceptual Alignment Design in Appendix B of the Final EIS/EIR for design at locations proposed for closure.
B-14-47	Document figures have been reviewed. Any specific issues noted in the comment letter are addressed where noted.
B-14-48	The text in Section 3.5.2.1 of Chapter 3, under the subheading "Intersections Nos. 53 and 54" of the Final EIS/EIR has been updated to correctly reflect the information presented in the corresponding summary table. No feasible mitigation was developed for Intersection No. 53 – Florence Avenue and California Avenue (West), and one feasible mitigation option was identified for Intersection No. 54 – Florence Avenue and California Avenue (East).
B-14-49	The description of the alignment in Chapter 2 of the Final EIS/EIR and in the project description included in technical reports has been updated to specify that the entire 14.5-mile light rail transit alignment consists of double track.
B-14-50	Refer to responses to comment B-14-21 and B-14-24.
B-14-51	Refer to the response to B-14-27 regarding clearances. The Final EIS/EIR has been updated as applicable to reflect design refinements made since circulation of the Draft EIS/EIR.
B-14-52	Refer to the response to comments B-14-8 and B-14-16.
B-14-53	Refer to the response B-14-34. Grade separation of existing freight tracks is outside the scope of this project.
B-14-54	See responses to comments B-14-35 and B-14-43 through B-14-46 regarding at-grade crossings. All at-grade crossings have been, and will continue to be, reviewed by CPUC, and CPUC will issue permits prior to system opening. The safety of grade crossings will continue to be considered as part of this process.
B-14-55	See response CR-GEN-1 regarding identification of the LPA.

World Energy

Please see attached letter. B-5-1

September 28, 2021

Meghna Khanna
Project Manager
Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

RE: Comments on West Santa Ana Branch Corridor DEIS/EIR

Dear Ms. Khanna:

Thank you for the opportunity to respond to the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the West Santa Ana Branch (WSAB) Transit Corridor Project. We have arranged our comments to correspond to the sections included in the Draft EIS/EIR.

World Energy is one of the largest clean energy suppliers in North America. In 2018, World Energy acquired a former petroleum refinery in Paramount. We are currently in the process of converting it into a low-carbon fuel solutions hub, which will specialize in high-quality advanced biofuels for the transportation sector. We recognize the critical need for expanding transit infrastructure to establish a multi-modal transportation system to meet the mobility needs of LA County. Likewise, we appreciate the opportunity to provide comments to mitigate the impacts of the WSAB on our neighbors in Paramount and surrounding communities.

B-5-2

Sound Walls:

Mitigation Measure NOI-1, in Section 4.7.4.2. Noise Mitigation. Table NOI-1 Pages 4-260, indicates that sound walls would be placed at the edge of the right-of-way (ROW) to reduce noise related to light rail transit vehicles at the identified sensitive receiver locations shown in NOI-1 where moderate and severe impacts have been identified based on design completed to date. In the ROW located between Facade Avenue and Arthur Avenue in the City of Paramount, the WSAB Transit Corridor Project is planning to move the railroad tracks operated by Union Pacific closer to the nearby residences along Facade Avenue. Union Pacific currently operates one train per day transporting essential items to our facility, and the frequency is expected to increase to two trains per day. While Union Pacific has been operating in this ROW for many years without any serious noise issues, the movement of these tracks closer to residences will likely increase the noise impacts. The EIR indicates sound walls will be constructed between the freight railroad tracks and the residences along Facade Avenue to mitigate these impacts caused by the WSAB Transit Corridor Project.

B-5-3

PARAMOUNT FACILITY
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- While the height and length of the sound walls will be verified during final design to meet Federal Transit Administration requirements, World Energy recommends Metro construct the sound walls to a height of approximately 15 feet which would be high enough to break the line-of-sight between the sound source and the receiver. Moreover, we recommend that the sound walls must be of an impervious material with a minimum surface density of 4 lb/sq.ft and not have any gaps or holes between the panels or at the bottom.

B-5-3

Downey Ave Grade Separation Design & Adding Lakewood Blvd Grade Separation:

Table 5.5. 2042 [Build Alternative 2, 95th Percentile Queues from Upstream Crossing to Intersection (Page 5-14)] indicates queue lengths can be accommodated at locations within the City of Paramount except for Lakewood Boulevard at Somerset Boulevard. There are no specific mitigation measures proposed for the Lakewood Boulevard/Somerset Boulevard queuing impact. Trucks delivering our low carbon fuels access our facility near the Lakewood Boulevard/Somerset Boulevard intersection.

B-5-4

- We recommend Metro consider the section of the WSAB near Lakewood Boulevard/Paseo Street be above grade (ariel). The aerial placement of the rail will eliminate the negative impacts of the WSAB project along this major throughfare in this area.

- We request Metro coordinate with World Energy on the of the design and construction of the grade separation at Downey Avenue to minimize impacts on our facility and operations.

Thank you for your attention to the abovementioned concerns and recommendations. Please contact me at (562) 320-1230 or lalpern@worldenergy.net if you have any questions.

Sincerely,

Leeor Alpern

Leeor Alpern
Director of Government and Community Relations

cc: City of Paramount

World Energy – B-5

Comment ID	Response
B-5--5-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
B-5--5-2	The comment regarding organization of comments and World Energy's conversion to a low-carbon fuel solutions hub has been noted.
B-5--5-3	Residences along Façade Avenue and Arthur Avenue were assessed for both freight noise and light rail transit (LRT) noise in Chapter 4, Section 4.7.3.2 of the Draft EIS/EIR. Soundwalls for freight noise are required by Draft EIS/EIR Mitigation Measure NOI-7 (Freight Track Relocation Soundwalls) and are shown in Figure 4.7-13 in Section 4.7.4 of the Draft EIS/EIR (now included as Mitigation Measure NOI-5 and shown in Figure 4.7-12 of the Final EIS/EIR). The soundwalls will be designed to provide the maximum reduction possible. Heights greater than those evaluated in the Draft EIS/EIR have been considered during preparation of the Final EIS/EIR to account for the greater source height of the freight trains. In particular, the soundwalls to mitigate freight noise related to relocated freight tracks parallel to Façade and Arthur Avenues are proposed in the Final EIS/EIR at heights of 14 feet to 16 feet on the western side of the right-of-way and 12 to 16 feet on the eastern side of the right-of-way. Updated information on the location and/or dimensions of soundwalls is included in Chapter 4, Section 4.7.4.2 of the Final EIS/EIR.
B-5--5-4	Project Measure TR PM-1 (Pre-signals and Queue-cutter Signals) requires installation of pre-signals and queue-cutter signals to prevent vehicles from stopping on tracks. Both features will be implemented at Lakewood Boulevard and Somerset Boulevard. However, TR PM-1 will not reduce queues, but it will reduce the negative effects associated with queues. This intersection did not have an adverse effect, as shown in Table 3.14 of the Draft EIS/EIR. The queuing at the Lakewood Boulevard/Somerset Boulevard intersection (identified as No. 79 in the analysis) is not identified as an impact in the Draft EIS/EIR. Queuing was not directly analyzed as an impact, but it was a consideration in evaluating potential adverse effects related to traffic operations and delay. This intersection did not have an adverse effect, as shown in Table 3.14 of the Draft EIS/EIR. Refer to response CR-GEN-4 regarding grade separation. Metro continues to coordinate with the California Public Utilities Commission (CPUC) to identify design requirements where the LRT alignment will pass through intersections at grade. Coordination will continue through the design phases of the Project and approvals from CPUC will be required prior to operation. Coordination with World Energy and Union Pacific Railroad has been ongoing regarding grade separation of Downey Avenue. Due to the proximity of Paramount High School and Harry Wirtz Elementary School, as well as traffic considerations, it was recommended that the LRT tracks cross Downey Avenue in an aerial configuration. The proposed abutment locations will be designed to accommodate future depression of Downey Avenue. The bridge abutment footing piles will be designed and spaced to accommodate future tie-backs. Any future depression of Downey Avenue would not be part of the WSAB Project.

World Energy

From: Kathryn Gleeson [kgleeson@worldenergy.net]
Sent: 9/27/2021, 2:38 PM
To: wsab@metro.net
Subject: WSAB Project in the city of Paramount

Hi,

Is there a way to see the assumptions that go into the traffic impact study, Level of Service, for the intersections of Paramount Blvd and Rosecrans (Intersection 76) and Somerset and Lakewood (Intersection 79)? We believe the Altair/World Energy Conversion Project would be considered a “Cumulative Impact” project, and have seen the project mentioned in other sections of your DEIR; however, we do not know if the additional truck traffic to be generated by our project is considered in yours. We discuss the WSAB project in our DEIR; however, we do not want to duplicate, or double, the potential impact of our study if this is already completed in yours. Our project has a potential addition of 540 trucks traveling north and south on Lakewood Boulevard through the Somerset intersection. B-11-1

Thanks,

Kathryn Gleeson

Director, Environmental Services

P. 562.748.4613 | M. 562.577.3107

E. kgleeson@worldenergy.net

worldenergy.net

World Management Group, LLC

225 Franklin Street Boston MA 02110

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World Energy – B-11

Comment ID	Response
B-11-1	The traffic analysis in the Draft and Final EIS/EIR uses data from Metro's Travel Demand Model: Corridors Base Model 2018 (CBM18). The model is based on forecast demands on other corridors in the region. Travel characteristics for this model were derived from Metro trip tables, which are based on the 2016 trip tables in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The traffic analysis was for the 2042 horizon year, and level of service and delay for the Build Alternatives were compared to level of service and delay for the No Build Alternative to determine whether the Project would result in adverse impacts. The No Build Alternative traffic volumes were developed using regional growth projections from the 2016-2040 RTP/SCS rather than individual trip generation for future projects, including the Altair/World Energy Conversion Project. At the two intersections noted in the comment, the growth in traffic volumes were approximately 9% to 11% (300 to 450 trips) during the AM and PM peak hours, respectively, according to the model projections. The trips generated by the Project from park-and-ride and kiss-and-ride activity were then added to the 2042 No Build Alternative volumes to analyze potential impacts of the Project.

Yamasa Enterprises

Please see attached WSAB EIR response letter.

B-6-1

YAMASA ENTERPRISES

515 STANFORD AVE., LOS ANGELES, CALIFORNIA 90013
TELEPHONE (AREA CODE 213) 626-2211, 626-2212
FAX: (213) 627-9018

Meghna Khanna
Project Manager
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012
Email: wsab@metro.net

Re: Comments on Proposed West Santa Ana Branch (WSAB) Project

Dear Ms. Khanna:

I write on behalf of Yamasa Enterprises to express my support for the planned West Santa Ana Branch (WSAB) corridor alignment and for **Alternative 1**, which will run as a subway (below grade) along Alameda St. from just north of the Santa Monica Freeway up to Union Station with an option to install a Little Tokyo station on the east side of Alameda St. at 2nd St. (**Design Option 2**).

The 19.3-mile light rail will connect downtown Los Angeles to the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, and Vernon. Like Little Tokyo, these are many of Southern California's most dynamic yet long-underserved environmental justice communities. Combined with the Regional Connector, set to open in Little Tokyo in fall 2022, the WSAB will enable seamless travel throughout Los Angeles County and bring more than

B-6-2

An independent analysis commissioned by key community organizations indicates that ridership would be increased by about 8,000 additional trips per day on the WSAB line.

B-6-3

The Japanese American National Museum, Little Tokyo Business Association, St. Francis Xavier Chapel Japanese Catholic Center, and Eco-Rapid Transit have already declared their support for the Alameda Street alignment to Union Station with a subway station (Design Option 2) to be built in the Little Tokyo/Arts District area.

Thank you for your willingness to consider these suggestions. We look forward to continuing to work alongside Metro as we plan for the future together.

B-6-4

Sincerely,

Yuji Kawana
President

Yamasa Enterprises – B-6

Comment ID	Response
B- 6 -1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
B- 6 -2	The commenter's support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. See also response CR-GEN-6 regarding Little Tokyo.
B- 6 -3	Section 3.4.2 in Chapter 3 of the Draft EIS/EIR provides ridership estimates for the WSAB Project. Table 3.25 in the Draft EIS/EIR indicates that Alternative 3, the identified LPA, is projected to have approximately 31,000 daily transit boardings in the year 2042.
B- 6 -4	See response to comment B-6-2.

ORGANIZATIONS

Communities for a Better Environment

From: Alison Hahm <ahahm@cbecal.org>
Sent: Friday, October 8, 2021 4:04:49 PM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Whisman, Rusty (FTA) <russell.whisman@dot.gov>; WSAB <WSAB@metro.net>; Gabriel Greif <ggreif@cbecal.org>; Jennifer Ganata <jganata@cbecal.org>
Subject: CBE Comments on Draft EIR/EIS for the WSAB Project

Dear Ms. Khanna,

On behalf of Communities for a Better Environment, attached please find our comments on the West Santa Ana Branch Transit Corridor Project. Thank you again for extending the original comment period, and providing CBE the opportunity to comment. CO-8-1

Sincerely,
Alison

Alison Hahm (she/her/hers)
Associate Attorney
Communities for a Better Environment
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Huntington Park, CA 90255
www.cbecal.org

COMMUNITIES FOR A BETTER ENVIRONMENT
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COMMUNITIES FOR A BETTER ENVIRONMENT
established 1978

October 8, 2021

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012
Email: wsab@metro.net

Re: Comments on Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the West Santa Ana Branch Transit Corridor Project

Dear West Santa Ana Branch Transit Corridor Project Team:

On behalf of Communities for a Better Environment (CBE), we appreciate the opportunity to submit comments on the Draft EIS/EIR for the proposed West Santa Ana Branch Transit Corridor project (WSAB). We recognize some of our allied groups have been engaged in this environmental review process for several years, joining stakeholder working groups, meeting with Los Angeles Metro staff (LA Metro), and providing comments and feedback on alternative analyses and other preliminary documents. We are glad that some of those discussions have helped design route alternatives and mitigation measures that have improved the project overall. CO-8-2

The proposed WSAB project is encouraging and could provide a much-needed clean energy alternative for travel within LA. However, we are concerned that this project still runs the risk of drastically changing and negatively impacting communities near the proposed route. CBE and many others have long supported the transition away from cars to a clean energy future. We are part of a broad coalition of groups and individuals that have played a central role over decades in ensuring equitable access to healthy-affordable housing and quality transit for all. These are much-needed resources for communities throughout LA, and we envision a future LA that develops and provides these resources while balancing the unique needs of local communities along new transit lines. CO-8-3

Given the proposed project's routes run through numerous environmental justice communities[1] in Southeast LA County (Southeast LA), LA Metro must fully consider comprehensive planning efforts around these communities including, but not limited to, the pending LA County Green Zones Ordinance,[2] ongoing community plan updates, and the LA Metro Transit Oriented Communities Implementation Plan.[3] We hope LA Metro works collaboratively with residents and community-based organizations to support equity-focused land use updates to address and mitigate project impacts on communities and the environment. Building flexibility into the WSAB project section now will allow for improvements to the route as community and general plans are updated, and measures like the Green Zones Ordinance are adopted. Future land use decisions and innovations might allow for advances in health and safety that have yet to be included in the WSAB project as currently proposed. We urge LA Metro to avoid finalizing route designs now that might conflict with future land use policies that seek to expand buffer zones and protect local communities and the surrounding environment. With these overall concerns in mind, CBE would like to share a few other specific concerns regarding the proposed WSAB project:

CO-8-4

1. **The Final EIR must include a more rigorous framework to advance LA Metro's Transit Oriented Communities Implementation Plan to combat gentrification and displacement.**

First, CBE is concerned that the Draft EIS/EIR does not adequately analyze the degree to which the WSAB project could accelerate gentrification and displacement in and around Southeast LA. Myriad case studies reveal that where new transit infrastructure projects are built without affordable-housing protections, rising rents and faceless corporate landlords often follow. This phenomenon is known as "transit-induced gentrification."[4] Transit-induced gentrification can trigger housing displacement by increasing rent for existing residents, particularly in communities that lack rent control policies. Southeast LA includes the cities of "Bell, Bell Gardens, Cudahy, Huntington Park, Lynwood, Maywood, South Gate, Vernon, Florence-Firestone, and Walnut Park."[5] Of these cities, the majority are categorized as "disadvantaged communities" per CalEnviroScreen data, meaning that they carry a

CO-8-5

[1] The Draft EIS/EIR neglected to name Little Tokyo as an Environmental Justice Community, and did not acknowledge historic First Street North as a historic site. Yet, Little Tokyo was deemed during the Findings of Facts as an Environmental Justice community, and "certain mitigations must be implemented to offset potential project impacts," *see* https://media.metro.net/board/Items/2014/07_july/20140717conitem61.pdf (last visited Oct. 8, 2021). The Draft EIS/EIR must be revised to reflect this finding.

[2] Draft LA County Green Zones ordinance (Sep. 9, 2021), https://planning.lacounty.gov/assets/upl/project/greenzones_rpc-20210922-exhibit-a.pdf (last visited Oct. 7, 2021).

[3] Los Angeles Metro Transit Oriented Communities Implementation Plan, http://allianceforcommunitytransit.org/wp-content/uploads/2020/11/Metro-TOC-Implementation-Plan_Final.pdf (last visited Oct. 7, 2021).

[4] Jeff Turrentine, Blog Post, *When Public Transportation Leads to Gentrification*, Natural Resources Defense Council, https://www.nrdc.org/onearth/when-public-transportation-leads-gentrification (June 1, 2018); Casey Dawkins & Rolf Moeckel (2016) Transit-Induced Gentrification: Who Will Stay, and Who Will Go?, Housing Policy Debate, 26:4-5, 801-818, DOI: 10.1080/10511482.2016.1138986.

[5] The SELA Agenda (2021), p. 15. https://www.selacollab.org/wp-content/uploads/2021/04/SELA_Collab_2021_Agenda_Final_040621-sm.pdf (last visited Oct. 7, 2021).

disproportionately high pollution burden.[6] According to LA's Plan for a Healthy Los Angeles, over 60% of residents in areas around Southeast LA are cost-burdened by housing, paying more than 30% of their income on housing costs.[7] This high cost burden places Southeast LA residents at increased risk of transit-induced gentrification and housing displacement. Economic instability caused by the COVID-19 pandemic, resulting in widespread closure of local businesses and surges in corporate purchases and developments has only exacerbated risk of gentrification.[8] Gentrification pressures are still growing in Southeast LA and local residents are rapidly losing ownership, control, and connection to their own community. Without protective measures, the WSAB project could contribute to this vicious cycle of transit-induced gentrification.

CO-8-5

CBE respectfully urges LA Metro to amend the Draft EIS/EIR to include a more rigorous framework to enact *LA Metro's Transit Oriented Communities Implementation Plan* (LA Metro TOC Plan). This report includes tools that would be useful for understanding how public infrastructure investments contribute to housing displacement and gentrification, as well as determining how to prevent these harmful patterns through affordable housing preservation, rehabilitation, and development. As currently drafted, the proposed Project is inconsistent with key housing and anti-displacement strategies outlined in the LA Metro TOC Plan, and should be revised to ensure consistency moving forward.

Specifically, the LA Metro TOC Plan seeks to stabilize and enhance communities surrounding transit by:

- Facilitating construction of affordable housing units in the Metro Joint Development portfolio;[9]
- Evaluating Metro Joint Development Policies to strengthen commitment to addressing the affordable housing crisis through additional tools and policies;[10]
- Deploying the Metro Affordable Transit Connected Housing (MATCH) Program;[11]
- Providing Technical Assistance around value capture to Measure M cities;[12] and
- Supporting the retention of small businesses with loans that leverage public, private and philanthropic partnerships to catalyze investment in and preservation of small businesses near transit.[13]

CO-8-6

[6] Draft EIS/EIR, p. 4-864.
[7] *See supra* note 5, The SELA Agenda (2021), p. 30.
[8] Erika D. Smith, 'We may lose this.' Despair over gentrification reaches new depths in South L.A., Los Angeles Times (Sep. 24, 2021), https://www.latimes.com/california/story/2021-09-24/post-covid-gentrification-fears-hit-new-high-south-la (last visited Oct. 7, 2021).
[9] Elizabeth Carvajal, Metro et al, *Transit Oriented Communities Implementation Plan*, Los Angeles Metro, 35, http://allianceforcommunitytransit.org/wp-content/uploads/2020/11/Metro-TOC-Implementation-Plan_Final.pdf (last visited Oct. 7, 2021).
[10] *Id.*
[11] *Id.*
[12] *Id.*
[13] *Id.* at 36.

LA Metro's TOC Plan (Actions 2-3) was crafted to support programs that produce, preserve and protect housing through preservation or development of affordable housing units, and through innovative anti-displacement strategies to protect and retain low-income households. Yet, the Draft EIS/EIR clearly states that the proposed Project would entail residential property acquisition, resulting in multiple instances of "residential displacements."[14] In addition, the Draft EIS/EIR describes plans to construct maintenance and storage facilities that would "displace" existing businesses.[15] The Draft EIS/EIR further concludes that no mitigation is required to offset the risk that the proposed Project would displace "substantial numbers of existing people, housing, or business, necessitating the construction of replacement housing or replacement business elsewhere."[16] These findings directly contradict the TOC Implementation Plan set forth by LA Metro. CO-8-7

CBE is concerned by the Draft EIS/EIR's cursory analysis regarding property acquisitions as well as potential housing/local business displacement. LA Metro must directly engage with impacted community members to ensure relocation assistance and compensation, as required under the Uniform Act[17] and California Relocation Act. In order to adequately mitigate local housing and business impacts, the provisions under the Uniform Act and California Relocation Act must be made readily accessible for all displaced residents, to adequately mitigate local housing and business impacts.[18] LA Metro must craft additional programs to support community members impacted by displacement from rising rental values, and to uphold its commitment to build affordable and deeply affordable housing on LA Metro-owned land.[19] CO-8-8

Table 1. The Build Alternatives would displace a varying number of residential and business units:

WSAB project alternative	Number of residential unit displacement	Number of business displacement
Alternative 1	21	89
Alternative 2	21	108
Alternative 3	21	65

[14] Draft EIS/EIR, p. S-15.
[15] *Id.* at S-78.
[16] *Id.* at S-15.
[17] The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. Section 61) (Uniform Act) codifies federal takings doctrine for projects that receive federal financial assistance, providing "just compensation" to owners of real estate and relocation assistance to tenants/holders of land.
[18] The California Relocation Act (Cal. Gov't Code Section 7260 *et seq.*) creates uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. This Act requires that *comparable* replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement.
[19] *See generally* Los Angeles Metropolitan Transit Association, Joint Development Policy 1-2, https://www.scribd.com/document/513007166/Metro-updated-Joint-Development-Policy#download&from_embed (June 2021); *See also* California Surplus Lands Act, Cal. Gov't Code Section 54220 *et seq.* (codifying requirement to use excess public land controlled by local bodies for the development of low and moderate-income housing).

Alternative 4	8	18

This Draft EIS/EIR must be revised to ensure it is consistent with the California Relocation Act's goal to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of the proposed Project. This Act requires that *comparable* replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. It is important to note that "[w]hile a comparable replacement dwelling need not possess every feature of the displacement dwelling, the principal features *shall* be present… [and] in an area not subject to unreasonable adverse environmental conditions."[20] Displaced community members in Southeast LA and beyond should not be forced to choose between their health and access to affordable housing. LA Metro must also provide long-term support for local residents slated to lose their livelihoods or pause business operations during construction/operation of this proposed project. Ambitious mitigation measures ought to be explored to offset likely impacts, such as a: CO-8-9

- Formalized and strengthened Regional Connector Business Interruption Fund[21] (BIF) policy, that provides financial assistance to local businesses owners and displaced workers in Southeast LA and beyond during construction and/or operation of the proposed project; CO-8-10
- LA Metro fund created to help stabilize residential and commercial tenants to prevent forced displacement of residents and local businesses in vulnerable communities; and
- LA Metro business incubator fund, to provide financial support to new businesses that might not qualify for the current LA Metro BIF program, which has a two-year requirement.

Furthermore, as currently drafted, the Draft EIS/EIR does not meaningfully consider the proposed project's potential impacts on future affordable housing developments, including opportunity sites for affordable housing rehabilitation. CBE urges LA Metro to prioritize identifying and preserving opportunity sites for joint development in each Measure M Transit corridor, as proposed in the LA Metro TOC Plan.[22] Ensuring a net gain of healthy affordable housing is vital to maintain an adequate affordable housing stock for existing residents and future generations in Southeast LA. As previously mentioned, a net gain of affordable housing may be achieved by: "(a) preserving existing affordable housing; (b) replacing affordable housing lost due to new development and ensuring right of return; and (c) incentivizing new affordable housing production."[23] CO-8-11

Finally, the Draft EIS/EIR concludes that no mitigation measures are required for growth-inducing impacts created by the proposed WSAB project, concluding that "expected CO-8-12

[20] *See* Cal. Gov't Code Section 7260(i)(4), 7260(i)(5); *see also* 24 C.F.R. Section 24.2(a)(6)(ii),
[21] LA Metro Business Interruption Fund, Overview https://www.metro.net/about/business-interruption-fund/ (last visited Oct. 8, 2021).
[22] Los Angeles Metro Transit Oriented Communities Implementation Plan, p. 41.
[23] Alliance for Community Transit, Program and Policy Recommendations for the 2021-29 Housing Element, http://allianceforcommunitytransit.org/wp-content/uploads/2020/10/ACT-LA-Housing-Element-Letter-10.20.20.pdf (October 20, 2020).

population growth would occur but would not affect community character and cohesion."[24] The Draft EIS/EIR further reasoned that "the Build Alternatives would not directly result in population growth within surrounding communities,"[25] claiming opportunities for TOD around stations is consistent with growth projections in local community plans. This reasoning is strained because multiple communities covered by this proposed project are now undergoing comprehensive community or general plan updates. LA Metro must closely examine likely impacts along stops and more realistic population growth projections, especially in areas surrounding the Slauson, Pacific Randolph, Florence Salt Lake, and Firestone (South Gate) stops, some of the poorest and most heavily pollution-burdened areas of Southeast LA. Lastly, LA Metro must prioritize preserving affordable housing, local businesses, and community-centered spaces as route designs are revised and finalized. CO-8-12

2. LA Metro must implement stronger mitigation measures related to emissions, safety, and security during construction and operation of the WSAB line. CO-8-13

Although the WSAB project promises to ease long-term traffic congestion and noise impacts, CBE believes that LA Metro is poised to do more to minimize environmental impacts related to construction and traffic. LA Metro must take further steps to analyze and mitigate traffic impacts caused by the grading and construction of the proposed WSAB lines. As LA Metro acknowledges in its Draft EIS/EIR, the alignment between the 7th Street/Metro Center Station and the Florence/Salt Lake Station is largely industrial, and frequented by commercial trucks that already cause significant traffic.[26] In particular, the Firestone and Atlantic stop in South Gate has already been evaluated at Level of Service F (LOS F) for both its AM and PM peaks.[27] CBE shares concerns with other commenters that mitigation measure TRA-20, which promises future development of a Transportation Management Plan (TMP), may not sufficiently protect against air quality impacts due to increased idling on existing commercial truck routes, or from increased volume of trucks on certain routes due to construction detours or hauling activities. Both of these effects threaten to increase truck emissions in already overburdened communities, most of which the Draft EIS/EIR identifies as environmental justice communities.[28] CO-8-14

CBE agrees in principle that TMPs can be a strong strategy for minimizing construction impacts and encouraging greater coordination between jurisdictions following the issuance of the Final EIS/EIR (EIS/EIR). However, LA Metro must ensure that stronger protections and analysis are included in the EIS/EIR to guide creation and implementation of the TMP. Further, LA CO-8-15

[24] Draft EIS/EIR, p. S-13.
[25] *Id*.
[26] *Id.* at 3-18.
[27] Numerous other intersections in the alignment between 7th Street and Metro, and the Florence/Salt Lake have similarly poor LOS grades, particularly in South Gate, Huntington Park, Cudahy, and Bell. *See Id.* at 3-38-42 (describing LOS grades in 2017, as well as 2042 under the No Build alternative).
[28] Draft EIS/EIR, p. 4-870.

Metro should include analysis of recent and proposed updates to specific and general plans in relevant jurisdictions to ensure that the TMP can adequately mitigate adverse impacts in a manner that does not conflict with local zoning and land use policies. If it cannot, then LA Metro should include additional mitigation measures to improve environmental and economic justice outcomes in neighboring communities. Otherwise, LA Metro runs the risk of failing to mitigate transportation impacts to the extent feasible, as is required by CEQA, and instead segmenting its mitigation efforts to place them outside of the public review requirements of CEQA and NEPA. Thus, LA Metro must ensure that construction-related traffic impacts are minimized by adding stronger mitigation measures addressing emissions of diesel and non-diesel particulate matter, volatile organic chemicals, NOx, and carbon monoxide resulting from increased truck traffic or changes to routes.[29] CO-8-15

Despite the potential air quality impacts resulting from construction-related detours and road closures, the Draft EIS/EIR fails to include any meaningful discussion of how this is likely to impact air quality in nearby communities.[30] Rather, LA Metro relies on its discussion of mitigation measure AQ-1, which reduces direct emissions from haul trucks.[31] Although this is a necessary step to mitigating construction-related impacts, it does not negate increased emissions resulting from increased idling or traffic detours. As indicated in the Draft EIS/EIR, many of the haul routes will cut through streets and neighborhoods that experience significant commercial truck traffic, including Florence Avenue, Slauson Avenue, and Firestone Boulevard, as well as the I-710 freeway, which serves the Ports of Los Angeles and Long Beach.[32] These routes and construction-related closures will inevitably impact environmental justice communities within the area. Further, although LA Metro refers to its Green Construction Policy ("GCP") throughout, the Draft EIS/EIR does not adequately address the GCP's requirement to implement 1,000-foot buffer zones between truck traffic and sensitive receptors wherever feasible.[33] Other Best Management Practices required by the GCP are similarly referenced throughout the Draft EIS/EIR, but the document fails to lay out specific measures to implement these practices.[34] CO-8-16

[29] S. Coast Air Qual. Mgmt. Dist., Green Paper - Trucks and Freeways in Los Angeles, 1-3 http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/green-paper-trucks-july23-2020.pdf (July 23, 2020) (describing truck emissions in Southeast Los Angeles).
[30] Draft EIS/EIR, pp. 3-88-102. (although the Draft EIR/EIS analyzes vendor, haul truck, and worker trips at 4-678, it fails to provide analysis of air quality impacts from increased congestion and detours).
[31] *Id.* at 4-663-64.
[32] *Id.* at 3-119-123. Closures are further described and include several permanent road closures on the streets listed above. *Id.* at 3-123-3-134.
[33] Los Angeles Metropolitan Transportation Authority, Green Construction Policy Fact Sheet, 3-4 (2011) https://cupdf.com/document/metroas-green-construction-sustainability-practices-metro-has-created-a-green.html. Los Angeles City Planning Commission has formerly recommended housing be placed 1,000 feet from freeways, *See* 2012 City of LA Department of City Planning (File Z.I. No. 2427), http://zimas.lacity.org/documents/zoneinfo/zi2427.pdf (last visited Oct. 7, 2021); Los Angeles Department of City Planning later affirmed the City Planning Commission's 1000-ft buffer zones recommendation, Report On Freeway Adjacency And Air Quality Concerns (2018), http://clkrep.lacity.org/onlinedocs/2017/17-0309_rpt_PLAN_04-12-2018.pdf (last visited Oct. 7, 2021).
[34] *See*, *e.g.*, Draft EIS/EIR, pp. 4-659-663, 4-665, 4-765.

Thus, the only avenue by which LA Metro attempts to explicitly address construction related congestion and traffic impacts are through mitigation measures TRA-1 through 19, each of which function as specific intersection improvements or modifications.[35] Although these measures may reduce air quality and traffic impacts to nearby residents, LA Metro does not indicate when it will finish implementing these mitigation measures, and it is unlikely that implementation will be finished prior to the start of construction. Further, these mitigation measures only reduce traffic impacts within a segment of the impacted intersections and neighborhoods.[36]

CO-8-17

Therefore, in the absence of effective mitigation measures for construction-related congestion, LA Metro must be more intentional in its placement of staging areas, haul routes, and road closures in environmental justice communities. LA Metro should include a feasibility analysis within its Draft EIS/EIR of maintaining 1,000-foot buffers between sensitive receptors and truck traffic. CBE suggests LA Metro take the following steps to reduce impacts to nearby communities by:

- Enforcing stringent idling restrictions near sensitive receptors;[37]
- Ensuring that all construction and traffic activities are consistent with the GCP's Best Management Practices, including the use of Best Available Control Technology (BACT) and enforcement of 1,000-foot buffer zones between truck traffic and sensitive receptors;[38]
- Coordinating the operation of diesel trucks during the construction period, ensuring diesel trucks and construction equipment on site are removed from sensitive receptors;
- Including further analysis in the Draft EIS/EIR's environmental justice chapter to determine intensity and extent of environmental justice impacts resulting from traffic-related construction impacts

CO-8-18

In addition to air quality impacts from idling vehicles, the build alternatives present several immediate safety risks to nearby residents. First, Build "Alternatives 1 and 2 would traverse an abandoned oil field,"[39] and "Abandoned oil wells are in the areas of Alternatives 1, 2, and 3."[40] The Draft EIS/EIR indicates that "Unidentified abandoned oil wells may be present."[41] LA Metro's analysis was performed before LA County's recent vote to begin a process to phase out oil and gas operations in unincorporated LA County.[42] In light of this new LA County policy,

CO-8-19

[35] *Id.* at 3-89-104.
[36] *Id.* at 4-870.
[37] GCP's Best Management Practices limit idling time to a maximum of five minutes. *See supra* note 32, Green Construction Fact Sheet, 4 (these guidelines are taken directly from regulations promulgated by both the California Air Resources Board and the South Coast Air Quality Management District. *See generally* 13 C.C.R. § 2485).
[38] *See supra* note 32, Green Construction Fact Sheet, 4.
[39] Draft EIS/EIR, p. S-28.
[40] *Id.*
[41] *Id.*
[42] *See generally* Drew Costley, *Los Angeles County Votes to Phase Out Oil and Gas Drilling*, AP News (Sept. 15, 2021) https://apnews.com/article/business-environment-and-nature-los-angeles-race-and-ethnicity-science--44281791abf5e85c04a852ce7ce95e02.; LA County file 161833: http://file.lacounty.gov/SDSInter/bos/supdocs/161833.pdf; LA County file 161767: http://file.lacounty.gov/SDSInter/bos/supdocs/161767.pdf, LA County file double motion: http://file.lacounty.gov/SDSInter/bos/supdocs/161787.pdf.

LA Metro must revise this Draft EIS/EIR to include these new LA County measures, and coordinate with the Department of Regional Planning and the LA County Sustainability Office to ensure the proposed Project does not interfere with pending countywide assessments and technical amortization studies, to analyze existing wells, and track idle and abandoned wells, to begin a process to phase out oil operations and clean up/remediate idle and abandoned oil well sites. CO-8-19

CBE would also like to underscore additional safety and security concerns around the adjacent freight right-of-way that travels near the proposed WSAB project route. In the scenario that oil or other hazardous substances are being carried on the nearby freights, LA Metro must ensure that there are proper safety mechanisms in place to safeguard the community from toxic emissions, leaks, or collisions along the transit line. In addition, LA Metro must explore creative solutions to avoid collisions with the nearby freight line such as staggering arrival and departure times as freights are passing, and to limit permissible hours of operation for the freight line, if it is carrying hazardous substances. CO-8-20

Finally, the Draft EIS/EIR does not meaningfully acknowledge the need for additional safety and equity-focused security precautions along the proposed route. Based on conversations with community members and comments recorded at LA Metro's August 2021 public hearings, there is widespread concern in areas of Southeast LA and Little Tokyo regarding how route stops/depots will be designed for accessibility to accommodate elderly residents, children, and community members with disabilities. In addition to the at-grade safety barriers designed to protect pedestrians at crossings, LA Metro must implement standardized guardrails to prevent individuals from falling on the tracks, install signage that ensures language accessibility, and design safety mechanisms to alert approaching trains if someone does fall on the tracks. Further, CBE supports the addition of well-lit walkways, visible CCTVs, and direct emergency telephones. CO-8-21

3. The Project must consider feasible mitigation measures for construction-related impacts in vulnerable communities like Huntington Park.

Next, CEQA prohibits agencies from approving projects with significant environmental effects where there are feasible mitigation measures that would substantially lessen or avoid these likely impacts.[43] LA Metro must consider alternatives that would not result in long-term adverse impacts in vulnerable cities like Huntington Park, and consider robust mitigation measures to avoid or limit significant construction impacts in the interim. CO-8-22

[43] "Public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of the projects." *See* Public Resources Code Sections 21002, 21081; *see also Mountain Lion Found. v. Fish & Game Com.,* 16 Cal.4th 105, 134 (1997) (interpreting Section 21081 to create a "substantive mandate" requiring affirmative mitigation on the part of permitting agencies).

CBE is concerned that LA Metro has not drafted a clear analysis to ensure the proposed Project is consistent with the goals and policies set out in SB 1000, a statewide law crafted to ensure environmental justice in local land use planning. SB 1000 requires local governments to address pollution and other hazards that disproportionately impact vulnerable communities in their jurisdiction. Vulnerable communities, formally defined as "disadvantaged communities" include two identification methods: (1) "an area identified by the California Environmental Protection Agency (CalEPA) pursuant to Section 39711 of the Health and Safety Code"; or (2) a "low-income area that is disproportionately impacted by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation."[44] If a local government adopts or updates two or more elements of its general plan after January 1, 2018, SB 1000 requires the local government to identify any "disadvantaged communities" within its planning area.[45] If a local government identifies one or more disadvantaged communities in its planning area, its general plan must have either an "environmental justice element" or "related goals, policies, and objectives integrated in other elements" (collectively, "EJ policies") that "reduce the unique or compounded health risks in disadvantaged communities" by addressing different topics, such as (1) reducing pollution exposure, (2) promoting public improvements, (3) promoting safe and sanitary homes, and (4) promoting public engagement in the local decision making process.[46]

CO-8-23

The California Attorney General's Office recently confirmed in a March 2021 letter that the City of Huntington Park has failed to satisfy SB 1000 requirements.[47] According to this letter, the City of Huntington Park contains twenty census tracts that the California Environmental Protection Agency (CalEPA) has designated as "disadvantaged communities" per CalEnviroScreen data. Residents of Huntington Park are 97.1% Latinx and are exposed to high levels of fine particulate matter (PM2.5), toxic releases, cleanup sites, hazardous waste, and solid waste.[48] Huntington Park residents also face additional vulnerabilities from asthma, cardiovascular disease, low levels of educational attainment, linguistic isolation, poverty, and high housing cost burdens.[49] Huntington Park is a disadvantaged community that desperately needs the protections and support offered by SB 1000, to ensure future land use decisions and public infrastructure projects do not disproportionately harm local residents. For this reason, CBE is greatly concerned by the Draft EIS/EIR's analysis that:

CO-8-24

- A disproportionately high and adverse effect would occur in the environmental justice community of Huntington Park with regard to intersection improvements and traffic operations [even] after

[44] Gov. Code, § 65302, subd. (h)(4)(A).
[45] Gov. Code, § 65302, subds. (h)(1)–(2).
[46] Gov. Code, § 65302, subd. (h)(1).
[47] Jessica L. Wall, California Department of Justice, City of Huntington Park - SB 1,000 Comment Letter, Re: City of Huntington Park, General Plan Update (March 4, 2021), https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/sb1000-letter-huntington.pdf.
[48] *Id.*
[49] Id at 2.

the implementation of Mitigation Measures TRA-1 through TRA20 for Alternatives 1, 2, 3, Design Options 1, and 2.[50]

- Mitigation Measures TRA-1 through TRA-20 would be implemented and sufficient to reduce adverse effects to the extent feasible.[51]
- Nonetheless, adverse effects would remain.[52]

CO-8-24

CBE is relieved to read that a "disproportionately high and adverse effect would not occur to the other environmental justice communities under all Build Alternatives after mitigation" is implemented for this section of the proposed WSAB project. However, LA Metro must implement additional construction and traffic mitigation measures, to prevent long-term project impacts in Huntington Park. A few additional mitigation measures might include:

- Requiring and enforcing more stringent no idling policies near vulnerable residents;
- Requiring all trucks and trailers entering the site to comply with all current air quality regulations;
- Coordinating the operation of diesel trucks during the construction period, ensuring diesel trucks and construction equipment on site are removed from sensitive receptors;[53]
- Staggering construction days to limit community members' exposure to dust and toxic releases;
- Establishing and enforcing truck routes that avoid sensitive receptors[54]; and
- Creating and restoring natural vegetation and urban tree canopies along the project route to reduce intense heat.[55]

CO-8-25

4. CONCLUSION

While the WSAB project may have the potential to reduce car reliance and lessen the impacts and effects of climate change on Southeast LA's communities, economy, and environment, CBE remains concerned with the proposed project's potential impacts on residential neighborhoods and cultural resources located along the route. We urge LA Metro to address our concerns outlined above, while also reaching out to impacted communities to better understand local concerns and ensure equitable access to quality housing, transit, and community resources for those that may be disproportionately impacted by LA Metro construction and operation.

CO-8-26

[50] Draft EIS/EIR, p. S-74.
[51] *Id.*
[52] *Id.*
[53] The proposed project should limit use of diesel-powered trucks and earth moving machinery to reduce negative diesel impacts in surrounding communities, USC, Env. Health Ctr., References: *Living Near Diesel Exhaust*, https://envhealthcenters.usc.edu/infographics/infographic-living-near-diesel-exhaust/references-living- near-diesel-exhaust (last visited Oct. 7, 2021).
[54] Studies have revealed the health hazards of living near busy roadways heavily traveled by diesel trucks, Cal. Air Res. Bd., *Overview: Diesel and Health*, https://ww2.arb.ca.gov/resources/overview-diesel- exhaust-and-health (last visited Oct. 8, 2021).
[55] "Trees, green roofs, and vegetation can help reduce urban heat island effects by shading building surfaces, deflecting radiation from the sun, and releasing moisture into the atmosphere," *See* United States Environmental Protection Agency, Reduce Urban Heat Island Effect, https://www.epa.gov/green-infrastructure/reduce-urban-heat-island-effect (last visited Oct. 8, 2021).

Systemic inequalities and institutional racism have deprived environmental justice communities of the myriad physical, mental, and social benefits that quality transit and safe-healthy-housing provide in major cities like Los Angeles. We hope to reverse decades of land use shortcomings that have only been exacerbated by the COVID-19 pandemic. It is our hope that large-scale transit expansions serve as an opportunity to serve disadvantaged communities, providing impacted individuals with a seat at the table, to craft proper community benefits agreements and mitigation measures that truly offset project impacts and preserve and protect our cherished communities. CO-8-26

We appreciate this opportunity to comment on the proposed WSAB project and look forward to engaging in LA Metro's outreach efforts and discussions with LA-based community partners and impacted community members. CO-8-27

Sincerely,
/s/

Gabriel Greif
Legal Fellow

Alison Hahm
Associate Attorney

Communities for a Better Environment – CO-8

Comment ID	Response
CO-8-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
CO-8-2	The comment regarding coordination has been noted.
CO-8-3	As discussed in Chapter 4, Section 4.2 of the Draft EIS/EIR, the changes associated with the Project are not expected to adversely affect access and mobility, community character and cohesion, and community stability. As explained in the Draft EIS/EIR, the physical layout of the affected communities will remain similar to existing conditions and will not impede community access and mobility. Although the Project will shift some access and mobility patterns in the Affected Area, resulting in different community access routes, access to the surrounding residential neighborhoods, businesses, and community assets will remain. Mitigation measures are provided throughout the Draft and Final EIS/EIR to minimize the adverse effects that the Project will have on the surrounding communities where adverse effects have been identified. Property acquisition and displacement of businesses and residents will not affect the overall function of community assets or adjacent and surrounding uses and will not alter the stability of the communities in the Affected Area. No community assets will be displaced and access to community facilities will be maintained. Community cohesion within the Affected Area for communities will not substantially change existing growth and development patterns. Development in the station areas is anticipated to be consistent with the affected jurisdictions' General Plan land use designations. The Locally Preferred Alternative (LPA) will increase the connection among communities in the project corridor by providing additional transit services, which will benefit existing residents of the affected communities and could help support the stability of the communities in the Affected Area. The LPA will expand the availability and use of public transportation along the project corridor. Metro encourages and supports the development of affordable housing in the area surrounding transit stations.

Comment ID	Response
CO-8-4	See response CR-EJ-2 regarding the identification of Little Tokyo as an environmental justice community. This response also considers footnote 1 of the comment submission. Metro will continue to coordinate with each affected jurisdiction and their constituents to minimize the preemption of future development, goals, and plans within each jurisdiction. Chapter 4, Section 4.1.3.2 of the Draft EIS/EIR under the headings "Consistency with Regional Land Use Plans, Policies and Regulations" and "Consistency with Local Land Use Plans, Policies and Regulations" evaluates how the Project will be consistent with applicable regional and local land use plans, policies, and regulations, respectively. Section 3.4.3.3 of the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (previously Appendix E of the Draft EIS/EIR) has been updated to include a discussion of the LA County Green Zones Ordinance. The purpose of that ordinance is to promote environmental justice by providing zoning requirements for industrial uses, vehicle-related uses, and recycling and solid waste uses that may disproportionately affect communities surrounding these land uses. The Project would not conflict with the ordinance. Sections 3.3.11, 5.2.2, and 5.2.3 of the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* have been updated to include a discussion of the Metro Transit Oriented Communities (TOC) Policy (approved in 2018) and Metro TOC Implementation Plan (adopted in 2020). Sections 5.22 and 5.2.3 provide a detailed analysis of the Project's consistency with applicable regional and local use plans, policies, and regulations. The analysis concludes that the Project will be consistent with applicable Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) goals, objectives, and policies related to alternative transportation, public transportation, and future growth in transit identified in the general plans, community plans, specific plans, and master plans of the affected jurisdictions. Furthermore, the Project will be consistent with the Metro TOC Policy in that it will increase transportation ridership and choice in the affected area; stabilize and enhance communities surrounding transit; and benefit communities in the affected area. As discussed in Chapter 4, Section 4.1.4.2 of the Draft EIS/EIR and Section 8.2 of the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report,* Mitigation Measure LU-1 (Consistency with Bike Plans) will be implemented to "minimize adverse effects related to inconsistencies with the City of Huntington Park Bicycle Transportation Master Plan (City of Huntington Park 2014), City of Bell Bicycle Master Plan (City of Bell 2016), Cudahy 2040 General Plan (City of Cudahy 2018), and City of South Gate Bicycle Transportation Plan (City of South Gate 2012)…However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. [The LPA] may still preempt future development and implementation of the future bike paths. Therefore, even with implementation of mitigation, [the LPA] would result in a significant and unavoidable impact."

Comment ID	Response
CO-8-5	See response to CO-8-4. The Project is a regional light rail transit system that will connect southeast LA County with other portions of LA County, serving cities and communities along the alignment and jurisdictions directly surrounding the alignment. The Project will provide reliable, fixed guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities. As discussed in Chapter 7 of the Draft and Final EIS/EIR, the station locations have been identified through extensive coordination with local jurisdictions, community members, and stakeholders, and the Project has been designed with a focus on serving and benefiting the communities along its route, especially those historically underserved and classified as environmental justice communities. The Project will provide local jurisdictions with opportunities to develop compact communities around the public transit system. It will provide residents, visitors, and employees within the vicinity of the Project another mode of transportation to access regional destinations and employment areas. Future development that occurs along the LPA alignment will be subject to the land use controls of the local jurisdiction and is outside of Metro's control. Chapter 4, Section 4.22.2.1, under the heading "Summary of Demographic Data," of the Draft EIS/EIR states that each affected jurisdiction in the Environmental Justice (EJ) Affected Area is considered an EJ community based on the Council on Environmental Quality (CEQ) Environmental Justice Guidance under the National Environmental Policy Act, the EJ community criteria discussed in Section 4.22.1.2, and data provided in Table 4.22.3 and Table 4.22.4 of the Draft EIS/EIR. Acquisitions and displacements are discussed in Chapter 4, Section 4.3 of the Draft EIS/EIR and in greater detail in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Appendix H to the Draft EIS/EIR). Acquisitions and displacements have been minimized as feasible. See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act. With compliance with the Uniform Act, California Relocation Act, and other applicable regulations, the Project will not result in disproportionately high and adverse effects related to acquisitions and displacement to EJ communities in the EJ Affected Area. As no adverse effect will occur, no mitigation is required.

Comment ID	Response
CO-8-6	See responses to comments CO-8-4 and CO-8-5. Table 5.3 of the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Appendix E to the Draft EIS/EIR) explains how the Project will be consistent with Metro's TOC Policy and Implementation Plan. The Project will be consistent with the Metro TOC Policy in that it will increase transportation ridership and choice in the affected area; stabilize and enhance communities surrounding transit; and benefit the communities in the affected area. The Project will support opportunities for the development around station areas where appropriate, while protecting and preserving residential neighborhoods from the encroachment of incompatible land uses. It will also provide reliable, fixed-guideway transit service that will increase mobility and connectivity in historically underserved, transit-dependent, and environmental justice communities. Land use patterns surrounding the LPA and the station areas will be guided by the jurisdiction policies. In anticipation of the Project, several jurisdictions along the project alignment are developing plans and policies that support transit oriented development (TOD). These plans are funded by the Metro TOD Planning Grant Program. Eligible activities under the Metro TOD Planning Grant Program include the preservation, production, and protection of affordable housing and community stabilization/anti-displacement strategies. Through the implementation of these plans, affordable housing will be preserved and developed, and anti-displacement strategies will be implemented around project station areas. These activities and strategies will also support Metro Joint Development Policies and the MATCH Program. The Project will encourage the development of affordable, higher-density housing near transit stations and along major corridors, as well as support small businesses near station areas, by connecting historically underserved, transit-dependent, and environmental justice communities to other portions of LA County.
CO-8-7	See responses to comments CO-8-4 and CO-8-5. See response CR-GEN-2 regarding the evaluation of the Paramount MSF and identification of the Bellflower MSF for evaluation in the Final EIS/EIR. No acquisitions or displacements related to the previously proposed Paramount MSF site will occur. Displacements associated with the Bellflower MSF were evaluated in Chapter 4, Section 4.3.3.7 of the Draft EIS/EIR.
CO-8-8	See response to comment CO-8-5 and response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act.
CO-8-9	See response to comment CO-8-5 and response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act.
CO-8-10	Guidelines and eligibility for Metro's Pilot Business Interruption Fund are set by Metro's Board of Directors. At present, the Metro Board of Directors has not approved the Business Interruption Fund for this Project. When and if the Metro Board of Director's considers a Business Interruption Fund for this Project, questions about eligibility and scope can be addressed. Consideration by the Metro Board would occur after certification of the Final EIS/EIR and closer to the start of construction.
CO-8-11	See response to comment CO-8-5. The provision of housing or residential development is beyond the scope of this Project. The Project involves construction of the LRT system, inclusive of support elements such as traction power substations and dedicated transit parking facilities. Future development that occurs in the project corridor will be subject to the land use controls of the local jurisdiction. Metro is committed to coordinating with cities to support TOC activities, consistent with Metro's TOC Policy which includes goals to prioritize development and preservation of transit-adjacent affordable housing.

Comment ID	Response
CO-8-12	As discussed in Chapter 4, Sections 4.20.3.2 and 4.20.3.4 of the Draft EIS/EIR, "The Project is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth within the project corridor and SCAG region and accommodate the existing and future transportation needs of the area. The Project will not generate direct growth within the project corridor and station areas, but instead will accommodate the redirected growth from throughout the SCAG region to the project corridor and public transit options." In addition, the Project is identified in the SCAG 2016 RTP/SCS and Metro's 2009 Long Range Transportation Plan and is not new unplanned growth. With Project identification in the SCAG 2016 RTP/SCS, the Project is considered in SCAG's regional growth projections for population, housing, and employment. Chapter 4, Sections 4.20.2 and 4.20.3 of the Draft EIS/EIR provide the SCAG-derived forecasted growth for LA County, the cities affected by the Project, and 0.25 mile on each side of the proposed alignments, parking facilities, and MSF sites, as well as 0.5 mile around the proposed station areas. The growth-inducing analysis presented in the Draft EIS/EIR also focuses on the station areas the commentor suggested. Furthermore, Metro continues to coordinate with cities and stakeholders to minimize impacts to affordable housing, local businesses, and community focused facilities.
CO-8-13	Updated information on construction activities and timeframes are included in the Final EIS/EIR under Chapter 3, Section 3.7 and Chapter 4, Section 4.19. Mitigation measures identified in the Draft EIS/EIR related to construction have been reviewed and updated as applicable for the LPA. Although the comment states that more should be done to mitigate construction impacts, it does not provide any suggested mitigation measures beyond those identified in the Draft EIS/EIR. As stated in Draft EIS/EIR Mitigation Measure TRA-20 (Transportation Management Plan [TMP]), described in Chapter 3, Section 3.7.3.8 of the Draft EIS/EIR, a TMP will be developed and implemented to address potential impacts from construction activities on vehicular, transit, pedestrian, and bicycle access and mobility, including, but not limited to, temporary lane/roadway, sidewalk, bicycle facility, and freeway ramp closures; detours; increases in traffic volumes (including regular traffic and construction traffic, construction equipment, materials delivery vehicles, waste/haul vehicles, and employee commutes); construction parking; and emergency services (e.g., fire, police, ambulances). The TMP will be coordinated with the applicable local jurisdictions to minimize impacts. This mitigation measure is referred to as TRA-18 (Transportation Management Plan(s) (TMP)) in the Final EIS/EIR. See responses CR-AQ-1 and CR-AQ-2 regarding fugitive dust emissions during construction and operations. Dust emissions during construction will be minimized by mandated compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust) and Rule 402 (Nuisance). The construction contractor is mandated to comply with SCAQMD Rule 403 related to the control of fugitive dust, as well as all best management practices contained within the Metro Green Construction Policy. No mitigation measures are required to address air quality during operation of the Project. Safety and security during operation and construction of the Project was evaluated in Chapter 4, Sections 4.18 and 4.19.3.18. Project measures and mitigation measures were identified for both operation and construction to minimize or mitigate impacts.

Comment ID	Response
CO-8-14	The alignment associated with the LPA will be from the Slauson/A Line Station at the north to the Pioneer Station at the south. There will be no construction activities north of the northern terminus for the LPA. Regarding peak-hour traffic conditions and construction truck emissions, the Metro Green Construction Policy (updated 2018) includes several best management practices (BMPs) that reduce degradation of air quality during the periods of busiest traffic: ▪ Prepare haul routes that conform to local requirements to minimize traversing through congested streets or near sensitive receptor areas. ▪ Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable. ▪ Use renewable diesel for all diesel engines (renewable diesel produces lower NO_X and carbon emissions than standard diesel). Additionally, implementation of and compliance with the California Air Resources Board Truck and Bus Regulation will require that all haul trucks used in construction activities must be equipped with engines that meet the 2010 United States Environmental Protection Agency (USEPA) emission standards for nitrogen oxide (NO_X) and particulate matter (PM). The California Air Resources Board (CARB) emissions data indicate that the average heavy-duty diesel truck used in construction activities in Los Angeles County will emit approximately 80 percent less PM10 and 37 percent less NO_X in 2025 compared to 2020. Such substantial decreases demonstrate the anticipated effectiveness of the Truck and Bus Regulation. Enforcing these requirements will minimize diesel truck emissions associated with construction of the LPA along existing commercial truck routes. As concluded in Chapter 4, Section 4.19.3.5, of the Draft EIS/EIR, construction of Alternative 3 (the LPA) will not generate emissions in excess of the South Coast Air Quality Management District's localized significance thresholds or mass daily thresholds, and no significant air quality impact would result. As per the response to comment CO-8-13, Metro is committing to traffic management during construction with Draft EIS/EIR Mitigation Measure TRA-20 (Transportation Management Plan [TMP], identified as Mitigation Measure TRA-18 in the Final EIS/EIR. Developing the details of the TMP prior to the start of construction is a common approach for major construction projects. The specifics of construction activities will be developed during the design phase, at which point focused construction traffic analysis can occur to identify the most appropriate TMP strategies. The TMP will be developed and coordinated with the applicable local jurisdictions to determine the best traffic management approach for their communities. During construction, adjustments to traffic management can be made based on field observations and construction activities. As shown in Table 3.49 in Chapter 3 of the Draft EIS/EIR, the LPA, referred to as Alternative 3 in the table, will reduce regional vehicle miles traveled relative to the No Build Alternative, which also will minimize long-term air quality impacts. This response also considers footnote 27 of the comment submission.

Comment ID	Response
CO-8-15	Per response to comment CO-8-14, a more-focused construction traffic analysis can only occur prior to the start of construction when the construction activities and precise timing are known. While the TMP will be developed after the environmental process is complete, it will be developed in coordination with and reviewed by the applicable local agencies and will comply with requirements of the Final EIS/EIR, as discussed in Section 3.7.3.7. Construction activities are temporary and, as such, they generally will not conflict with general and specific plans. See response to comments CO-8-13 and CO-8-14 regarding air quality impacts. Construction of the LPA will not result in adverse air quality effects.
CO-8-16	As discussed in Chapter 4, Section 4.19.4.5 of the Draft EIS/EIR, the analysis did not identify potentially significant impacts associated with construction of Alternative 3 that will require mitigation; thus, Mitigation Measure AQ-1 was not required. As Alternative 3 was identified as the LPA, no mitigation measures are required regarding construction-related air quality. See response CR-GEN-1 regarding LPA identification. The localized emissions analyses presented in Tables 4.19.14 through 4.19.19 in Section 4.19.3.5 of the Draft EIS/EIR state that emissions from on-site construction sources will not exceed applicable SCAQMD thresholds at any type of construction site involved in project implementation, which serves as a screening approach to evaluating the possibility of unhealthy pollutant concentrations occurring throughout nearby communities. The results of the localized emissions analyses substantiate that emissions from sources located within construction sites will not create adverse air quality conditions in nearby communities. See response CR-AQ-3 regarding air quality impact thresholds and guidance, as well as Metro-related policy. The analysis in Section 4.19.3.5 of the Final EIS/EIR has been updated to reflect the current construction schedule. Impact conclusions presented in the Draft EIS/EIR for operation of Alternative 3 remain unchanged in this Final EIS/EIR for the LPA and no mitigation measures are required. Implementation of each of the best management practices identified in the Metro Green Construction Policy will contribute to the avoidance of unnecessary haul truck idling and detours along congested streets. As stated in Chapter 3, Section 3.7.1 of the Draft EIS/EIR, the haul routes were selected on the basis of safety and travel time while minimizing potential effects to traffic, residences, and businesses. Highway haul routes will include I-10, I-105, I-110, I-605, I-710, SR-91, US-101, and others as appropriate. Major arterial streets are also used for the haul routes where necessary. Haul routes are subject to coordination with the applicable local jurisdictions and optimization by the construction contractor. Limiting haul routes to arterial streets will prohibit truck traffic on neighborhood streets with residences and is therefore consistent with the Green Construction Policy. As described in response to comment CO-8-13, Draft EIS/EIR Mitigation Measure TRA-20 (Transportation Management Plan(s) (TMP)) (identified as TRA-18 in the Final EIS/EIR) requires the development of TMPs that will include strategies to manage the flow of traffic. The TMP will identify detours, and consider construction equipment, materials delivery vehicles, and waste/haul vehicles. As specified in the Metro Green Construction Policy, violations of any of the requirements of that policy, which include the requirement to maintain a 1,000-foot buffer between truck traffic and sensitive receptors, where feasible, will be deemed a material breach of the construction contract. Under the Green Construction Policy and the standard terms of Metro's construction contracts, Metro retains all available remedies for material breaches, including violations of the Green Construction Policy. The EJ analysis regarding construction-related road closures is provided in Chapter 4 of the Draft EIS/EIR, Section 4.22.4, "Build Alternatives, Design Options, MSF Site Options," and under the "Transportation" subheading. The analysis determined that temporary adverse transportation impacts will occur during construction "due to temporary street and lane

Comment ID	Response
	closures; reconfiguration of roads; detours; traffic related to construction workers accessing and departing construction staging areas; rerouting of existing transit routes; closures of sidewalks, crosswalks, and bicycle facilities; and parking loss." The analysis further states that "the adverse effects would occur in the EJ Affected Area and may temporarily inconvenience and disrupt community activities in the EJ communities. Implementation of Mitigation Measure TRA-23 (Loss of Parking [Construction]) would address potential parking reduction effects during construction, and Mitigation Measure TRA-20 (Transportation Management Plan(s)) would address potential construction-related traffic impacts. Temporary construction-related effects would be minimized, but adverse effects would still occur for all Build Alternatives after mitigation." The EJ analysis considered the EJ communities identified in the EJ Affected Area. The EJ analysis determined "temporary adverse effects related to transportation would occur in EJ communities with higher EJ populations as well as areas with comparable non-EJ populations and would not be concentrated in one EJ community. Construction activities would be temporary and the adverse effects in each EJ community would not result in appreciably more severe or greater in magnitude adverse effects than areas with comparable non-EJ population...with the implementation of mitigation, the Build Alternatives would not result in disproportionately high and adverse effects related to transportation to EJ communities in the EJ Affected Area." This response also considers footnote 30 of the comment submission.
CO-8-17	Draft EIS/EIR Mitigation Measures TRA-1 through TRA-19 address permanent impacts that are anticipated during operation of the Project, whereas Mitigation Measure TRA-20 (Transportation Management Plan) addresses temporary impacts. Because TRA-1 through TRA-19 are mitigation measures for operational impacts and are not intended to address temporary construction impacts, they will be implemented prior to the start of operation. The operational measures have been updated for the Final EIS/EIR and are included in Chapter 3, Section 3.5.2; construction measures are included in Chapter 3, Section 3.7.3.7. With regard to the locations for reducing impacts, the mitigation measures are focused on the identified adverse impacts (generally intersections). Mitigation measures were identified and analyzed where there was an adverse impact under the National Environmental Policy Act (NEPA) related to level-of-service. Multiple mitigation measures were evaluated where adverse impacts were identified to determine the strategies that best addressed impacts.

Comment ID	Response
CO-8-18	As stated in Chapter 4, Section 4.8.5 of the West Santa Ana Branch Transit Corridor Project Final Construction Methods Report (Appendix L of the Draft EIS/EIR), construction staging areas will be located within the alignment right-of-way or on land to be acquired for guideway construction, stations, the maintenance and storage facility, parking facilities, or traction power substation sites. See response to comment CO-8-16 regarding the selection of haul routes. As indicated by the comment, BMPs identified in the Metro Green Construction Policy include maintaining a buffer zone that is a minimum of 1,000 feet between truck traffic and sensitive receptors, where feasible. A feasibility analysis is not practicable at this stage of the design process for the Project. Metro will comply with applicable regulations, such as the Green Construction Policy, to reduce construction impacts. Metro will also implement Draft EIS/EIR Mitigation Measure TRA-20 (Transportation Management Plan(s)) to address potential construction-related traffic impacts and Mitigation Measure COM-1 (Construction Outreach Plan) that includes coordination with affected communities and businesses during construction. Refer to response CR-AQ-1 for a discussion of best management practices to reduce fugitive dust emissions from on-road haul trucks used in construction of the LPA. Road closures were identified in Chapter 3, Table 3.51 of the Draft EIS/EIR; updated information on closures is included in Chapter 3, Section 3.7.1 of the Final EIS/EIR. Full roadway closures will be limited to the extent feasible, with closures typically occurring intermittently during off-peak, weekend, or nighttime periods. See response to comment CO-8-16 and response CR-AQ-3 regarding air quality impact thresholds and guidance, as well as Metro-related policy.

Comment ID	Response
CO-8-19	The new LA County policy regarding the phase out of oil and gas operations in unincorporated LA County applies to limited areas of the Affected Area—specifically within the unincorporated Florence-Firestone portion, which encompasses Slauson Avenue to Wilmington Avenue in the northern portion of Alternative 3. There are no active or abandoned oil wells along this unincorporated portion of the alignment, and the LPA will not include drilling of new wells in unincorporated areas; therefore, the new Los Angeles County policy does not apply to the Project. Alternative 3 does not traverse an area with an abandoned oil field or methane zone. Although an abandoned oil well is present along Alternative 3, just outside the Affected Area for Hazards and Hazmat, operation will not result in adverse effects related to known or unidentified oil and gas wells as discussed in Chapter 4, Section 4.10.3.4 of the Draft EIS/EIR. Project Measures HAZ PM-4 (Handling, Storage, and Transport of Hazardous Materials or Wastes), HAZ PM-5 (Property Assessment – Phase I and II ESAs), HAZ PM-7 (Disposal of Groundwater), and HAZ PM-8 (Oil Well Abandonment), discussed in Chapter 4, Section 4.19.3.10 of the Draft EIS/EIR; and Mitigation Measure HAZ-1 (Unidentified Oil and Gas Wells), discussed in Chapter 4, Section 4.19.3.10 of the Final EIS/EIR, will be implemented during construction to identify, reduce, and minimize potential impacts to the construction teams and the public. This well is approximately 6 feet outside the boundary of the Affected Area for Hazards and Hazmat and approximately 200 feet west of the project footprint. As stated in Project Measure HAZ PM-8 (Oil Well Abandonment), the California Geologic Energy Management Division (CalGEM) will be notified to determine if the well is a "critical well," as defined by CCR, Title 14, Section 1724.3 (discussed in Section 3.5.4 of the *West Santa Ana Branch Transit Corridor Project Final Hazardous Materials Analysis Report* [Appendix S of the Draft EIS/EIR]). If CalGEM determines that the well is critical, CalGEM will also provide specific preconstruction requirements that will be necessary for the well. However, because the well is located approximately 200 feet west of the project footprint, it is unlikely the well will be a concern during construction and/or operation.

Comment ID	Response
CO-8-20	As described in Chapter 4, Section 4.18.3.2 under the subheading "Transit and Freight System Safety" with further detail provided in Section 4.18.4.1 of the Draft EIS/EIR, Metro will conduct a Threat and Vulnerability Assessment (TVA) as design progresses and create a Fire/Life Safety committee. The TVA and the committee will review the Project and verify countermeasures to increase safety and reduce the potential of collisions during subsequent design phases. To minimize risks associated with derailments, the Project will be designed in accordance with FRA and Metro standards and criteria, and may include the following: ▪ Appropriate track spacing distance between freight and the Project ▪ Protective fencing and barriers installed where appropriate ▪ An intrusion detection system to detect an intrusion into the right-of-way (ROW) ▪ Communication protocols established between the railroad and Metro to quickly respond to derailment emergencies ▪ Emergency responder training and drills to respond to derailment emergencies Mitigation Measure SAF-1 (Encroachment Detection), described in Chapter 4, Section 4.18.4 of the Draft EIS/EIR, requires the Project to incorporate a means to detect potential derailments that may occur in Metro ROW. In the event the intrusion detection system detects a possible derailment, all parties operating in the shared ROW corridor will be notified and train traffic (freight and light rail transit) will not be permitted to enter the area until the detection is investigated and the intrusion, if any, addressed to avoid possible derailments. With implementation of Mitigation Measure SAF-1 (Encroachment Detection), impacts will be minimized and there will not be an adverse effect on the safety of passengers, employees, and the public from the shared ROW with freight operation.

Comment ID	Response
CO-8-21	See responses CR-GEN-1 regarding identification of the LPA, CR-SAF-1 regarding safety and security, and CR-SAF-4 regarding motorist, pedestrian, and bicyclist safety. The safety of passengers and pedestrians is a foundational element of Metro transit systems. Stations for the Project will be equipped with closed-circuit television (CCTV) monitoring systems that provide comprehensive surveillance of platforms and access areas. Additionally, stations will include special blue light indicators, signaling the presence of emergency telephone communications directly linked to the Rail Operations Center. The Rail Operations Center is not only a hub for monitoring, but also has the capability to cut traction power quickly in the event of an emergency, thereby providing an immediate response mechanism. Stations will also incorporate several design features focused on preventing accidents. These include station platform edges equipped with tactile warning strips, which creates a physical and visual barrier between passengers and the tracks. Additionally, signage will be strategically placed to reduce the risk of pedestrians accidently falling onto the track. Public address systems at the stations will help guide passenger behavior by announcing when trains are approaching and instructing passengers to stand back and maintain a safe distance as trains arrive. In concert with the design features, the anticipated passenger loads and pedestrian counts will be accounted for in the design of the LPA to control and channel pedestrian movements as appropriate at or near stations. These anticipated loads and counts will guide station design features to address the potential for increased passenger demand and an increase in use of pedestrian and bicycle facilities. The design techniques may include active pedestrian gates, emergency exit swing gates, gating/signal system coordination, curb cuts for ADA access, railroad concrete panels, wider walkways and crossways, LED lights, and improved signage. These features will contribute to a safer and more user-friendly station environment. As design advances, more specific design techniques will be identified, bearing in mind that safety remains a paramount concern as the LPA design advances. It should also be noted Metro has an outreach and educational program—the Metro Rail Safety Education Program—that is designed to increase awareness of rail safety in the community through interactive and informative educational programs. Through year-round workshops, Metro educates the public on safe practices when interacting with trains, making rail safety awareness an integral part of the communities in which Metro stations and tracks are located.
CO-8-22	See response CR-GEN-5 regarding the implementation and recommendation of feasible mitigation measures. Mitigation measures have been identified to minimize construction-related impacts to the extent practicable. These measures were described in Chapter 3, Section 3.5.7 and Chapter 4, Section 4.19.3 of the Draft EIS/EIR. Examples include Mitigation Measures NOI-8 (Noise Control Plan), VIB-3 (Vibration Control Plan), COM-1 (Construction Outreach Plan), and TRA-20 (Transportation Management Plan(s) (TMPs)). Construction-related mitigation measures will be implemented as applicable in communities along the LPA. The commentor has not identified any additional mitigation measures or alternatives that would avoid or substantially reduce the significant impacts of the Project.
CO-8-23	The EJ analysis follows FTA Circular 4703.1, U.S. Department of Transportation Order 5610.2C, and the CEQ Environmental Justice Guidance under NEPA when considering an EJ community and the analysis approach. SB 1000 requires local governments to identify disadvantaged communities in their jurisdictions and address environmental justice in their general plans. The Project is not a general plan and Metro does not control local land uses. See response CR-EJ-1 regarding the approach and guidance used for the EJ analysis and the identification of EJ communities.

Comment ID	Response
CO-8-24	See response CR-EJ-1 regarding the approach and guidance used for the EJ analysis and the identification of EJ communities. Although adverse effects related to traffic operation in the City of Huntington Park will remain, additional feasible mitigation measures that do not result in secondary impacts, such as requiring right-of-way acquisition, were not identified. However, Metro has continued to coordinate with City of Huntington Park staff since circulation of the Draft EIS/EIR regarding intersection improvements and traffic operations. Following meetings with the City of Huntington Park in June and September 2022, and a site visit in July 2022, the design has been updated to include opening crossings that were proposed to be closed in the Draft EIS/EIR, closing other at-grade crossings, and implementing left-turn restrictions as requested by the city. The traffic analysis for the Final EIS/EIR has been updated to reflect these changes. Refer to Chapter 3, Section 3.4.1 of the Final EIS/EIR for the updated analysis and mitigation. See also response to comment CO-8-22.
CO-8-25	See response to comments CO-8-13 and CO-8-16 regarding air quality during construction, CO-8-24 regarding coordination with the City of Huntington Park, and CO-8-22 regarding the implementation and recommendation of feasible mitigation measures. The construction-related air quality analysis was summarized in Chapter 4, Section 4.19.3.5 of the Draft EIS/EIR with additional information in Chapter 7, Section 7.2.3 of the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Appendix J of the Draft EIS/EIR). As stated in these sections, all construction activities will be conducted in accordance with the Metro Green Construction Policy, which includes mandatory provisions for off-road diesel-powered construction equipment to meet Tier 4 final emissions standards and the use of haul trucks that comply with 2007 USEPA on-road emissions standards for particulate matter. Additionally, the policy includes provisions to limit idling to 5 minutes, except as provided in the exceptions to the applicable CARB regulations regarding idling, and that trucks or equipment hauling materials such as debris be fully covered while operating at, to, or from the construction project. The policy also includes guidance to maintain a buffer zone that is a minimum of 1,000 feet between truck track and sensitive receptors, where feasible, and minimizing haul routes near sensitive receptors. The analysis in Section 4.19.3.5 of the Final EIS/EIR has been updated to reflect the current construction schedule. Impact conclusions presented in the Draft EIS/EIR for operation of Alternative 3 remain unchanged in this Final EIS/EIR for the LPA. Construction of the LPA will not result in significant air quality impacts and additional mitigation measures are not required. This response also considers footnote 53-55 of the comment submission.
CO-8-26	The comment regarding CBE's concerns are noted. Refer to the individual responses above. A Technical Advisory Committee (TAC) made up of city managers from each of the 14 corridor cities, including Artesia, Bell, Bell Gardens, Bellflower, Cerritos, Cudahy, Downey, Huntington Park, Lakewood, Paramount, South Gate, and Vernon, and Los Angeles County, was formed in January 2020. TAC meetings have been held monthly to discuss the Project, including environmental updates. During preparation of the Draft and Final EIS/EIR, Metro coordinated with cities, agencies, and stakeholders. Coordination is summarized in Chapter 7 of the Draft and Final EIS/EIR and will continue throughout project design.
CO-8-27	The comment regarding engaging in outreach efforts is acknowledged.

CO-12
CO-12-1

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September 28, 2021

Teresa Wong
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Re: First 5 LA's Comments on Draft Environmental Impact Statement/Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project, State Clearing House No. 2017061007

Dear Ms. Wong,

This firm serves as legal counsel to First 5 LA, a public entity that owns and occupies a building and property on the Union Station campus. The purpose of this letter is to provide comments on behalf of First 5 LA on the Draft Environmental Impact Statement/Environmental Impact Report ("EIS/EIR") for the West Santa Ana Branch Transit ("WSAB") Corridor Project (the "Project"). Please include these comments on the Draft EIS/EIR into the record of this Project, and provide future notices and circulated documents to First 5 LA. We previously commented on the Revised and Recirculated Notice of Preparation for the Project.

CO-12-2

First 5 LA's three story office building is the headquarters for the entirety of their staff, visitors, and operations carrying out public functions. First 5 LA's building and owned property located at 750 North Alameda Street, at the southwest corner of the Union Station campus, includes an exclusive gated parking lot with number of dedicated spaces for employees and guests. The parking lot also houses a transformer and other support facilities for their building. In addition to its own employees, First 5 LA hosts numerous public meetings and business conferences in their building throughout the year. As described in the Draft EIS/EIR, the proposed underground station in both Project Alternative 1 and Design Option 1 will have a significant impact on First 5 LA's building, operations, and employees. As such, the comments in this letter are focused on those two Project alternatives.

CO-12-3

As a public entity working to improve the lives of young children in Los Angeles County and their families, First 5 LA is supportive of efforts to enhance family-friendly transportation options for populations across Los Angeles County in ways that improve neighborhoods and

have a positive impact on the environment. The WSAB Transit Corridor project has the potential to do that for many under-served communities across the southeast section of the County, so First 5 LA wants to be clear that they do not oppose the goals of the Project. Rather, First 5 LA wants to ensure that the final EIS/EIR to adequately describe the project itself, adequately disclose to the public and decision-makers the environmental impacts of the Project, and adequately mitigate any significant environmental impacts. CO-12-3

However, they have a number of concerns about Alternative 1 and Design Option 1. First, all references to La Petite LA Academy in the Draft EIS/EIR and the forthcoming final EIS/EIR should be removed. First 5 LA no longer leases a portion of the ground floor of its building to this child care vendor, and has no current plans to re-open a child care facility on its property. It is unclear whether the Draft EIS/EIR accounted for La Petite LA Academy in its calculations and evaluation of impacts to sensitive receptors and/or educational facilities. We are aware of only one mention of La Petite LA Academy in the Draft EIR/EIS, when it is used to describe a parking facility that is projected to be used as a construction staging area for Alternative 1 (see Table 3.50, "Construction Staging Areas and Haul Routes", p. 3-119). This reference is incorrect and should be revised to reflect First 5 LA's ownership of the parking lot, and exclusive use for its business purposes. This parking lot is discussed in more detail in below in the "Acquisitions and Displacements" comment. To the extent La Petite LA Academy is considered elsewhere in the Draft EIS/EIR, it no longer should be. CO-12-4

The following are specific comments regarding the Draft EIS/EIR:

Project Description

The descriptions of Alternative 1 and its associated Design Options, in particular Design Option 1 (MWD), do not sufficiently describe the relationship between Alternative 1 and the Design Options. As a result, First 5 LA is unable to assess the potential impacts of Alternative 1 and its Design Options on our building. This renders the Project description too vague to evaluate the environmental impacts and be legally adequate under NEPA/CEQA. A more detailed description of how the Design Options interact with Alternative 1 must be provided. CO-12-5

Because Design Option 1 would be located on the Los Angeles Union Station (LAUS) campus, it would specifically affect First 5 LA's property, employees and guests. Thus, First 5 LA's concerns are only with the description provided for Design Option 1 (MWD) and not that provided for Design Option 2, located in Little Tokyo. For example, the "Alternatives Considered" section of the Project Description describes Design Option 1 as "converg[ing]" with Alternative 1 on South Alameda Street, south of East 1st Street (p. 2-35). However, the document also describes that Design Option 1 will provide for a single station entrance at the rear of the LAUS property (see pp. 2-35, 6-12). Most readers would understand Alameda Street to be the front entrance of LAUS, not the rear, making it unclear exactly where this station entrance would be located in CO-12-6

relation to LAUS and First 5 LA's property. While we assume this means that the original station entrances located on Alameda Street and through a tunnel from the LAUS Forecourt Station described under Alternative 1 would be replaced by the station entrance described for Design Option 1, the Project description in the Draft EIS/EIR does not make it clear that this is the case. The Project description should clarify whether Design Option 1 would be in addition to, or an alternative to, the station entrances planned under Alternative 1. Until the Project description is more detailed and descriptive, First 5 LA is unable to fully analyze and comment on the impacts of Design Option 1 on its operations. CO-12-6

Acquisitions and Displacements

As noted above, in Table 3.50 "Construction Staging Areas and Haul Routes" on page 3-119, the "La Petite Academy of Los Angeles parking lot" is included as a location to be utilized as a construction staging area for Alternative 1. The Draft EIS/EIR incorrectly assumes that this parking lot belongs to La Petite LA Academy, who, as previously mentioned, is not the owner of this parking lot and no longer operates out of First 5 LA's property. The referenced parking lot is owned and operated by First 5 LA. The lot provides spaces for their employees and guests and also houses a transformer and other support facilities for the building. Metro apparently intends to acquire a right to use the parking lot as a construction staging and laydown area for Alternative 1 if it chooses. First 5 LA has not been consulted regarding this potential acquisition, but both Metro's and First 5 LA's decisions regarding this matter should be listed in Table 2.8, "Permits and Approvals" on page 2-54. First 5 LA wants to clarify that as the owner of this parking lot, which is already fully used for public purposes, they have not consented to Metro's use or acquisition of the lot for construction staging, or any other Project-related purpose, however temporary it may be. To our knowledge, Metro has not proposed any such acquisition to First 5 LA. CO-12-7

Traffic, Circulation and Parking

Notwithstanding its opposition to the acquisition of any portion of its parking lot or other First 5 LA property, the impacts of Alternative 1 on parking, traffic and congestion stand to significantly impede First 5 LA's ability to continue their operations as a public entity serving the Los Angeles community.

For one, First 5 LA's parking lot is a significant location of parking for their employees and guests, including members of the public and officials who attend Board and Committee meetings at First 5 LA every other week. In general, available parking in the area is already at a premium, and the LAUS campus itself is not adequately parked. The Draft EIS/EIR proposes to acquire this parking lot temporarily for construction activities, slated to last up to six years, thereby displacing a number of employees and guests for an extended period of time. The EIS/EIR concedes that it is unable to accommodate any displaced parking areas by the CO-12-8

construction activities (p. 3-145). While the EIS/EIR proposes Mitigation Measure TRA-23, which would require working with the local jurisdiction to restripe on-street parking, reduce restricted parking areas, and adjust time limits for on-street parking, this mitigation measure is not acceptable to First 5 LA as it fails to replenish the parking provided by their private lot (p. 3-149). As stated in the EIS/EIR, adverse effects to parking would still remain (p. 3-145). This means that Alternative 1 will render First 5 LA without the exclusive, safe and reliable parking that is adjacent to its building and owned by First 5 LA. Requiring First 5 LA employees and guests to find street parking or elsewhere on the campus is not a feasible alternative under normal circumstances in the LAUS area due to existing parking problems, not to mention under Project-related circumstances that will substantially impact street parking and parking options of other businesses in the area. These parking and traffic-related impacts will be significant and remain unmitigated under the Draft EIS/EIR. As a result, First 5 LA's ability to continue operations throughout the estimated six-year long construction period for this Project will be significantly affected.

CO-12-8

CO-12-9

The Draft EIR/EIS also fails to disclose what construction materials are proposed to be stored on First 5 LA's property, if Metro were to obtain permission to use it. The Draft EIR/EIS must disclose whether construction vehicles would be stored on the site, which could result in significant and unacceptable noise and air quality impacts to First 5 LA's offices as equipment moves on and off the site, or starts up and idles while stored on the site. If Metro plans to store chemicals or materials on-site that could be hazardous to nearby uses, that use must be disclosed. Even if the proposed storage is only non-hazardous construction materials, such storage would create aesthetic impacts that should be mitigated over such a lengthy construction period. If Metro continues to describe a scenario in the EIR/EIS where First 5 LA's parking lot is somehow used for construction-related activities, the impacts of such use must be disclosed and specifically mitigated.

CO-12-10

CO-12-11

In addition, Alternative 1 proposes to use Alameda Street as a haul route during construction (Table 3.50, "Construction Staging Areas and Haul Routes", p. 3-119). Alameda Street not only leads into the already congested entrance of the LAUS campus and First 5 LA's building and parking lot, it is the main access point for all visitors to LAUS. It is the only public street from which First 5 LA's visitors and employees can conveniently access their building. Ensuring clear and easy access to their building and adjacent parking lot is a significant concern to First 5 LA. Any significant interference with the use of this street by visitors and employees is unacceptable as it would impede the ability of First 5 LA to continue its operations.

CO-12-12

The Draft EIS/EIR also does not adequately consider the traffic impacts on Alameda Street as a result of new metro station[s] proposed to be located on the LAUS campus under Alternative 1 and Design Option 1. The circulation of the LAUS campus was not designed decades ago to accommodate the dramatically increased use it now receives from many new transit uses. Construction and operation of the Project must be designed and mitigated to make the

CO-12-13

situation better, and certainly not worse, in both the short and long terms. In addition, First 5 LA is concerned about the traffic effects of simultaneous construction projects on the I-105 and what that might mean for commuter traffic into Downtown Los Angeles. The Draft EIS/EIR anticipates that construction of both the I-105 ExpressLanes Project and the WSAB Project would occur concurrently (p. 4-615). While the Draft EIS/EIR notes that the "design of the projects would not conflict with or preclude either project, should the projects advance to implementation," there is not adequate discussion or mitigation of the potential cumulative traffic effects of these projects (p. 4-615). Rather, the document merely states that vehicular traffic would be maintained during construction but appears to reach that conclusion with respect to consideration of the WSAB Project only (p. 4-616). The final EIS/EIR should identify and mitigate the short term, ongoing, and cumulative traffic impacts of the Project together with the concurrent I-105 project. These projects could, during construction, substantially impact traffic into and out of Downtown, and to and from the First 5 LA building.

CO-12-13

CO-12-14

Noise and Vibration

As a property owner adjacent to past underground and above-ground construction projects in the area, First 5 LA has experienced significant impacts from the noise and vibration of other construction projects and ongoing operations on the LAUS campus. First 5 LA is concerned that construction noise for Alternative 1 and Design Option 1 will still exceed the threshold limit for noise at locations within 500 feet of the construction activities, even after mitigation (p. 4-689). They are also concerned that no noise monitoring was conducted in or directly around the LAUS area. Rather, the closest monitoring location is located approximately 2.6 miles away from LAUS (See Fig. 4.7-2, "Noise Monitoring Locations and Existing Noise Levels," pp. 4-249-251). As such, true and accurate noise impacts by the Project on the LAUS campus remain unquantified and unknown. This calls into question the EIS/EIR's assertion that the subterranean portions of Alternative 1 would not generate pass-by noise audible to surface receptors (p. 4-252). The EIS/EIR does not provide any quantifiable support for this claim. Further, First 5 LA questions the accuracy of this conclusory statement given that noise monitoring was not conducted in or around the surface receptors of the proposed subterranean metro lines on the LAUS campus. Due to the lack of quantifiable noise values measuring the Project's impact on the LAUS area, the Draft EIS/EIR fails to address and mitigate the significant impacts of vibration and noise. The Draft EIR/EIS should quantify the noise impacts of the Project on the LAUS campus, especially with regards to the impact of the proposed underground metro lines.

CO-12-15

CO-12-16

We want to thank Metro's WSAB project team for addressing some of the comments made by First 5 LA on the Revised and Recirculated Notice of Preparation. Notably, the Draft EIS/EIR incorporates more explanatory language, maps and charts that aid in the assessment of Project impacts. We believe that the Final EIR/EIS can be more informative. First 5 LA requests that Metro and the WSAB project team, continue to work with First 5 LA on the issues identified in this letter and other issues that will arise from a project of this scope and scale. Please continue

CO-12-17

to include the First 5 LA on any and all distribution and public notice lists for future documents and notices of all future meetings related to the Project.

Thank you for the opportunity to provide these comments, for including them in the record of the Project, and for responding to them in the final EIS/EIR documents. We believe that a better project description, more complete evaluation of the Project's impacts on LAUS stakeholders, and more thorough mitigation measures will lead to a better Project. First 5 LA looks forward to ongoing communication with Metro and the WSAB Transit Corridor project team. CO-12-17

Sincerely,

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cc: Kim Belshé, Executive Director

First 5 LA – CO-12

Comment ID	Response
CO-12-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
CO-12-2	The comment regarding comments on the Draft EIS/EIR is acknowledged. All submissions received during the public review and comment period for the Draft EIS/EIR are included in Appendix D of the Final EIS/EIR along with responses to comments.
CO-12-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
CO-12-4	See response to comment CO-12-3. The LPA will not include construction staging in the LA Union Station area and will not affect the First 5 LA parking lots as referenced by the commentor. As discussed in response CR-GEN-1, regarding the identification of the LPA and the ultimate northern terminus of LA Union Station, any extension north of the Slauson/A Line Station, inclusive of Little Tokyo, would be the subject of a future environmental document once an alignment and funding sources are identified.
CO-12-5	See response to comment CO-12-3. The Draft and Final EIS/EIR include a sufficient degree of analysis to allow for meaningful and informed public participation and to provide decision-makers with information that enables them to make a decision that intelligently considers the environmental consequences of the alternatives evaluated (see the State California Environmental Quality Act [CEQA] Guidelines, § 15151). As provided by the CEQA Guidelines, the adequacy of an environmental document is determined in terms of what is reasonable and feasible, in light of such factors as the magnitude of the project at issue, the severity of its likely environmental impact, and the geographic scope of the project (State CEQA Guideline, § 15204[a])). For a linear project that spans approximately 6.6 miles (Alternative 4) to approximately 19.3 miles (Alternatives 1 and 2) and traverses through or is directly adjacent to 12 cities and 1 unincorporated community, what is reasonable and feasible is different than what could be reasonably accomplished for smaller projects with relatively simple analyses. The Draft EIS/EIR includes thorough information about the purpose and need of the Project, the construction and operational components of each of the Build Alternatives, applicable regulations regarding the various resource topics addressed, the analytic methodology employed for each topic, the existing environmental setting, the environmental consequences and impacts of the Build Alternatives, and regulatory requirements, project commitments, and mitigation measures with which the Project will comply and that will ensure environmental impacts are minimized. The Draft EIS/EIR also includes appropriate graphics, tables, and figures to help convey the technical detail in a manner that is comprehensible for a layperson. To avoid unnecessary repetition, the Draft EIR/EIS's CEQA sections rely on, and reference, information presented earlier in each section that was originally presented in support of the National Environmental Policy Act analysis. The analyses are also based on the more detailed technical studies, which are referenced at the beginning of each Draft EIS/EIR section and included as appendices to the Draft EIS/EIR. All topics evaluated in Chapters 3 and 4 of Draft EIS/EIR included analyses specific to implementation of Alternative 1, with and without implementation of each design option. Design Option 1 was also depicted in the plan set included as Appendix B to the Draft EIS/EIR, on plan sheets T-1B-102 to T-1B-103, A4-001, A4-100 to A4-103, and A4-200 to A4-2003.

Comment ID	Response
CO-12-6	See response to comment CO-12-3 regarding LPA identification, response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community, and response to comment CO-12-6 regarding the level of detail included in the Draft EIS/EIR. The study referenced in CO-12-3 considered where the alignment would connect at LA Union Station. However, as described in Section 2.5.2 in Chapter 2 of the Draft EIS/EIR, under the subheading "Design Option 1: Los Angeles Union Station – MWD," it was assumed that: "The station would be accessed through a single entrance within the existing LA Union Station building via stairs, a set of escalators, and elevators." Figure 2-20 in this section depicted the Design Option 1 station location, including a station access via the LA Union Station main entrance at Alameda. The design option was also depicted in the plan set included as Appendix B to the Draft EIS/EIR.
CO-12-7	See responses to comments CO-12-3 and CO-12-4.
CO-12-8	See responses to comments CO-12-3 and CO-12-4. Refer to response CR-TRA-1 for additional information regarding transit parking for the LPA.
CO-12-9	See responses to comments CO-12-3 and CO-12-4.
CO-12-10	See responses to comments CO-12-3, CO-12-4, and CO-12-5.
CO-12-11	Construction-related effects related to hazardous materials were evaluated in Chapter 4, Section 4.19.3.10 of the Draft EIS/EIR. As stated in this section, construction of the Project will not require the use of extremely hazardous materials in quantities equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code during construction and no adverse effect will occur. See responses to comments CO-12-3 and CO-12-4.
CO-12-12	See responses to comments CO-12-3 and CO-12-4.
CO-12-13	See responses to comment CO-12-3 and CO-12-4. Traffic impacts were evaluated in the Draft EIS/EIR in Chapter 3, Section 3.4.1.2 for Alternative 1 and Section 3.4.1.6 for the Design Options. Traffic operations were also discussed in greater detail in Section 5.1 of the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Appendix D of the Draft EIS/EIR). As part of this evaluation, the projected 2042 delay and level-of-service on Alameda Street at several intersections was considered. Adverse effects were not identified at intersections on Alameda Street within the City of Los Angeles.
CO-12-14	See responses to comments CO-12-3, CO-12-4, and CO-12-13. Table 7.1 of the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Appendix D of the Draft EIS/EIR) shows that I-105 would be affected during construction activities for the WSAB Project. As noted in the Construction Methods Impact Report, it is anticipated that construction of both the I-105 ExpressLanes Project and WSAB Project will occur concurrently to minimize construction effects to the freeway. Additionally, construction activities for the WSAB Project will be coordinated with the I-105 ExpressLanes Project if construction occurs concurrently. Mitigation Measure TRA-20 is included in the Draft EIS/EIR and the Final EIS/EIR to minimize traffic impacts during construction, including cumulative traffic impacts associated with construction of the WSAB Project and the I-105 Express Lanes Project. Specifically, Mitigation Measure TRA-20 involves the preparation of a Transportation Management Plan (TMP) to address construction impacts on vehicular, transit, pedestrian, and bicycle access and mobility. The development of the TMP will be coordinated by Metro with local jurisdictions, agencies, and other potentially affected parties.
CO-12-15	See responses to comments CO-12-3 and CO-12-4.

Comment ID	Response
CO-12-16	See responses to comments CO-12-3 and CO-12-4. Noise monitoring was conducted at representative locations to identify the existing conditions at sensitive receptors that had the potential to be affected by light rail transit (LRT) noise as specified by the 2018 FTA Transit Noise and Vibration Impact Assessment guidance. Noise monitoring was not conducted within the Los Angeles Union Station area because the LRT was proposed in an underground alignment and would not have generated audible aboveground noise that could affect sensitive receptors. Therefore, it was not necessary to establish existing conditions, which inform the FTA noise impact criteria for noise assessment, in the downtown Los Angeles area.
CO-12-17	First 5 LA will continue to be included on project information distribution. Should the study described in response CR-GEN-1 to analyze more cost-effective alignments to reach LA Union Station identify alternatives that affect First 5 LA property, Metro will share that information with First 5 LA.

Japanese American Cultural & Community Center (Jesse Katz)

From: Jess Katz <jkatz@jaccc.org>
Sent: Tuesday, September 28, 2021 4:40 PM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Warren Furutani <warren.furutani@lacity.org>; Scott Oshima <soshima@jaccc.org>; Patricia Wyatt <pwyatt@jaccc.org>
Subject: JACCC - West Santa Ana Branch DEIR Public Comment

Dear Meghna,

On behalf of Japanese American Cultural & Community Center's President and CEO, Patricia Wyatt, I am sharing JACCC's written comment regarding the West Santa Ana Branch Draft Environmental Impact Report. Please see the attached letter. CO-6-1

Best regards,
Jess Katz

--

Jess Katz |(she/her)
Special Assistant to the CEO / Programs Associate
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JACCC
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September 28, 2021

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

To Meghna Khanna,

My name is Patricia Wyatt, President & CEO of the Japanese American Cultural & Community Center (JACCC). I am writing this letter on behalf of our organization as public comment for the West Santa Ana Branch Draft Environmental Impact Report.

Founded in 1971, the Japanese American Cultural & Community Center is one of the largest ethnic arts and cultural centers of its kind in the United States. JACCC weaves Japanese and Japanese American arts and culture into the fabric of our communities. JACCC remains firmly rooted in Little Tokyo, providing a vital place to build connections between people and cultures, locally and internationally. Through inclusive programs and authentic experiences, we continue our traditions and nurture the next generation of innovative artists, culture-bearers, and thinkers. Alongside Little Tokyo Community Council and Little Tokyo Service Center, JACCC is also one of three organizational leaders for the Sustainable Little Tokyo (SLT) initiative. CO-6-2

JACCC does not have a formal position on WSAB, but would like to share our stakeholders' concerns and requests for mitigations, if and only if the Metro Board approves Alternative 1 and Design Option 2. SLT conducted community engagement in 2019 and found that stakeholders saw the positive impact of additional public transit access, especially as a connection to Japanese American communities to our south and the need for more accessible and environmentally sustainable transit options. However, stakeholders have major concerns about the cumulative impacts of displacement and gentrification on top of nearly 15 years of Metro construction. Even with major RC construction mitigations, Little Tokyo has experienced rising rents, speculative development, and the displacement of artists, cultural spaces, legacy small businesses, and low-income residents. CO-6-3

If the Board selects Alternative 1 and Design Option 2, Metro must ensure these negative impacts are mitigated through the full list of mitigations submitted by the Little Tokyo Community Council. In particular, JACCC would like to highlight the following mitigations and requests:

1. Improved community engagement process and strategies through paid partnership with a Little Tokyo-based CBO; the creation of a Design Review Advisory Committee or similar advisory committee; ongoing communications, both online and offline; language accessibility with all materials available in English, Corean, Japanese, and Spanish at minimum; and multiple meeting times for stakeholders with work and family obligations. CO-6-4
2. Environmental impact study on displacement, including small businesses, low-income residents, artists and culture bearers, and arts and cultural groups/organizations, based on case studies of the Gold Line, RC, and other TOCs. CO-6-5

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3. Creation of a residential and commercial stabilization fund and resources to mitigate displacement and encourage property owners to maintain existing tenants. Examples of this include San Francisco's Legacy Business Fund and Cultural Districts. CO-6-6
4. An expanded BIF that includes a wider radius of impacted stakeholders (i.e. not only "adjacent" stakeholders), including many of our key cultural organizations. CO-6-7
5. An uninterrupted extension of the Go Little Tokyo community marketing campaign from RC to WSAB, which has been a vital support for cultural organizations during Metro construction and the pandemic. CO-6-8
6. Do not use the Mangrove parcel as a staging area, because of our SLT Community Vision for equitable development and the City and Metro's plans to dispose of the parcel through a joint RFP with the RC station site. CO-6-9
7. The Station's Public Art should be developed through a formal partnership with a Little Tokyo-based arts and cultural organization; celebrate Little Tokyo's diverse history, culture, and vision for the future; and prioritize local Little Tokyo artists and culture bearers. CO-6-10

Thank you so much for your time and for the extension of the public comment period for this project. Please feel free to contact me at pwyatt@jaccc.org if you have any questions.

Sincerely,

PWyatt

Patricia Wyatt
President & CEO

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Japanese American Cultural & Community Center – CO-6

Comment ID	Response
CO-6-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
CO-6-2	The comment regarding the Japanese American Cultural and Community Center has been noted.
CO-6-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. As described in response CR-GEN-1, after public distribution of the Draft EIS/EIR and considering public comment, the Metro Board of Directors identified Alternative 3 as the LPA, and LA Union Station was identified as the ultimate northern terminus for the corridor. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
CO-6-4	See response to comment CO-6-3 and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
CO-6-5	See response to comment CO-6-4.
CO-6-6	See response to comment CO-6-4.
CO-6-7	See response to comment CO-6-4.
CO-6-8	See response to comment CO-6-4.
CO-6-9	See response to comment CO-6-4.
CO-6-10	See response to comment CO-6-4.

Little Tokyo Community Council (Kristin Fukushima)

From: Kristin Fukushima <kristin@littletokyola.org>
Sent: Tuesday, September 28, 2021 4:26 PM
To: Khanna, Meghna <KhannaM@metro.net>; Irene Simonian <bunkado@att.net>; jokazaki@sbcglobal.net; jm dyk <JDlittletokyo@gmail.com>
Cc: kevin.deleon@lacity.org; Jennifer Barraza <jennifer.barraza@lacity.org>; Warren Furutani <warren.furutani@lacity.org>; Christopher Antonelli <christopher.antonelli@lacity.org>; Nate Hayward <nate.hayward@lacity.org>; firstdistrict@bos.lacounty.gov; Reyes, Martin <mreyes@bos.lacounty.gov>; mayor.garcetti@lacity.org; Edna Degollado <edna.degollado@lacity.org>; Kim, Serapia <Serapia.Kim@lacity.org>; Daniel Rodman <daniel.rodman@lacity.org>; Karishma Shamdasani <karishma.shamdasani@lacity.org>; doug.mensman@lacity.org; melissa.vargas@mail.house.gov; Inouye, Matthew <Matthew.Inouye@mail.house.gov>; Mark.Gonzalez@asm.ca.gov; Jackson, Michele <JacksonM@metro.net>
Subject: LTCC Letter to Metro Regarding WSAB DEIR Public Comment

Dear Meghna,

Please find enclosed the letter from the Little Tokyo Community Council for public comment on the West Santa Ana Branch (WSAB) Transit Line.

We appreciate the consideration of our letter, and look forward to continued conversations on this matter. Please reach out if there are any questions or concerns.

CO-13-1

Best,
Kristin Fukushima

--

Kristin Fukushima (she/her)
Managing Director

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Sept 28, 2021

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

Dear Meghna Khanna,

On behalf of the Little Tokyo Community Council (LTCC) - the 501(c)(3) community coalition of businesses, residents, cultural, community, and religious institutions, and other vested stakeholders in the Little Tokyo community, we submit this letter as our public comment for the draft EIR period to Metro and the WSAB team undergoing the environmental studies process. LTCC represents the unified voice and fights for the best interests of historic Little Tokyo – a community that at 137 years old is the second oldest neighborhood in Los Angeles, and one of four remaining historic Japantowns in the nation. CO-13-2

The Little Tokyo Community Council board has **voted in support of Alternative 1,** among the 4 route alternatives that Metro is studying in their Draft EIR. On Alternative 1, LTCC **supports the inclusion of Design Option 1,** and underscores the importance that Design Option 1 will mitigate the impact to JANM of Metro needing to take the permanent easement underneath their property, which JANM opposes. CO-13-3 The LTCC Board of Directors were split in the vote regarding Design Option 2, which adds a station in Little Tokyo - this slight majority leaning in the direction of the station highlights the need for further conversation and community engagement regarding whether the inclusion of a station makes sense for Little Tokyo. LTCC acknowledges the benefits of a station and the increased ridership - not just for Little Tokyo, but for the line itself. LTCC also has concerns about the impacts of a station as it relates to construction, gentrification, and displacement, and this coupled with our current and pending access to mass transit via the Gold (L) Line, the Regional Connector, and other public transit has left the LTCC board split in its support for a station, and thus does not have a position on Design Option 2. CO-13-4

If Metro were to select Alternative 1 and include Design Option 2 to add the Little Tokyo station, **our community would need further conversation regarding the location of the station and the portals.** We have heard from many concerned community members about the station and portal entrances, and Metro would need to coordinate with and engage with the community on these conversations, and support increased community engagement to determine such elements about a station with the Little Tokyo community. If the station were to be built, there are a number of concerns, recommendations, and mitigations that must be addressed for LTCC to be able to accept the station - many of which are detailed below. CO-13-5

As Metro is well aware, Little Tokyo has been undergoing the impacts of constructions and other related impacts from mass transit projects for nearly 20 years, starting with our support and partnership on the Gold Line, continuing with the still-under construction Regional Connector, and including the several other Metro projects in and around Little Tokyo at this time, including but not limited to the Eastside Access Improvement Project, the Division 20 Portal Widening & Turnback Facility Project, LA Union Station Forecourt and Esplanade Improvements, Link Union Station (Link US), LA River Path Project, and of course, the L Line (Gold) Service CO-13-6

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Interruption during this final phase of the Regional Connector's construction. Little Tokyo has been a good partner to Metro throughout these two decades and multiple projects, but also borne the cost of impacts of construction, gentrification, and displacement, not to mention the incredible amount of hours and work the community has dedicated to working with Metro on all these projects. We have analyzed this project with this context in mind. CO-13-6

Two immediate concerns that have arisen upon our review of the draft EIR is the neglect to name **Little Tokyo as an Environmental Justice Community**, and the need for Metro to **acknowledge historic First Street North as an historic designation**. **We request that both be added into the Final EIR**. Per our negotiations and agreements with Metro and the Downtown Regional Connector project, LTCC reminds Metro that in addition to being the second oldest neighborhood in Los Angeles, one of four remaining historic Japantowns in the United States, and one of fourteen state-designated California Cultural Districts, Little Tokyo was also deemed during the Findings of Facts that we are an environmental justice community, and "certain mitigations must be implemented to offset impacts" (https://media.metro.net/board/Items/2014/07_july/20140717conitem61.pdf). Furthermore, Historic First Street North was designated as the country's 2,147th National Historic Landmark, making Little Tokoy's set of 13 buildings on the north side of East 1st Street between San Pedro Street and Central Avenue the first full block to be designated as a historic landmark. This block anchors Little Tokyo, and as the federal designation proclaims, "symbolizes the hardships and obstacles that this ethnic group has successfully overcome." Prior to the 1995 designation from the U.S. Interior Department, this historic block was already on the National Registry of Historic Places. It is an incredible oversight that Metro did not recognize this national landmark, one of 22 with this national standing and designation in Los Angeles. CO-13-7 CO-13-8

Should Alternative 1 with Design Option 2 (inclusion of the Little Tokyo station) be selected, we are primarily concerned with construction impacts to the neighborhood - particularly residents, small businesses, ensuring that the station and portal locations both do not overly impact our stakeholders and also connect to the Regional Connector in an efficient and effective manner, and addressing the net impact of gentrification and market force changes to our historic neighborhood as a cumulation of all the aforementioned projects augmented by this newest mass transit project to potentially come through Little Tokyo. As a historic community, an ethnic enclave, and an Environmental Justice community, it is also important that Little Tokyo is not harmed during the construction of these rail lines, and we therefore have the following concerns and recommendations for the route, as it comes through Little Tokyo: CO-13-9

Construction Impacts and Recommendations CO-13-10

- Modify or eliminate the Japanese American National Museum underground easement (LTCC is in strong support of Design Option 1 for Alternative 1)
- Reorient and relocate the Station under Office Depot lot to align WSAB and Regional Connector rail systems CO-13-11
- Special Events in Little Tokyo: Project-related street closures and detours planned for the Project must be coordinated with the community to avoid any negative impacts CO-13-12
- Restrict construction work hours in coordination with community to minimize impacts CO-13-13

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Station and Staging Area

- **No staging on Alameda St. or the Mangrove site** during the Little Tokyo Station construction — CO-13-14
- Maintain two travel lanes in each direction on Alameda St, during the peak traffic periods to reduce disruptions — CO-13-15
    - Keep Alameda sidewalks and Central Avenue Street parking open and accessible
    - Keep Office Depot parking lot open and accessible, or replace area parking
- Develop enhanced mitigation measures to reduce the construction impacts to the residential properties on the east side of Alameda St., and the residential properties on the west side of Alameda St. south of 2nd St. — CO-13-16
- Impacts of Station construction with portal adjacent to the residential properties on the east side of Alameda Street, and on the west side of Alameda south of Second Street, could expose residents to traffic, visual, air pollution, noise and vibration impacts — CO-13-17

Traffic and Pedestrian Access and Circulation — CO-13-18

- Eliminate disruptions to traffic, street closures, and alternate routes
- **No haul routes on First St., Second St., Central Ave., and Rose St.** — CO-13-19
- **Keep access to Savoy and Mura open, including Rose Street** — CO-13-20
- Keep Alameda sidewalks and Central Avenue Street parking open and accessible — CO-13-21
- Maintain access and circulation to parking at Honda Plaza and the access to residential properties on the east side of Alameda St. must be maintained at all times — CO-13-22
- Access to Savoy residential properties complex via the sidewalk and vehicular drop-off be maintained during construction; sidewalks on both sides of Alameda St. to remain accessible at all times — CO-13-23
- Establish a passenger loading zone on the west side of Alameda — CO-13-24
- Include Wayfinding and directional signage — CO-13-25
    - Expand stakeholder notification radius from 0.25 miles to 0.5 miles.
    - Notify and coordinate Project-related closures during Little Tokyo events with Metro — CO-13-26

Portal Locations

- Add an underground pedestrian passageway — CO-13-27
- Develop enhanced concepts of retail, offices, and public art at Portal entrances — CO-13-28
- Explore the relocation of the Arts/Industrial District Station on Alternative 1 to the location proposed for Alternative 2, to see which is best for regional rail connectivity and future expansion — CO-13-29
- Include in the Noise Mitigation Plan, compensation for homeowners that include such mitigation as double-pain window replacement and relocation throughout the duration of noisy work, with restrictive working hours to minimize the noise impacts — CO-13-30
- Investigate the relocation or reorientation of the portal on the east side of Alameda St. to reduce the various negative impacts to the residents, including looking at locating the portal on Traction Avenue — CO-13-31

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further away from the residents, or even eliminate the portal if acceptable mitigation strategies are developed CO-13-31

Parking CO-13-32

- If Office Depot site is used for staging, replaced the loss of parking during the construction period
- Metro in coordination with LADOT, establish a Passenger Loading Zone on the west side of Alameda St. adjacent to the WSAB Station CO-13-33

Safety and Security Concerns and Recommendations

- Metro needs to provide real-time monitoring and notification to Mura and Savoy Security of activity that threatens the safety and security of their residents. Metro needs to respond in a timely manner to complaints by Mura and Savoy building management, security personnel, and residents. Metro needs to issue regular reports regarding incidents affecting or in close proximity to residential buildings. CO-13-34
- We support the proposal to install security grating at the portals to Little Tokyo Station, as well as the other standard safety and security measures at stations, including visible CCTV, well lit walkways leading to and into the station, and direct emergency telephones. CO-13-35
- It is important that Metro develop other mitigation strategies to enhance passenger safety and station security measures CO-13-36

We are concerned about any major Transit Oriented Development that would be out of character and scale with Little Tokyo, but would be happy to discuss a situation that involves equitable development that is open and accessible to a range of residents and users. **We only want development that enhances and integrates into the character of LT, and aligned with our community vision for the future.** CO-13-37

Little Tokyo has been a model community and partner with Metro for decades, and supported Metro projects since the plans for the Gold Line Eastside Extension to East Los Angeles, and continuing with the Regional Connector, and more. Little Tokyo has not only undergone these nearly two decades of constant heavy construction, but also has now been enduring the impacts of construction, with the shutdown of the Gold (L) Line service to complete this work, all while during the pandemic. The impacts to the small businesses and the neighborhood are compounded and augmented, on top of the cumulation of the decades of construction and impacts of these projects. Given that these Metro projects have had tremendous impacts on Little Tokyo for these several years - quite possibly longer than any other community - it is paramount and necessary that Metro elevate and increase its support and commitment to Little Tokyo for us to survive another 7-8 years of construction and other impacts, should a station be built in Little Tokyo. **In addition to Metro's standard mitigation measures, Little Tokyo has a number of mitigations that we are seeking, should this project move forward with a route that goes through and/or affects Little Tokyo:** CO-13-38

Mitigations

- A **Business Interruption Fund** with the following **improvements**:
    - As we learned through construction of the Metro Regional Connector, even with mitigations and a Business Interruption Fund (BIF), business will regardless be impacted on this project, and many CO-13-39

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will be displaced. Therefore, the current pilot of the Regional Connector BIF should be concretized into formal policy, and expanded so that it provides assistance to the entire Little Tokyo neighborhood.
    - This means the BIF would consider Little Tokyo as a contiguous, whole neighborhood, rather than a piecemeal approach made up of disconnected blocks. The "directly adjacent" approach of the Regional Connector BIF has rendered many of the small businesses in Little Tokyo ineligible to receive funding, despite being similarly impacted by street closures and construction. Small businesses up to .25 miles, or within the Little Tokyo community boundaries, should all be eligible to apply, as they are all impacted by construction regardless of location in the neighborhood due to Little Tokyo's small size and interconnected neighborhood fabric
    - This would also mean businesses in the neighborhood's contiguous boundaries are able to apply during the entire duration of all impacts due to the project, including any pre-construction activities that have street level impacts and/or necessitates street closures.
    - Include aid to workers from home with relocation assistance
    - Include aid to displaced residents and workers
    - A **Legacy Business Fund** – as a separate fund from the BIF - which supports the historic, legacy small businesses in Little Tokyo

CO-13-39

- **Funding to continue the marketing of the Little Tokyo neighborhood without interruption** – continuing the Go Little Tokyo program, the Little Tokyo community marketing program funded to LTCC by Metro as a mitigation for the Regional Connector

CO-13-40

- Metro to study displacement and secondary displacement impacts as it relates to gentrification and equity as an environmental impact - without this as an area of study, Metro is not able to study its impacts as it relates to speculation, development, and other market forces, nor offer mitigations to truly stabilize and support impacted communities

CO-13-41

- Metro to create a fund to help stabilize residential and commercial tenants to help prevent forced displacement of residents and businesses within the Little Tokyo district.
    - Metro should provide financial support for residents in the Little Tokyo district to ensure that displacement is minimized.
    - Metro has not previously proposed to mitigate residential displacement caused by rail construction - such a program could be designed to stabilize tenants by subsidizing rents, providing funds for legal assistance in eviction cases, or through temporary relocation assistance for residents.
    - Metro finds that land and property values will be increased by the presence of Little Tokyo Station, which may result in rent increases that tenants and occupants would find difficult to afford (especially on fixed income).

CO-13-42

- **Continue and increase the budget for a LT small business counselor** to support businesses before, during, and after construction with both Metro programs like the BIF and other forms of support

CO-13-43

- A small business incubator – given that the BIF is only for businesses that have been around for at least two years, and that the first few years for a business are the hardest, a Metro-funded small business incubator would increase retention for new small businesses.

CO-13-44

- As with the Metro Regional Connector – a parking validation program sponsored by Metro that supports the businesses and institutions during the parking shortage and construction impacts

CO-13-45

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- Additionally, Parking Management plans — CO-13-45

- Resident mitigations:
  - Enhance the Business Interruption Fund (BIF) to include residents who work at home and allow traffic-impacted business to be included in the BIF parameters. — CO-13-46
  - Include noise mitigation and compensation plan — CO-13-47
- Improved community engagement process and strategies through paid partnership with a Little Tokyo-based CBO; the creation of a Design Review Advisory Committee or similar advisory committee; and multiple meeting times for stakeholders with work and family obligations. — CO-13-48
- Wayfaring signs, notices, and maps for pedestrians and cars to help navigate street closures, construction, and detours.
  - Metro to extend construction notifications for Little Tokyo Station from 0.25 miles to 0.5 miles.
  - Given the significant impacts that the closure is likely to have on city streets and the high volume of traffic that travels through Little Tokyo, Metro should plan to notify a wider radius of stakeholders about upcoming construction and available detours from 0.25 miles to 0.5 miles..
  - Add in-language notification accessibility (Japanese, Chinese, Korean, Spanish) — CO-13-49
- Affordable housing and equitable development as a requirement to all TOC projects, including Metro oversight on non-joint development projects — CO-13-50
- Mitigations for air quality impacts — CO-13-51
- Proper translation and interpretation for all meetings with the Little Tokyo community
- Ongoing frequent communication, coordination, and meetings with the Little Tokyo community, both online and offline
  - Add in-language accessibility (Japanese, Chinese, Korean, Spanish) for all communications, including aforementioned construction notices, detour and traffic notifications, and all others — CO-13-52
- **Strong coordination and communication between overlapping Metro, city, regional, and development projects** that all impact this area - too often the burden of this falls on the community. It is crucial that Metro work more closely with its colleagues from other projects, and partners across other agencies to ensure redundancies, overlap, and conflict among the projects do not arise. — CO-13-53
- Metro continue to provide detailed detour information for pedestrians, people with mobility aids, bicyclists, and drivers within Little Tokyo in advance during the period of construction within the district.
  - Before the impacts of construction begin to be felt in Little Tokyo, Metro should provide residents, businesses, and other stakeholders with detailed detour routes for a variety of travel modes. — CO-13-54
  - Official accessible detours should be provided by Metro.
  - Metro should be responsible for ensuring the status of officially designated detour routes during the construction period.
  - All information regarding detour routes should be available online.
- Metro to coordinate with the City of Los Angeles to ensure that signage for planned detours are available in person, and that safe transportation remains possible in Little Tokyo during the construction period.
  - Information about official detours should not only be posted online but also maintained along the detour routes themselves.
  - Wayfinding signage should be provided to help individuals find accessible routes through Little Tokyo and to inform them when transit service has been affected. — CO-13-55

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- Metro should be responsible for ensuring this signage remains posted, legible, and accurate throughout the construction period. CO-13-55
- Metro should also coordinate with the City of Los Angeles to ensure disruptions to DASH service are minimal in Little Tokyo during the construction period. CO-13-56

- Metro to minimize disruptions to transit caused by construction during the construction period for the WSAB and that **Metro not support** any plan that would involve a full shutdown of the Regional Connector during construction.
  - Little Tokyo businesses and residents have been impacted for over a year by the closure of the Gold Line during Regional Connector construction.
  - Construction impacts to existing transit options should be conscientious of the existing need for transit in the district.
  - The community does not support future full closures due to construction and would like to see less disruptive mitigation plans during construction.
  - Furthemore, Metro should establish a fund and cover the costs of repair/renovation for structures damaged by construction

  CO-13-57
- Metro to provide public information and data regarding ongoing monitoring of sound and air quality impacts from construction activities in Little Tokyo.
  - Little Tokyo has a disproportionately high concentration of low-income, minority, and elderly residents.
  - In order to minimize the impacts of construction activities in Little Tokyo on residents, particularly those related to dust, debris, and noise, Metro should provide ongoing monitoring within Little Tokyo.
  - These measurements should be made public, and Metro should verify that sound and air quality impacts from construction activities are remaining within acceptable bounds within the district.

  CO-13-58
- And again, we request that Metro amend the EIR document to properly reflect Little Tokyo's designation as an Environmental Justice Community, and the historic designation of First Street North. CO-13-59

Per our negotiations and agreements with Metro and the Downtown Regional Connector project, LTCC again reminds Metro that in the Regional Connector EIR process, Little Tokyo was deemed during the Findings of Facts that we are an environmental justice community, and "certain mitigations must be implemented to offset impacts" (https://media.metro.net/board/Items/2014/07_july/20140717conitem61.pdf). This Metro document goes on to direct Metro that Little Tokyo, as an Environmental Justice community, requires "specific strategies and programs to mitigate the impacts of construction of the Regional Connector Transit Project on Little Tokyo's culturally-specific and independent businesses, cultural facilities and institutions which are central to maintaining and fostering the community's continued vitality, identity and cultural preservation." Our community knows all too well both the opportunities, as well as the threats, that new rail lines pose. Little Tokyo has been undergoing construction from the Metro Regional Connector for the past several years, which despite a decently strong mitigation program, has nonetheless led to the displacement of historic, legacy small businesses, speculation, and hyper-development in our neighborhood. To this point, it is obvious that Metro needs to study these impacts and issues during their environmental process - in not studying gentrification and second displacement, Metro is thereby not providing space and process to talk about the role of these projects as it relates to equity, gentrification, and other issues of concern for community stability and sustainability - and also not able to identify or offer appropriate mitigation strategies, since the issue is not studied or addressed.

CO-13-60

CO-13-61

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We acknowledge that most communities impacted along this line are also Environmental Justice Communities, and will also be deeply impacted by WSAB. We hope and encourage Metro to appropriately provide the proper mitigations for these communities that have been underserved by Metro for years. And as a community that has experienced and been heavily impacted by Metro transit projects for decades - and as an Environmental Justice Community despite the lack of recognition from Metro for this status in the Draft EIR - we remind Metro that these projects have already caused wide small business displacement, and triggered drastic changes that threaten the cultural character and integrity of our historic neighborhood. We therefore believe that, like with the Regional Connector project, **it is crucial that Metro once again require specific strategies and programs to mitigate the impacts of construction of the WSAB on Little Tokyo's culturally-specific and independent businesses, cultural facilities and institutions which are central to maintaining and fostering the community's continued vitality, identity and cultural preservation.** The mitigation measures named are needed to offset the cumulative impacts of the many Metro projects to ensure the sustainability and viability of our historic neighborhood so as to successfully capture the benefits of this project for our community's existing stakeholders by mitigating potential secondary displacement impacts.

CO-13-62

CO-13-63

We appreciate the ongoing communication and coordination with Metro staff on this project, and look forward to working closely with the staff as this project moves forward.

Thank you, and we look forward to further communication.

Sincerely,



Irene Simonian
Chair, Little Tokyo Community Council

CC: Councilman Kevin De Leon, Council District 14
Nate Hayward
Jennifer Barraza
Christopher Antonelli
Warren Furutani
County Supervisor Hilda Solis
Martin Reyes
Mayor Garcetti
Daniel Rodman
Representative Jimmy Gomez, 34th Congressional District
Melissa Vargas
Matthew Inouye
Assemblymember Miguel Santiago
Mark Gonzalez

The Little Tokyo Community Council is a nonprofit 501(c)(3) community coalition representing the interests of Little Tokyo, with membership from businesses, residents, community organizations, religious institutions, and other vested stakeholders in the Little Tokyo community.

Little Tokyo Community Council – CO-13

Comment ID	Response
CO-13-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
CO-13-2	See response CR-GEN-1 regarding identification of the LPA and study of future extension to LA Union Station, inclusive of a station in Little Tokyo. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified. Refer also to response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
CO-13-3	LTCC's support for Alternative 1, inclusive of Design Option 1, has been noted. See response to comment CO-13-2.
CO-13-4	The comment regarding LTCC's split in the vote for Design Option 2 is noted. See response to comment CO-13-2.
CO-13-5	The comment regarding the request for additional coordination with the Little Tokyo community if Alternative 1 and Design Option 2 are identified is noted. See response to comment CO-13-2.
CO-13-6	See response to comment CO-13-2.

Comment ID	Response
CO-13-7	Refer to response CR-GEN-6 regarding the Little Tokyo community. See response CR-EJ-2. The *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* (Appendix G to the Draft EIS/EIR) and Chapter 4, Section 4.22.2 of the Draft EIS/EIR identifies three City of Los Angeles communities located in the Environmental Justice (EJ) Affected Area: Central City North, Central City, and Southeast Los Angeles. These communities are identified as EJ communities. The Little Tokyo community is contained in the City of Los Angeles Central City Community, which is discussed in Chapter 4, Section 4.1.2 of the *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* and in Chapter 4, Section 4.22.2.1 of the Draft EIS/EIR. Alternative 3 is identified as the LPA in the Final EIS/EIR. The Final EIS/EIR evaluates the environmental impacts associated with the LPA, which has a northern terminus at the Slauson/A (Blue) Line Station and a southern terminus at the Pioneer Station. It is noted that the Little Tokyo Historic District is listed in the National Register of Historic Places and is a National Historic Landmark. However, the Little Tokyo Historic District was excluded from the project APE based on the Area of Potential Effects (APE) delineation methods, further described below. The APE was established through consultation among FTA, Metro, and the State Historic Preservation Officer and includes all Build Alternatives evaluated in the Draft EIS/EIR. It was delineated to encompass areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project. For the underground segments of Alternatives 1 and 2, the APE includes the street or parcels directly above the proposed tunnel areas and areas with ground disturbance. The APE also incorporates consideration for indirect effects to built environment resources in an "architectural APE." Generally, the architectural APE encompasses one parcel out from the areas of construction or the first row of adjacent parcels. Within the vicinity of the Little Tokyo Historic District, the APE for the WSAB Project includes the project alignment for Alternative 1, which runs from Los Angeles Union Station south along North Alameda Street (underground), passing East Temple and East 1st Streets. The APE in this area includes the following Los Angeles County Assessor's parcels in the immediate vicinity of the Little Tokyo Historic District, which are located directly adjacent to the project alignment and buffer the Little Tokyo Historic District from the project alignment: APN 5161012905 and 5161012904. The boundary of the Little Tokyo Historic District encompasses several parcels fronting East First Street and Judge John Aiso Street, all of which are located west of North Central Avenue. As these parcels are physically separated from the project alignment by a road and a row of parcels, the Little Tokyo Historic District was excluded from the APE. Additionally, Alternative 1 did not include aboveground elements of the Project proposed within the vicinity of the Little Tokyo Historic District, nor are there any project elements that have the potential to result in noise, vibration, or atmospheric effects/impacts at this location. As a result of the information summarized above, the Little Tokyo Historic District was not included in the APE for the Project and was not analyzed in detail for potential effects/impacts.
CO-13-8	See response to comment CO-13-7.
CO-13-9	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-10	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-11	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-12	See response to comment CO-13-2 and response CR-GEN-6.

Comment ID	Response
CO-13-13	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-14	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-15	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-16	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-17	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-18	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-19	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-20	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-21	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-22	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-23	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-24	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-25	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-26	See response to comment CO-13-2 and response CR-GEN-6. The mailing and door-to-door distribution methods included reaching properties within 500 feet of the project alignment and a one-quarter mile from each of the proposed stations. This notification area already exceeds the CEQA and NEPA requirements, and Metro works with local community stakeholders to share project updates and public participation opportunities through established communication channels. In addition, a variety of other traditional and targeted notification methods were employed to complement the mailing efforts.
CO-13-27	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-28	See response to comment CO-13-2 and response CR-GEN-6. Although this comment does not pertain to the design of the LPA, it should be noted that the Build Alternatives evaluated in the Draft EIS/EIR are light rail transit alignments and do not include construction of housing, commercial, or mixed-use developments. Future development that occurs in the affected area will be subject to the land use controls of the local jurisdiction. Metro is committed to coordinating with cities to support transit-oriented communities (TOC) activities, consistent with Metro's TOC Policy.
CO-13-29	See response to comment CO-13-2 and response CR-GEN-6.

Comment ID	Response
CO-13-30	See response to comment CO-13-2 and response CR-GEN-6. It is assumed that the "Noise Mitigation Plan" referenced in the comment refers to Mitigation Measure NOI-6 (Noise Control Plan), which is a mitigation measure that applies during construction of the Project (this measure was referred to as NOI-8 in the Draft EIS/EIR). Regarding double-pane windows, construction noise is a temporary occurrence and will not result in a permanent change in the noise environment. Mitigation Measure NOI-6 includes noise reductions measures that will result in reduced construction noise levels. These measures include installation of temporary noise barriers around construction sites, minimizing use of impact devices, and limiting unnecessary idling, among other methods. As noted in Mitigation Measure NOI-6, Metro will comply with local ordinances, including construction time-of-day restrictions, unless a variance is required for construction activity that must be continuous (e.g., concrete pouring). The Federal Transit Administration noise impact criteria are exterior noise standards, and window insulation would not reduce exterior noise levels. Double-paned windows as mitigation for temporary construction noise is therefore not appropriate.
CO-13-31	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-32	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-33	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-34	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-35	The comment regarding support for safety and security measures at stations is noted. See response to comment CO-13-2 and response CR-GEN-6.
CO-13-36	See response CR-SAF-1 regarding safety and security.
CO-13-37	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-38	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-39	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-40	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-41	See response to comment CO-13-2 and response CR-GEN-6. Although this comment pertains to Alternative 1 and not the LPA, it should be noted that land use controls within the station areas lie with the local jurisdictions. The Project is a regional light rail transit system that will connect southeast LA County with other portions of LA County, serving cities and communities along the alignment and jurisdictions directly surrounding the alignment. The Project will provide local jurisdictions opportunities to plan future land use patterns locally, including preservation or development goals appropriate for each community. Refer to response CR-EJ-1 regarding the approach and guidance used for the EJ analysis and the identification of EJ communities. See also response to comment CO-13-2 and response CR-GEN-6.
CO-13-42	See response to comment CO-13-2 and response CR-GEN-6. See also response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act.
CO-13-43	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-44	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-45	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-46	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-47	See response to comment CO-13-2 and response CR-GEN-6.

Comment ID	Response
CO-13-48	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-49	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-50	See responses to comments CO-13-2 and CO-13-28. Although this comment pertains to Alternative 1 and not the LPA, it should be noted that housing or residential development is not part of the Project. The Project does not involve development outside of the rail ROWs unless the facility supports the LRT system, such as traction power substations and parking facilities.
CO-13-51	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-52	Metro offers multi-lingual content on its project website at: https://www.metro.net/projects/west-santa-ana/#contact-us. Chapter 7 of the Draft EIS/EIR summarized public outreach for the West Santa Ana Branch Transit Corridor Project. As detailed in Section 7.2, project information has been distributed in both Japanese and Spanish as well as English. This is consistent with the WSAB project's approach to providing language interpretation services at formal public meetings as well as translating public materials into Japanese, Korean, and Spanish. For example, the Draft EIS/EIR Executive Summary was translated into Japanese, Korean, and Spanish, and interpreters were made available at the public hearings in those same languages at the hearing held in downtown LA, based on known language needs.
CO-13-53	A Technical Advisory Committee (TAC) made up of city managers from each of the 14 corridor cities, including Artesia, Bell, Bell Gardens, Bellflower, Cerritos, Cudahy, Downey, Huntington Park, Lakewood, Paramount, South Gate, and Vernon, and Los Angeles County, was formed in January 2020. TAC meetings have been held monthly to discuss the Project, including environmental updates. In preparation of the Draft EIS/EIR, Metro has coordinated with participating agencies and interested regional and local agencies. Meetings have been held with the Ports of Los Angeles and Long Beach and Union Pacific Railroad to discuss how the Project interfaces with freight tracks. Metro also coordinated with the Los Angeles Department of Public Works regarding how the Project interacts with LADWP infrastructure. Coordination will continue throughout project design.
CO-13-54	See response to comment CO-13-2 and response CR-GEN-6. Pursuant to Mitigation Measure COM-1, Metro will develop a construction outreach plan to notify communities and businesses of detour routes, maintain access to community assets and businesses, and provide signage/barriers to keep people from accessing the construction area. The latest updates on the Project can be accessed at the project website: https://www.metro.net/projects/west-santa-ana/
CO-13-55	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-56	Refer to response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
CO-13-57	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-58	See response to comment CO-13-2 and response CR-GEN-6.
CO-13-59	See responses CR-GEN-1, CR-GEN-6, CR-EJ-2, and response to comment CO-13-7.
CO-13-60	See responses CR-GEN-1, CR-GEN-6, CR-EJ-2, and response to comment CO-13-7.
CO-13-61	See response to comment CO-13-2 and response CR-GEN-6.

Comment ID	Response
CO-13-62	See response CR-GEN-5 regarding the implementation and recommendation of feasible mitigation measures. See response to comment CO-13-7.
CO-13-63	See responses to prior comments.

CO-5 Los Angeles Streetcar, Inc (LASI) (Steve Needleman)

CO-5-1

Los Angeles STREETCAR!

September 27, 2021

Meghna Khanna, Project Manager
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012
wsab@metro.net

RE: Comments on the West Santa Ana Branch Draft EIS/EIR released July 30, 2021

Dear Ms. Khanna,

On behalf of the board of Los Angeles Streetcar, Inc (LASI) and our Downtown Los Angeles (DTLA) stakeholders I am writing in support of the proposed West Santa Ana Branch Transit Corridor project and the draft EIS/EIR. We urge that Metro include in the study consideration of several ongoing initiatives in DTLA including potential Arts District extensions of the fully-entitled Downtown Los Angeles Streetcar (LA Streetcar) project, the Metro 6th Street/Arts District Station, the DTLA 2040 Community Plan Update, the 7th Street Streetscape Project, the Enhanced Infrastructure Financing District (EIFD) being studied by the City in addition to the EIFD being studied by Metro, and commensurate transit-oriented community development and housing production.

CO-5-2

Phase 1 and future extensions of the environmentally-cleared, zero-emission LA Streetcar between the Civic Center, Historic District, Fashion District, South Park and Financial District/Bunker Hill, planned to be open in time for the 2028 Olympic and Paralympic Games, will improve DTLA's mobility, transportation-oriented planning and accelerate DTLA's economic recovery due to the COVID-19 pandemic:

- The LA Streetcar is predicted to serve at least 6,000 to 8,000 riders per day – over 2 million rides per year – which reduces driving and gridlock on DTLA's streets. With cars running every 7 minutes at peak hours, every 10 minutes in the afternoons, and every 15 minutes in the evenings, streetcars will encourage more people to ride transit rather than drive or own a car in DTLA (see attached map) and will help Metro achieve buy-in for congestion reduction strategies such as cordon pricing in DTLA.
- LA Streetcar's 2014 economic study predicted $1.1 billion in new DTLA construction and economic benefits from Phase 1 alone.
- Additionally, the LA Streetcar route links nearly 10,000 DTLA hotel rooms to the LA Convention Center, Staples Center, and DTLA's myriad other attractions and businesses, which will assist our convention, visitor and restaurant economy in its recovery from the pandemic.

CO-5-3

- The LA Streetcar connects to five Metro rail stations – Pico/Flower, 7th St/Metro Center, Pershing Square, Grand Park/Civic Center and the future Regional Connector station of 2nd/Broadway -- and numerous bus routes along the route.
- The LA Streetcar route includes bike/scooter lanes on 7th Street, Figueroa, and 11th Street, and is one block away from the two-way Spring Street cycle tracks. People can bring their bicycles and scooters (and strollers and wheelchairs) directly onto the LA Streetcar. LA Streetcar supports the continuation of the City's 7th Street Streetscape project from the heart of DTLA to the LA River.
- The LA Streetcar route will encourage streetcar riders to complement their trips with EV buses and active transportation modes.

CO-5-3

We write today specifically to support the ongoing consideration of "Alternative 1" and Alternative 2" which provide complete regional access between the Gateway Cities and DTLA while making connections with new Metro Stations across the "transit-poor" sections of central and southern DTLA. The project and coordinated efforts in DTLA will broadly support Metro's goal to "Enhance communities and lives through mobility and access to opportunity" stated in "Goal 3" of Metro's evocative Vision 2028 Strategic Plan. In addition to mobility benefits Metro should study how the Alternatives 1 and 2 allow Metro to "leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made". By coordinating future investments in the Arts District, the LA Streetcar project, the DTLA 2040 Plan, Metro's West Santa Ana Branch project, the LA River Master Plan, and the EIFDs being studied in this area, all DTLA including the Arts and Industrial Districts will see a dramatic transformation that helps supports many goals of Metro and DTLA stakeholders including residents and business owners:

CO-5-4

1. To meet state and regional goals to build 455,000 new residential units in LA over the next 8 years – 120,000 of these units are expected to be built in DTLA; and lower the cost of these units with reduced or eliminated parking requirements.
2. To address climate change through new transit-oriented residential and job development.
3. To recover from the severe economic and development impacts due to the COVID-19 pandemic, including DTLA's recovery of the 22 million visitors and $10 billion in visitor-related spending that DTLA experienced in its 2019 record-breaking year.
4. To position DTLA to receive the maximum amount of federal, state, local and private funding for crucial zero-emission transportation projects such as an expanded LA Streetcar system, West Santa Ana Branch, Arts District/6th Street Station, and expanded EV bus network.
5. To create a robust Enhanced Infrastructure Finance District (EIFD) as DTLA once had through the former Community Redevelopment Agency (CRA), which could be valued in the billions of dollars for DTLA. EIFD funds can be used to address homelessness, create new affordable housing, and support the tremendous infrastructure needs of DTLA.

CO-5-5

Finally, we think there is an important relationship between both the mobility benefits and funding/implementation strategies for the West Santa Ana Branch project, the Arts District/6th Street Station, and future extensions of the LA Streetcar project that create a robust regional and local transit network in this high-opportunity area. Connecting high-quality, accessible, surface-level

CO-5-6

transit like the LA Streetcar to Metro's regional high-capacity rail investments greatly increases the utility and visibility of both, complementary services. Extensions of the streetcar, though, are relatively low-cost compared to Metro's "light-" and "heavy-rail" systems, and can be completed near term to help "pioneer" increased housing development and tax-increment mechanisms that actually help fund future projects such as the West Santa Ana Branch project's final approach into DTLA. CO-5-6

We appreciate that Metro recognizes DTLA as a major economic opportunity engine, and for envisioning the ways that new infrastructure in DTLA can stoke this engine and meet Metro's strategic goals in the region. We look forward to continuing to work with Metro and local stakeholders on this exciting initiative. CO-5-7

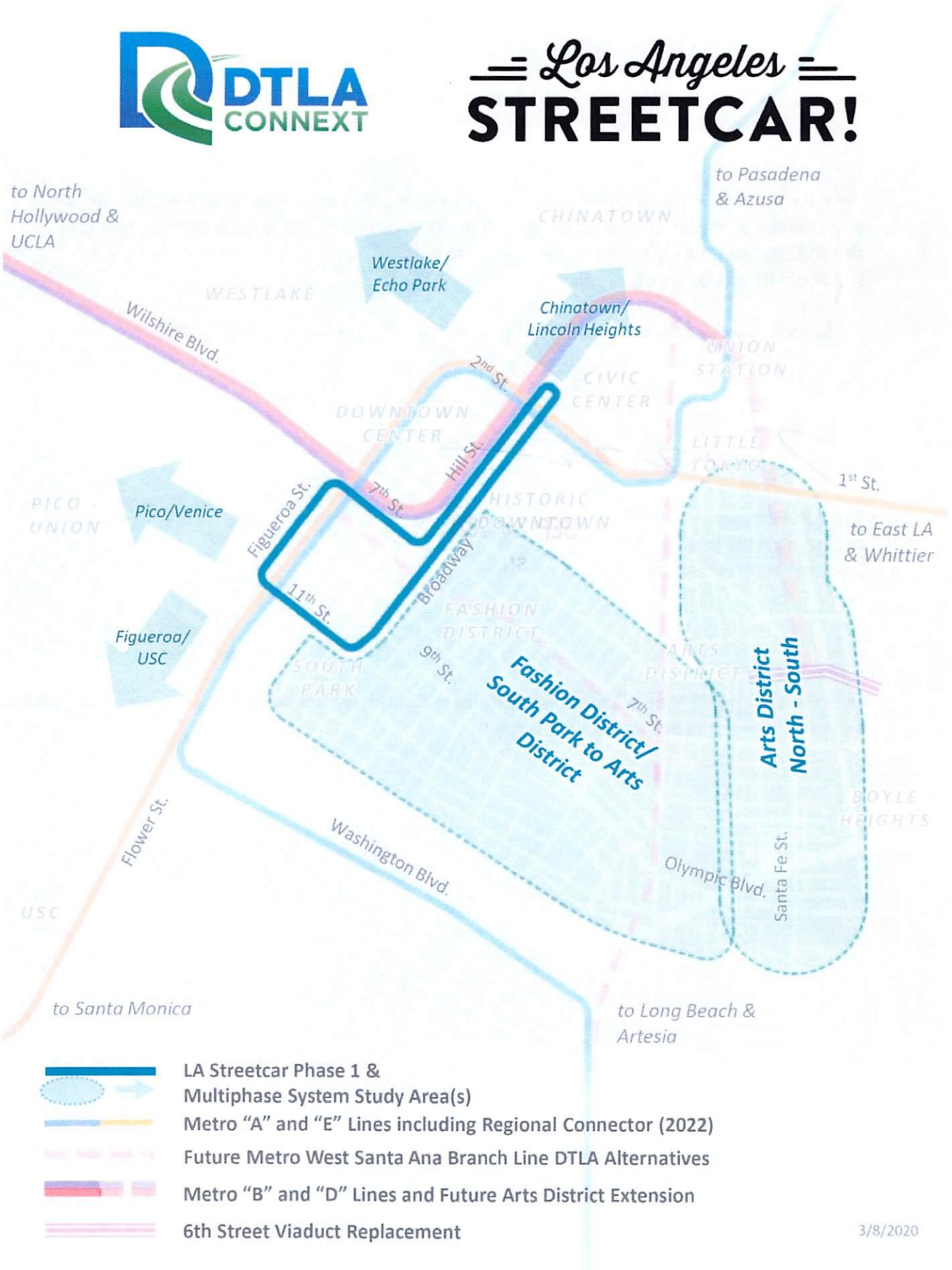
If you have any questions, please do not hesitate to contact me at (213) 626-5321.

Sincerely,

Steve Needleman
Chairman of the Board
Los Angeles Streetcar, Inc

SEP 28 2021
SN

LA Streetcar Project Map & Potential Multiphase Study Area including Arts District/6th St. Station and West Santa Ana Branch on next page.


DTLA CONNEXT
Los Angeles STREETCAR!
to North Hollywood & UCLA
to Pasadena & Azusa
Westlake/ Echo Park
Chinatown/ Lincoln Heights
Wilshire Blvd.
2nd St.
Hill St.
Figueroa St.
7th St.
1st St.
Pico/Venice
to East LA & Whittier
Broadway
11th St.
Figueroa/ USC
9th St.
Fashion District/ South Park to Arts District
Arts District North - South
Flower St.
Washington Blvd.
Olympic Blvd.
Santa Fe St.
to Santa Monica
to Long Beach & Artesia
LA Streetcar Phase 1 & Multiphase System Study Area(s)
Metro "A" and "E" Lines including Regional Connector (2022)
Future Metro West Santa Ana Branch Line DTLA Alternatives
Metro "B" and "D" Lines and Future Arts District Extension
6th Street Viaduct Replacement
3/8/2020

Los Angeles Streetcar, Inc (LASI) – CO-5

Comment ID	Response
CO-5-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
CO-5-2	As discussed in Chapter 5, Section 5.2 of the *West Santa Ana Branch Transit Corridor Project Final Growth-Inducing Impact Analysis Report* (Appendix DD of the Draft EIS/EIR), the potential indirect effects of the Project "would include the future planning and development of TODs surrounding the proposed station areas." Metro prepared the West Santa Ana Branch Transit-Oriented Development Strategic Implementation Plan to be used by local jurisdictions as a resource to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable, and safe areas for development in the project corridor. The projects identified in the comment, once operational, may contribute to Project ridership and associated reductions in vehicle miles traveled.
CO-5-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The LPA will provide connection to downtown LA via transfer at the Slauson/A Line Station to the A Line. At the time the travel forecasting was completed for the WSAB Project, the Los Angeles Streetcar was not included in the adopted long-range transportation plan. Because the two projects would not directly serve the same stations and because the streetcar's service area was forecast to be served by bus, inclusion of the streetcar in the travel forecasts would have had little effect on projections for LPA ridership.
CO-5-4	The commenter's support for Alternatives 1 and 2 has been noted. See response CR-GEN-1 regarding identification of the LPA and study of a future extension to LA Union Station. See response CR-GEN-7 regarding Alternative 2. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent communities and environmental justice communities. Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 will provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 and 2. The LPA will serve downtown via transfer at the Slauson/A Line Station to the A Line.
CO-5-5	The Draft EIS/EIR considered the potential for redevelopment in the corridor. Discussion of possible future changes in the station areas related to TOD is presented in the *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* (Appendix G of the Draft EIS/EIR) and the *West Santa Ana Branch Transit Corridor Project Final Growth-Inducing Impact Analysis Report* (Appendix DD of the Draft EIS/EIR). See responses to comments CO-5-2 and CO-5-4.
CO-5-6	The comment regarding mobility benefits is noted.
CO-5-7	See responses to comments CO-5-4 and CO-5-5.

Metro Community Advisory Council

At its September 23, 2021 meeting, the Metro CAC voted to advise Metro staff and the Board to fully environmentally study a build alternative which serves downtown Los Angeles to a level where it may be cleared if funding is available. CO-3-1

Metro Community Advisory Council – CO-3

Comment ID	Response
CO-3-1	See response CR-GEN-1 regarding identification of the LPA and study of future extension to LA Union Station. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. Based on discussions with the Federal Transit Administration, the Record of Decision will be issued on the financially feasible alternative. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Mura Community Association (Alexandria Garcia)

From: Alexandria Garcia <alexandria.garcia@seabreezemgmt.com>
Sent: Tuesday, September 28, 2021 11:35 AM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Dierking, Mark <DierkingM@metro.net>
Subject: Mura HOA Official Comment on WSAB
Importance: High

Good Morning!

Please see the attached letter containing Mura Community Association's opinions regarding the proposed WSAB location. CO-11-1

Thank you,



Alexandria Garcia, CMCA, AMS
General Manager
seabreezemgmt.com

Mura Community Association
(949) 672.9202
(949) 672.6302

629 Traction Ave. | Los Angeles, CA 90013

September 28, 2021

Meghna Khanna
Project Manager
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

To Meghna Khanna,

We the Mura HOA Board are writing to you to express our community's opposition to the West Santa Anna Branch project's Local Alternative 1. After surveying our community we have come to the conclusion that our residents overwhelmingly oppose[i] this local option and the optional local portal. CO-11-2

The Mura Homeowner Association is a diverse group of 190 households located at 629 Traction Ave. Los Angeles, CA 90013. Our building borders the proposed local portal location at the LADWP lot and is 1 block away from the proposed Local Alternative 1 route under Alameda Street.

Our residents have concerns including but not limited to the following:

1. Safety/Security
    - A local portal will bring increased foot traffic that will likely pass by our building on Rose St. and onto the bars that line Traction Ave. An influx of intoxicated visitors is a security concern for our residents on the 1st floor. CO-11-3
2. Pollution
    - Any heavy construction to build an underground metro line next to our homes will generate pollution and decrease our air quality. We live in close proximity and no amount of mitigation will prevent 100% of the airborne chemicals from affecting our residents. CO-11-4
3. Noise
    - Construction of local alternative 1 will create a large amount of noise for the neighboring communities like Mura and Savoy. CO-11-5
    - Increased foot traffic from a local portal will increase the noise issues we are already facing on weekend nights when large numbers of visitors come to the local bars. CO-11-6
4. Traffic/Access
    - The Mura and Savoy communities have had to deal with traffic caused by lane closures on Alameda St., 1st St, Temple St. and more for years due to the regional connector construction. New construction on Alameda would continue to inconvenience local residents for years to come. CO-11-7
    - Rose Street is the only ingress and egress to deeded parking spaces for Mura condo owners and tenants who park their vehicles in the Rose Street parking garage. Construction at the LADWP lot will negatively affect our resident's access. CO-11-8

Local Alternative 1 and a local portal would significantly reduce our quality of life. We urge Metro to select one of the other alternatives that will not create undue burden and hardship on our residents. CO-11-9

Thank You,
The Mura Board

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[i] *Our sentiment survey received 38% participation (72 / 190 units) and showed that 86% were in opposition. Full details available upon request.*

Mura Community Association – CO-11

Comment ID	Response
CO-11-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
CO-11-2	The commenter's opposition to Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. See response CR-GEN-6 regarding the proximity of the LPA to Little Tokyo.
CO-11-3	See response to comment CO-11-2. The Mura Community Association property is located at 629 Traction Avenue in Los Angeles, 90013, and the Savoy Community is located at 100 S. Alameda Street in Los Angeles, 90012, both in the Little Tokyo neighborhood. The northern terminus for the LPA will be at the Slauson/A Line Station located approximately 4 miles south of the Mura Community. The LPA does not include any alignment north of the Slauson Station.
CO-11-4	See responses to comments CO-11-2 and CO-11-3.
CO-11-5	See responses to comments CO-11-2 and CO-11-3.
CO-11-6	See responses to comments CO-11-2 and CO-11-3.
CO-11-7	See responses to comments CO-11-2 and CO-11-3.
CO-11-8	See responses to comments CO-11-2 and CO-11-3.
CO-11-9	See response to comment CO-11-2.

CO-4 Para Los Ninos (Luis Figueroa)

CO-4-1

para los niños
for the children

September 28, 2021

Meghna Khanna
Project Manager – METRO
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

SUPPORT – West Santa Ana Branch Transit Corridor (WSAB) – Transit Line to Union Station

Dear Meghna Khanna:

On behalf of Para Los Niños (PLN), I am pleased to submit this letter in support for the West Santa Ana Branch Transit Corridor (WSAB). Specifically, we want to elevate that the Downtown Los Angeles portion of the project move forward promptly. CO-4-2

Para Los Niños places education at the core of our mission to ensure our children, youth, and families can thrive. We operate seven Head Start preschool centers and three Charter Schools serving 1,100 low-income children (ages 6 weeks to 14 years), and we prepare another 2,000 youth (ages 14-24) annually for success in post-secondary education and the workforce with a focus on drop-out recovery and prevention. As we also emphasize the importance of strong family and community relationships, we offer a range of support services and community engagement opportunities to our children, youth and families. By addressing these factors of intellectual development and supportive environments, we build a strong foundation for children's success in school and in life. CO-4-3

Within the Downtown area, PLN operates 5 sites that serve over 3,200 students, youth, and families and serve the immediate neighborhoods of Skid Row, the Fashion/Garment Districts, and the Arts Districts. More specifically, our Charter Elementary School (TK – 5th grade) is located on 7th street and Alameda and serves over 300 students and their families. With the addition of the new stop, our students, families, and staff will have the access to reliable transportation to use to get work, school, and extracurricular activities.

We believe that this project has the potential to further help serve all of our families and the surrounding community by giving thousands of residents the opportunity to have accessible, affordable, and a reliable means of public transportation. More often than not, the families that we serve at PLN have to find alternatives methods of transportation to receive the resources they desperately need, but with this new project that will no longer be the case. PLN supports the transit line to Union Station and do not believe that the focus on improving access around Downtown be delayed further. CO-4-4

Thank you for you consideration.

Sincerely,

Drew Furedi
President & CEO
Para Los Niños

Para Los Niños – CO-4

Comment ID	Response
CO-4-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
CO-4-2	The commenter's support of the Project, specifically the alternatives with stations in downtown Los Angeles (Alternatives 1 and 2), has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of future extension to LA Union Station. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach Union Station. The LPA will serve downtown via transfer at the Slauson/A Line Station to the A Line.
CO-4-3	The magnitude of your operations is noted. See also response to comment CO-4-2.
CO-4-4	See responses to comments CO-4-2 and CO-4-3.

Santa Rosa de Cima Congregation

Improvements in every aspect, lack of restrooms, the restrooms for men and women need to be cleaner.Security - security guards - cameras.

CO-10-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: SANTA ROSA DE LIMA CONGREGACION

Domicilio: 5919 MALABAR ST- # 18

Télefono/Celular: 323- 974 5689

Correo Electrónico: AMAYALINDO2@MAIL-COM

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

MEJORAS EN TODO ASPECTO-
FACTA DE BAÑOS, HOMBRES Y DAMAS
MAS LIMPIEZA
SEGURIDAD - GUARDIAS SEGURIDAD - CAMARAS,

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

From: Violeta Alvarez <violetawest15@yahoo.com>
Sent: Tuesday, September 28, 2021 10:47 AM
To: Khanna, Meghna <KhannaM@metro.net>
Subject: Fwd: Comments collected

Good Morning
Please find the scanned documents from the community supporting the alternative to union station and little Tokyo
Have a Great Day
Violeta Alvarez

Santa Rosa de Cima Congregation – CO-10

Comment ID	Response
CO-10-1	The comment regarding public restroom facilities has been noted. Public restrooms are not proposed as part of the Project. See responses CR-SAF-1 regarding safety and security and CR-SAF-3 regarding security patrols and enforcement.

South Park Neighborhood Committee

Dear Ms Khanna,
This letter is in response to the proposed West Santa Ana Branch Transit Corridor (WSAB) project from L.A. County to Downtown Los Angeles. First, please allow me to introduce the South Park Neighborhood Committee (SPNC). We are a volunteer group of both board members and professional managers representing 15 unique residential buildings from the South Park District in Downtown Los Angeles. The committee represents residents of both high-rise condominiums as well as apartment houses. We are a strong voice for both homeowners as well as tenants. The committee meets once a month and electronically distributes a monthly newsletter each month to about 1800 residence email addresses within South Park.

CO-1-1

Even though the initiative may not take place until 2041, The South Park Committee has determined that there is value to have a connector from downtown L.A. to southern parts of Los Angeles County. The members of SPNC voted (unanimously) to support WSAB alternative 2, which has stops at 7th Street Metro station as well as routes connecting the South Park District to The Arts District. Our committee is happy to assist you and others in the planning and feedback of this positive Los Angeles transportation endeavor.

Sincerely,

The South Park Neighborhood Committee.

CC: Kevin de Leon, Los Angeles City Councilmember, 14th District

South Park Neighborhood Committee – CO-1

Comment ID	Response
CO-1-1	The commenter's support for Alternative 2 has been noted. See responses CR-GEN-1 regarding identification of the LPA and CR-GEN-7 regarding Alternative 2. Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. The Locally Preferred Alternative will provide connection to 7th Street/Metro Center and South Park via transfer at the Slauson/A Line Station to the A Line. With the completion of the Regional Connector, a connection to the Arts District will require walking or bus transfer from Little Tokyo. As noted in Section 2.5.2.7 in Chapter 2 of the Final EIS/EIR, opening of the Project for service is anticipated to occur in 2035.

CO-7
CO-7-1

Tokyo Village HOA

September 27, 2021

RE: West Santa Ana Branch EIS/EIR Public Review & Comment

Dear Metro Board Members,

My name is George Campos, Director of the Tokyo Villa, HOA. I am writing on behalf of the residents of Tokyo Villa. Tokyo Villa is a residential condominium complex with over 300 long-time residents/ owners. Tokyo Villa residents consist of many elderly individuals as well as families with children and babies. Tokyo Villa is located on 3rd and Alameda and will be directly affected by the West Santa Ana Branch light rail.

The residents of Tokyo Villa are very concerned about the noise, safety and hygiene problems that will occur if the optional Little Tokyo station will be built on Alameda Street between first and second street due to the West Santa Ana Branch's (WSAB) alternative 1 plan.

Without assurances from Metro that future problems in Little Tokyo will be remedied, the residents of Little Tokyo **will not support** a station to be built in Little Tokyo. Future problems envisioned by the residents are the increase of noise, criminal activities, homeless persons, and unsanitary conditions, brought forth from a WSAB light rail station.

CO-7-2

The residents are fully aware that when businesses close their stores and go home, the residents are left to deal with the problems. Hence, it is the residents that will be burdened with any problems 24 hours/7 days a week. Also, Tokyo Villa remembers that one of our elderly resident was killed because a homeless person pushed the resident from the Little Tokyo Arts District Metro Station unto the rail tracks. We have not forgotten this horrific tragedy that occurred to the Little Tokyo Community.

CO-7-3

If it is decided by Metro that the WSAB line's destination be Union Station and that a Little Tokyo station be built, the residents of Little Tokyo suggests that:

CO-7-4

1. A **permanent LAPD or Metro Police Station be built on site** of the proposed Little Tokyo station to combat any criminal activity and help prevent any future problems with homeless persons.
2. A **residential interruption fund be established** to help residents minimize the noise and disturbances caused by the WSAB construction on Alameda Street. Many elderly, families with babies that stay at home and individuals that work from home would be directly affected by the pollution and loud noise levels. Payment for mitigation actions such as installing double pane windows should be implemented.

CO-7-5

3. The **entrance to the WSAB Meto line be built on the regional connector plaza** rather than the proposed Office Depot site or the DWP location. This will ensure that the entrances will be as far away

CO-7-6

as possible from the condominiums of not only Tokyo Villa, but also, Savoy and Mura safeguarding the quiet enjoyment of the residents. In addition, this will save Metro the cost of buying the DWP property and acquiring a parcel of the Office Depot. And finally, CO-7-6

4. **Restroom facilities be built** either:

   a. In the Little Tokyo Station, in close proximity to the law enforcement station mentioned in number 1 above, or

   b. Establish a dedicated train car equipped with restroom facilities. CO-7-7

Tokyo Villa believes that more people will be inclined to use the Metro trains if they are safe and clean.

Without the guarantee from the Metro Board that the recommendations mentioned above be implemented, or if the Metro Board determines that the above recommendations will not be realized, then the residents of Tokyo Villa would prefer that no station be built in Little Tokyo (Alternative 1 with no station, option 1) or that the WSAB Metro Line not run through Little Tokyo via Alameda, but rather, it travels from Pioneer Station in Artesia to the 7th St/Metro Center Station (Alternative 2). CO-7-8

Sincerely,

George Campos

George Campos
Director, Tokyo Villa HOA

Tokyo Village HOA – CO-7

Comment ID	Response
CO-7-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
CO-7-2	The commenter's concerns regarding Alternative 1 have been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. See response CR-GEN-6 regarding the proximity of the LPA to Little Tokyo.
CO-7-3	See response to CO-7-2.
CO-7-4	See response to comment CO-7-2.
CO-7-5	See response to comment CO-7-2.
CO-7-6	See response to comment CO-7-2.
CO-7-7	See response to comment CO-7-2. Public restrooms are not proposed as part of the Project, either at stations or on train cars.
CO-7-8	See response to comment CO-7-2.

Trust for Public Land (Robin Mark)

METRO must consider options to underground the parking lots proposed for the line. Large, surface level parking lots increase urban heat, increase stormwater runoff and take up valuable space needed for affordable housing and parks. Surface parking lots are a poor use for publicly owned land. CO-9-1

The proposed parking structure should comply with the pedestrian orientation of Pioneer Boulevard, consistent with the City's General Plan objectives and policies for Pioneer Boulevard. The parking structure's design should include commercial tenant space at the ground level on the Pioneer Boulevard frontage for commercial uses. The City should have exclusive control of the commercial tenant spaces. The space should be conditioned and designed to allow for restaurant uses (e.g., ceiling heights that allow for restaurant HVAC equipment) in addition to general commercial uses. The Pioneer frontage of the proposed structure should be consistent with the pedestrian feel of surrounding development and consistent with the General Plan policies outlined below. This information should be within the WSAB DEIS/DEIR. The City requests operational and maintenance control of the parking structure either by itself or through a corridor-wide parking authority to be established with station cities, which should be incorporated into the Master Cooperative Agreement between Metro and the City of Artesia. CO-9-2

Trust for Public Land – CO-9

Comment ID	Response
CO-9-1	The commenter's preference for underground parking lots has been noted. The evaluation of land use in Chapter 4, Section 4.1.3 of the Draft EIS/EIR states that the surface parking facility sites at the Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, and Bellflower Station will be generally located on sites with industrial, manufacturing, or commercial uses and will be generally compatible with the surrounding land uses. Impacts to water resources from the Project, inclusive of parking facilities, are evaluated in Chapter 4, Section 4.11 of the Draft EIS/EIR, which concludes that operation and maintenance of the Project will not result in adverse effects to water resources. Section 4.11.3.1 in the Draft EIS/EIR includes site design and low impact development stormwater best management practices (BMPs) that will maintain pre-development flow volumes, peak flow rates, and times of concentration. These BMPs will avoid and minimize adverse effects to the project area. Therefore, implementation of the Locally Preferred Alternative will not result in adverse effects to hydrology and water bodies.
CO-9-2	Metro has coordinated the design of the parking structure at the Pioneer Station with the City of Artesia. Specifically, Metro previously held meetings with the City of Artesia, and the parking structure design was discussed at a January 28, 2020, meeting with the city. Additionally, Metro sent a letter to the City of Artesia dated May 12, 2020, with a revised parking structure design in response to the city's comments. The structure was extended closer to the Pioneer Station platform, and the ground floor was designed to not preclude future development considerations. Since circulation of the Draft EIS/EIR, the design of the parking structure has been further refined in coordination with the City of Artesia. The refinements include modifying the entrance to the Pioneer Station parking structure to align with Solana Place and shifting the structure north to provide alley egress, which resulted in an additional level on the Pioneer parking structure to maintain the number of parking spaces identified in the Draft EIS/EIR.

CO-2

UNITE HERE Local 11 (Austin Lynch)

From: Austin Lynch [alynch@unitehere11.org]
Sent: 8/8/2021, 10:15 AM
To: wsab@metro.net
Subject: Bellflower bike path

Good morning,
My family would like to know what will happen with the Bellflower Bike Path during and after construction of the WSAB. What can you tell me?

Thanks

--
Austin Lynch
Organizing Director
UNITE HERE Local 11

CO-2-1

UNITE HERE Local 11 – CO-2

Comment ID	Response
CO-2-1	As stated in Chapter 4, Section 4.19.3.1, of the Draft EIS/EIR, construction may result in detoured segments of the Bellflower Bike Trail. Signage will be provided to clearly mark detours as part of Mitigation Measure COM-1, Construction Outreach Plan. Following construction, the bike path detours will be returned to preconstruction conditions. The segment of the bike trail from Lakewood Boulevard to Clark Avenue will require reconfiguration to accommodate the Locally Preferred Alternative. East of Bellflower Boulevard, the Bellflower Bike Trail will be realigned to the south side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the Pacific Electric Right-of-Way (PEROW). South of Woodruff Avenue, the Bellflower Bike Trail will be realigned along the north side of the PEROW. As stated in Chapter 4, Section 4.16 of the Draft EIS/EIR, under the subheading "Bike Facilities," the reconfiguration will maintain connectivity with other segments of the Bellflower Bike Trail and Paramount Bike Trail and access will be preserved.

IMPROVEMENT DISTRICTS AND JOINT POWERS AUTHORITIES

ID-2
ID-2-1

Central City Association (Clara Karger)

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

September 27, 2021

Meghna Khanna
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Re: **Draft Environmental Impact Report – West Santa Ana Branch Transit Corridor Project**

Dear Ms. Khanna,

Established in 1924, Central City Association (CCA) is committed to advancing policies and projects that enhance Downtown Los Angeles' vibrancy and increase opportunity in the Los Angeles region. As the mobility hub of the region, Downtown welcomes continued improvements like the West Santa Ana Branch (WSAB) light rail that will help our region become more environmentally sustainable and increase access to good jobs, housing and rich cultural resources located in Downtown. For these reasons, **we strongly support the WSAB connecting to Downtown via either Alternative 1 (LA Union Station to Pioneer Station with a Little Tokyo Station) or Alternative 2 (7th St./Metro Center to Pioneer Station). World class cities with successful transit networks are rooted in their transit-rich urban cores; therefore, we do not support Alternatives 3 or 4 which would not add new transit stations in Downtown.** ID-2-2

A Downtown terminus provides the greatest benefits to communities and the region.

The goal of this project is to connect southeast LA County's "Gateway Cities" to Downtown Los Angeles via public transit. The Gateway Cities currently rely on regional bus service as the only public transportation. This is concerning as the existing bus system will continue to be overburdened and not meet consumer needs as population in this area increases. Limited transportation options will impact County residents' access to new economic opportunities as Downtown is expected to add 55,000 new jobs and 100,000 new housing units over the next two decades. ID-2-3

Alternatives 1 and 2 would deliver the highest level of mobility and connectivity to communities in the project areas, the greatest economic benefits per year ($6.6M and $7.6M, respectively), and provide the greatest reduction of emissions and greenhouse gasses compared with Alternatives 3 and 4.[1] In addition to economic benefits for Metro riders, communities in the studied project area, which includes Artesia, Bellflower, Downey, South Gate, Cudahy, Bell, Huntington Park and Downtown Los Angeles, would have increased access to historic neighborhoods like Little Tokyo, the Theater District, Chinatown and Olvera Street along with cultural and entertainment attractions like L.A. LIVE and Staples Center, Banc of California Stadium, Walt Disney Concert Hall, The Broad and much more. ID-2-4

Neighborhoods in eastern portions of Downtown need access to quality public transit.

Downtown is the most welcoming place in Los Angeles for dense, sustainable housing. We expect the city center's residential population to surpass 200,000 residents by 2040. Alternative 1 would serve the Arts and Industrial Districts as well as Little Tokyo and connect to Union Station. Alternative 2 would serve the Arts, Industrial and Fashion Districts and South Park neighborhood. Given our region's serious housing crisis, these neighborhoods are exactly where we should be expanding our transit network to support new housing in walkable areas that don't require residents to have personal vehicles. The WSAB can help sustainably alleviate the region's housing crisis while supporting improved mobility within the eastern portions of Downtown that currently lack access to Metro's rail system. ID-2-5

[1] West Santa Ana Branch Transit Corridor Draft EIS/EIR: Executive Summary, p. 85

626 Wilshire Blvd., Suite 850, Los Angeles, CA 90017
213.624.1213 | ccala.org
ID-JPA-1

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

We appreciate the Metro project team's continued work on this project. Thank you for your consideration.

Sincerely,

Jessica Lall
President & CEO

Cc: Metro Chair Hilda Solis, Metro Board of Directors & LA County Board of Supervisors, District 1
Mayor Eric Garcetti, City of Los Angeles
Councilmember Kevin de León, Council District 14
Supervisor Holly Mitchell, Metro Board of Directors & LA County Board of Supervisors, District 2

626 Wilshire Blvd., Suite 850, Los Angeles, CA 90017
213.624.1213 | ccala.org
ID-JPA-2

Central City Association – ID-2

Comment ID	Response
ID-2-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
ID-2-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. See response CR-GEN-7 regarding Alternative 2. A financially constrained funding plan is currently available only for the Slauson/A Line to Pioneer Segment. The LPA will serve downtown via transfer at the Slauson/A Line Station to the A Line.
ID-2-3	See response to comment ID-2-2. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2.
ID-2-4	See response to comments ID-2-2 and ID-2-3.
ID-2-5	See response to comments ID-2-2 and ID-2-3.

JPA-1
JPA-1-1

Eco-Rapid Transit (Michael R Kodama)

From: Michael R Kodama <mkodama@eco-rapid.org>
Sent: Saturday, September 25, 2021 3:28 PM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Dierking, Mark <DierkingM@metro.net>; Ali Sajjad <alisajjad50@gmail.com>; Ali Sajjad Taj <ataj@cityofartesia.us>; sashton@downeyca.org; William Rawlings <WRawlings@cityofartesia.us>; 'Melissa Burke' <mburke@cityofartesia.us>; Karen Heit <kheit@gatewaycog.org>; Ricardo Reyes <RReyes@hpca.gov>; Raul Alvarez <RAlvarez@hpca.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; De La Loza, James <DelalozaJ@metro.net>; Mieger, David <MiegerD@metro.net>; kmacias@hpca.gov
Subject: Eco-Rapid Transit - WSAB Transit Corridor Draft EIS/EIR Comments

Meghna,

On behalf of Eco-Rapid Transit, here are our WSAB Transit Corridor Draft EIS EIR comments. The Eco-Rapid Transit Board of Directors unanimously supports Alternative 1, Design Option 2 – a one seat ride from Artesia to Union Station with a stop in Little Tokyo.

JPA-1-2

We know it is a difficult job and appreciate all your efforts at Metro. Let me know if you have any questions.

Michael R. Kodama
Executive Director
Eco-Rapid Transit
16401 Paramount Boulevard
Paramount CA 90723

Phone: 562 663-6850
Fax: 562 634-8216

ID-JPA-4

Cell: 818 468-8593

mkodama@eco-rapid.org
Website: www.eco-rapid.org

Orangeline Development Authority

ECO-RAPID TRANSIT

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

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

Chair
Ali Sajjad Taj
Council Member
City of Artesia

Vice-Chair
Sean Ashton
Councilmember
City of Downey

Secretary
Vrej Agajanian
Councilmember
City of Glendale

Treasurer
Jose R. Gonzalez
Mayor
City of Cudahy

Internal Auditor
Alejandra Cortez
Councilmember
City of Bell Gardens

Executive Director
Michael R. Kodama

General Counsel
Matthew T. Summers

Ex-Officio
William Rawlings
City Manager Representative

September 25, 2021

Ms. Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 88-22-7
Los Angeles CA 90012

Re: Comments West Santa Ana Branch Transit Corridor Draft Environmental Impact Statement/Environmental Impact Report

Ms. Khanna,

Section 1 – Support Alternative 1, Design Option 2

Eco-Rapid Transit has reviewed the West Santa Ana Branch (WSAB) Transit Corridor Draft Environmental Impact Report/Statement and **unanimously supports the selection of Alternative 1** (Los Angeles Union Station to Pioneer Station) and **Design Option 2** (Addition of Little Tokyo Station). The Eco-Rapid Transit Board of Directors strongly believes that working together with the Los Angeles County Metropolitan Transportation Authority (Metro) and our elected representatives, we can obtain funding to build this line in an equitable, sustainable and responsible manner. Our communities were strong supporters of Measures R and M transportation sales tax measures that are being used by Metro to fund the local portion of the WSAB light rail project. JPA-1-3

As much as we support the project, our cities - especially after the COVID-19 impact on local brick and mortar retail businesses and the subsequent loss of sales tax revenues - do not have the financial means to provide the 3% local match within the required 5-year period. We ask that Metro work with the cities to reduce the amount of local contribution and on identifying non city general fund revenue that can be utilized to satisfy this requirement. Additionally, Eco-Rapid Transit requests that the existing 5-year time frame be extended through the life of the project and that the cities located in the southeast Los Angeles only be required to pay its fair share of the 3% local contribution for the operating segment that directly benefits the Gateway Cities region from Artesia to Slauson. JPA-1-4

Eco-Rapid Transit recognizes the importance of balancing the *need* to create a high-quality sustainable light rail transit line that can provide 100 years of service with the *cost*. We appreciate the challenge of obtaining sufficient funding to build this project. For our communities, this is also a question of fairness and equity. As a region comprised of Environmental Justice communities that are adversely impacted by environmental and socioeconomic factors which affect the health, environment and quality of life of the local resident on a regular basis, we expect to be treated fairly and given the same consideration as past Metro projects serving other more affluent areas of Los Angeles County. As a **Justice40** project, under the President Biden administration, we recognize the importance of moving forward quickly together to be able to secure the federal funding necessary to complete this environmentally friendly, sustainable and equitable transit project. To help ensure eligibility for this funding the Locally Preferred Alternative should be Alternative 1, Design Option 2 so that the entire line, all possible phases, has a CERTIFIED environmental analysis completed prior to availability of funds. JPA-1-5

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

City of Artesia

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City of Bell Gardens

City of Cerritos

City of Cudahy

City of Downey

City of Glendale

City of Huntington Park

City of Maywood

City of Paramount

City of South Gate

Burbank-Glendale-Pasadena Airport Authority

Chair

Ali Sajjad Taj
Council Member
City of Artesia

Vice-Chair

Sean Ashton
Councilmember
City of Downey

Secretary

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City of Glendale

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Jose R. Gonzalez
Mayor
City of Cudahy

Internal Auditor

Alejandra Cortez
Councilmember
City of Bell Gardens

Executive Director
Michael R. Kodama

General Counsel
Matthew T. Summers

Ex-Officio
William Rawlings
City Manager Representative

Section 2 – Eco-Rapid Transit

Eco-Rapid Transit, also known as the Orangeline Development Authority (OLDA), has been the leading advocate for the WSAB project. Eco-Rapid Transit consists of 12 members including the cities of Artesia, Bell, Bell Gardens, Cerritos, Cudahy, Downey, Glendale, Huntington Park, Maywood, Paramount, South Gate and the Burbank Glendale Pasadena Airport Authority. Since 2002, the members have consistently supported a one seat ride to Union Station (Alternative 1) because of the regional connectivity of a one-seat trip, resulting in a superior vehicle miles traveled (VMT) reduction and resulting in high transit ridership under this Draft EIR/EIS alternatives analysis. Eco-Rapid Transit supports Design Option 2 because it connects our residents to important jobs and activity centers providing direct access to key downtown destinations and beyond to East Los Angeles and eventually Whittier, simultaneously connecting residents from those areas to the job rich industries in Gateway Cities. JPA-1-6 JPA-1-7

Through the leadership of the Eco-Rapid Transit Board of Directors, the WSAB was funded as part of Measure R and Measure M. In the 1980's former Los Angeles County Supervisor Don Knabe, (at the time a Cerritos City Councilmember) proposed a rail line along the West Santa Ana Branch. Since then, Eco-Rapid Transit was formed and then collaborated with Congressmember Alan Lowenthal (then a California State Senator to secure initial funding in Measure R, actively participated in and selected the initial stations in the SCAG Alternative Analysis, contributed to the Metro Technical Refinement Analysis and partnered with Gateway Cities COG to secure Metro funding as part of the 2016 Measure M local transportation sales tax. It must be remembered that together with Gateway Cities COG, we opposed Measure M until Eric Garcetti, Metro Chair and then Metro Board of Directors agreed to accelerate the Measure M funding allocation from FY 2041 to 2028 as part of a public private partnership. Eco-Rapid Transit pledges to continue to partner with Metro to seek and secure financial options to help Metro keep their promise to our communities. This promise includes partnering on federal and state funding requests to build this project in a timely manner using Public Private Partnerships, bonding, financing, and other funding options to complete the project from Artesia to Union Station by 2028. JPA-1-8

Section 3 – Eco-Rapid Transit Recommendations

Eco-Rapid Transit, believes the federal and state environmental laws were created to help and protect the health of our communities and concurs with Metro about the purpose and need for the project. Eco-Rapid Transit supports the goals identified in the Draft EIR/EIS as well as the study area identified in the Executive Summary and in Chapter One of the Draft EIR/EIS. However, Eco-Rapid Transit, having worked with SCAG, Metro and the communities through a number of previous studies, does not want to limit the construction of the transit corridor to funds on hand and has the following specific recommendations and comments on the EIR/EIS that support the development of a transit line that is sustainable-environmentally and economically, equitable and creates healthy, vibrant and prosperous communities. We believe addressing our concerns will promote the following values, consistent with NEPA and JPA-1-9

CEQA laws, as well as the goals of the project. Therefore, Metro should select the project that will:

- Protect the communities and their sensitive land uses from Potential Significant Environmental Impacts. JPA-1-9
- Maximize Economic and Community Development opportunities and not preclude them by construction design. JPA-1-10
- Maximize opportunities for current local businesses and residents to thrive and not be displaced.
- Maximize Local, State, and Federal funding opportunities with environmental certification of a phased project, acknowledging the possible need for supplemental environmental documents for detailed aspects of each phase. JPA-1-11
- Recognize the real impacts and create, implement and monitor mitigation measures that effectively reduce potential adverse impacts to a level of insignificance during construction and following the project completion. JPA-1-12
- Build a quality, state of the art, regional transportation line JPA-1-13
- Minimize construction impacts including, but not limited to, traffic impacts associated with the diversion of tractor trailers and passenger vehicles onto secondary arterial and residential streets as well as additional construction impacts discussed below. JPA-1-14
- Plan for Safety and Security of system during project construction, anticipated future development surrounding the route, and operations through the deployment of video technology at station locations used to supplement local law enforcement. JPA-1-15
- Minimize Noise, Vibrations and the generation of particulate matter from constriction and brake dust for all sensitive land uses, receptors and businesses with sensitive receptivity. JPA-1-16
- Analyze housing, community development and recreational opportunities at staging and parking sites for the project. JPA-1-17
- Promote and provide connections to other modes of transportation along the route including bike and pedestrian trails as identified in local bike plans and existing walking trails and providing adequate parking for residents and workers connecting to transit. JPA-1-18
- Analyze potential climate adaptation strategies that promote compatibility of the project with climate change over time. JPA-1-19
- Provide adequate parking to support station location on site and/by way of satellite parking structures supporting both transit and local businesses. JPA-1-20

Section 4 – Additional Eco-Rapid Transit Specific Recommendations: JPA-1-21

Eco-Rapid Transit has specific comments that it suggests need to be addressed to meet the community and system needs as required by environmental law:

1. Bell Gardens and Maywood should be included in all analysis as identified in the WSAB Transit Corridor Study Area map and the analysis in pages 1-4, 1-6 and 1-7. The EIR/EIS needs to include connectivity from the WSAB stations to Bell Gardens and Maywood. Both communities need to be included in first

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mile/last mile analysis as described in the FTA/Metro/Eco-Rapid Transit/South Gate TOD SIP. JPA-1-21

2. Impacts to the commercial corridors and businesses require a more robust mitigation program. The corridor is home to three unique historic main streets: Pacific, Bellflower and Pioneer Boulevards. Each will have significant impacts during construction that will need to be mitigated through a business interruption fund. Addition mitigation measures should be developed and implemented to effectively render potential impacts to a level of insignificance at regional shopping centers including, but not limited to, the Los Cerritos Center, Azalea and the Cerritos Auto Square during construction. It should be applied in station areas and along the entire corridor. The mitigations outlined in COM-1, Pg. 4-632 and Appendix CC are insufficient to support these business districts and help them thrive long enough to welcome new business once the line is opened. For example, allocate funding and technical expertise for a community-based marketing, branding and outreach initiative similar to Go Little Tokyo, that is specific to unique main streets such as Pacific Boulevard in Huntington Park, to support local businesses during the construction period. Create programs with the local businesses to support them including similar to the Crenshaw/LAX transit Corridor Community Benefits Program. JPA-1-22

3. Similarly, as stated in the Draft EIR/S, large portions of the project are in heavily industrial areas. Manufacturing and distributing goods mean there is significant goods movement throughout the street system by way of large tractor trailers. The impacts to the movement of goods will result in the diversion of tractor trailers onto adjacent arterial and residential streets that are not designated for such traffic there by resulting the adverse traffic impacts that are not addressed. Additionally, changes to the streets, freeway access, turns all affect truck traffic—their ability to move through the area and the time it takes for them to travel through the impacted Study Area must be analyzed in greater detail. There needs to be discussions with local municipalities about designating alternative truck routes so as to minimize impacts to the respective communities and local businesses to ensure their needs are met during construction and after operations commence. JPA-1-23

4. Additionally, in Appendix CC, 5-12 it states that one of the consequences of construction will be the relocation of businesses to other parts of the county. Businesses thrive in areas where resources and labor are available and where their customer base exists. Just because there may be buildings that can house a business elsewhere, does not mean that the subject business should be relocated outside of the jurisdiction nor that they can survive in that new location. A specific business relocation plan needs to be developed that requires businesses to be relocated within the original jurisdiction, to the extent that is feasible. If such an option is determined infeasible, then a market analysis should be conducted to determine the most suitable JPA-1-24

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relocation property. Loss of businesses means the loss of jobs and potential sales tax revenue for the local municipality. This is an especially difficult impact for this EJ area. Part of the mitigation plan should include local worker hiring and training as well as a plan to utilize local minority business enterprises. JPA-1-24 JPA-1-25

5. Metro should conduct an objective feasibility assessment, as requested during the Initial Study, comparing above grade and below grade options at 183rd Street and Gridley Road located in the cities of Cerritos and Artesia. The assessment should examine engineering, design and cost factors as part of this analysis. This should be an open process with concurrence and participation from Gateway Cities COG, Eco-Rapid Transit and the cities of Artesia and Cerritos. JPA-1-26

6. Eco-Rapid Transit supports options, previously discussed publicly, for the potential development of two future stations: (1) at the Rio Hondo Confluence, and (2) in Cerritos between Studebaker and Gridley. While we understand the difficulty of including these stations in the current analysis, we do believe that the current design and analysis must not preclude the potential for these stations to exist in the future. Accordingly, Eco-Rapid Transit request that an environmental assessment be prepared as a supplement to the WSAB EIR/S in order for the Rio Hondo Confluence and Cerritos stations to exist at the discretion of the respective local municipalities. JPA-1-27

7. Addressing issues of handicapped accessibility, visual blight, neighborhood barriers and sound, Metro should look at new technologies that improve the sustainability and lessen the environmental impact of the transit project, including assessing a low floor vehicle option, wireless charging/electric generation and high resilient rail fasteners. With the exception of Baltimore and LA Metro, all of the other light rail transit systems in the United States and Canada operate low floor vehicles. Since the WSAB line is not proposed to be interconnected with any other Metro light rail lines, this line could use newer technologies without interfering with the existing system. Additionally, throughout the world transit is switching to more energy efficient and sustainable models including electricity generating braking with station charging, which lowers the cost of operations, reduces the number of electric substations required along the route and may provide sufficient electricity to power the station areas themselves. This also would eliminate the need for the catenary system, reducing visual blight and costs. JPA-1-28

8. Declaring that the entire line is an Environmental Justice (EJ) Corridor, so any negative impact is not of significance, since the entire corridor is treated the same, is an oversimplification of facts and a misreading of FTA's EJ rules. The development of this corridor should be provided the same amenities as other JPA-1-29

transit corridors that are not considered EJ. The entire WSAB Transit Corridor Study Area (as illustrated in Figure S-1. WSAB Transit Corridor Study Area) should be analyzed as an Environmental Justice (EJ) Corridor. Metro's own goals for working with EJ communities is to strengthen the networks and create opportunities for the EJ communities to work with Metro for their improvement. This "study" does the opposite of the goal. It does not recognize that a community is designated an EJ community because it has significant environmental issues. Every impact in an EJ community that negatively changes the environment is significant. JPA-1-29

9. FTA and DOT's guiding EJ principles include: the desire to avoid, minimize or mitigate disproportionally high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations. Doing so will help prevent the denial of, reduction in, or delay in the receipt of benefits by minority and low-income populations. The current EJ analysis and lack of adequate mitigations does not accomplish this identified principle. JPA-1-30

10. Housing is a critical issue for Los Angeles County. The county cannot afford to lose a single residence. Where it is necessary to acquire residential property to construct this transit line, it is also critical to recognize these lost housing units cannot just be lost. One cannot agree with the statement on 4-35 that "there is sufficient replacement housing" in the county. Additionally, this section 4.3 also states the number of occupants incorrectly. The density of individual's living in this area is the highest in the county. Due to the cost of housing, there often is more than one family living in a single-family residence. The housing lost should be replaced by comparable housing types and affordability. This section additionally, like many other sections of the Draft EIR/S makes reference to Metro policies without providing a link to them, so it is very difficult if not impossible to evaluate the fairness to an individual being impacted by property acquisition. JPA-1-31

11. Housing that loses its backyards may be able to exist, depending on the amount of private space lost, the loss of open space (4.3) also creates negative impacts on residents. These communities are park poor. Removing the backyards further impacts the requirement for private open space. Similarly, removing trees, that help reduce the heat island effect in urbanized areas and create more livable neighborhoods adversely changes its character. Several of the cities have been working hard to plant trees to improve air quality and address climate adaptation in their communities. It is recommended that each tree removed, be replaced with two comparable trees deemed most suitable for the placement with corresponding upkeep until such trees are fully established. It is important for the communities and will help mitigate the corridor's impact on the environment. JPA-1-32

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12. Metro should work with Eco-Rapid Transit, Gateway Cities COG and the Gateway Cities City Manager Technical Advisory Committee (TAC) to expand the definition of the local 3% contribution to Include the planning and projects of cities that they have undertaken in anticipation of the development of this line. Cities and government agencies have been working together for over 20 years in anticipation of this project as evidenced by Caltrans improvements on the I-105-Freeway as well as related improvements along the corridor completed by local municipalities that support the WSAB. These planning and implementation costs incurred by cities should be included in calculating the local 3% funding contribution. An additional issue of fairness and equity is that Gateway Cities should only pay the 3% local contribution for the portion of the line directly adjacent to Gateway Cities. The City of Los Angeles should cover the Los Angeles portion of the line. An example of how this was done in the past is illustrated in the example of Inglewood and Los Angeles along the Crenshaw Line. JPA-1-33

13. Whichever Maintenance and Storage Facility is chosen, it needs to be developed in a manner to reduce the impacts on the surrounding neighborhoods. This includes a landscape buffer, rails and connectors that reduce sound, quieter signals and sound proofing of maintenance building to reduce overnight sound. JPA-1-34 Earlier discussions with the Metro Maintenance Supervisor also indicated possibilities of joint recreation development of the site. Metro staff presentations have included pictures of the Santa Monica Maintenance Facility, yet the EIR/S says the improvements pictured – landscape buffering, parklike land, etc., will not be done at this facility. This is misleading. JPA-1-35 The WSAB Maintenance and Storage Facility (MSF) is adjacent to housing and commercial businesses and should include every mitigation that the Santa Monica Maintenance facility received. In both cases the proposed MSF facilities would be situated on open space that was used as a community gathering space. These are important community assets that will be a significant loss.

14. During Metro's public hearings and community meetings an estimate for cost of the Staff Preferred Alternative was shown to the public. It was primarily made up of Measure M funding that has already been secured and this prior identification of funds was used largely to justify choosing Alternative 3 as the Staff Preferred Alternative. Focusing solely on funding that Metro already has identified for the project not only locks in a lesser transit project but it eliminates the potential for Metro and/or other municipalities or entities to secure money for additional phases of the project that do not yet have identified funds as well as possible TOD and recreational opportunities that may only be feasible if they are included in the Locally Preferred Alternative analysis. For example, if housing funding was used to acquire some of the staging properties identified for the project with the commitment that the land would be used for residential purposes after construction then JPA-1-36

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transportation funding that must be used only for transportation purposes would be freed up to be used for other amenities and transportation features along the line. Another example could be if all identified (and potential satellite) parking sites were made into parking structures with recreational facilities on the top of the structure, transportation money could be combined with funding for recreational facilities to assist with acquisition of sites and promote recreation that could be accessed through transit. JPA-1-36

The following comments have been prepared by Eco-Rapid Transit in accordance with the National Environmental protection Agency (NEPA) and California Environmental Quality Action (CEQA) law to effectively reduce any potential adverse impacts associated with the Metro-proposed WSAB project to a level of insignificance.

The following are specific comments by Section and Page. JPA-1-37

Executive Summary

S-3 – Eco-Rapid Transit supports Alternative 1 (Los Angeles to Pioneer Station) and Design Option 2 (Addition of Little Tokyo Station)

Purpose and Need

1-3 Eco-Rapid Transit concurs with Metro's assessment regarding project need. The corridor has: JPA-1-38

- High population and employment densities
- High number of transit dependents
- Environmental justice communities along most of the corridor from Little Tokyo through most of Gateway Cities.
- Significant goods movement activities along the entire corridor
- Significant increases expected in travel demand
- Operates with a constrained freeway and arterial system
- Limited travel options
- Limited connections to the Metro and Regional Rail System
- Limited Transit investment

The West Santa Ana Branch light rail transit project supports a high number of environmental just communities and rights a wrong that should have been addressed many years ago. JPA-1-39

Page 1-4 Eco-Rapid Transit concurs with Metro's Project Goals: JPA-1-40

- Goal 1: Provide Mobility Improvements
- Goal 2: Support Local and Regional Lan Use Plans and Policies
- Goal 3: Minimize Environmental Impacts
- Goal 4: Improve Cost Effectiveness and Financial Feasibility
- Goal 5: Promote Equity

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Page 1-4, 1-6 and 1-7 – Eco-Rapid Transit concurs with Metro's identification of the existing study area. The EIR/S changes the boundaries of the Project Area from 50' to 1 mile, without a real explanation as to why the impacts would change to a smaller area, especially during construction. JPA-1-41

On page 1-5, Section 1.3.1, Metro identifies the cities of Maywood, Huntington Park, Cudahy, Bell Gardens and South Gate as multifamily neighborhoods. Eco-Rapid Transit believes that the City of Bell should also be included on this list. JPA-1-42

Eco-Rapid Transit concurs with Metro that the study area maps on page 1-6 and 1-7 identifies the study area and shows significant population and employment density in the corridor. JPA-1-43

Page 1-9, Figure 1-4 Activity Centers - The figure and analysis are missing important activity centers in the corridor such as Pacific Boulevard in Huntington Park, Bicycle Hotel and Casino in Bell Gardens, the Columbia Memorial Space Center in Downey and River LA recreation area along the Los Angeles River. JPA-1-44

Alternatives Considered/Project Description

Page 2-15, Figure 2-2 – Eco-Rapid Transit appreciates the inclusion of High-Speed Rail from Burbank Airport to Union Station and the Link Union Station Project. Is the LA Streetcar project included in the analysis? This could potentially connect Broadway, 7th/Metro and 7th/Alameda together and provide Downtown Los Angeles connectivity with a proposed Alternative 1 alignment to Union Station. JPA-1-45

Transportation

Page 3-72 When was the parking study conducted? Parking analysis conducted as part of the Near-Term Scope and Metro TOD SIP seems to be missing. There is a conflict between this study, prior studies and experience. Additional parking study to determine accurate parking demand is needed. JPA-1-46

Metro also needs to analyze the potential for joint development opportunities for all parking sites, the potential for satellite parking sites, and amenities for parking (and TOD development) using the Metro/Eco-Rapid Transit report, Transit Oriented Development Strategic Implementation Plan (TOD SIP) and comparable examples such at the South Pasadena Mission station, the Pasadena Del Mar station and the Claremont station. Any additional parking demand uncovered in a more adequate parking study should be provided to prevent severely impacting transportation in the cities most in need of parking or drawing additional parking to station areas. JPA-1-47

Page 3-73 The parking analysis claims that the parking occupancy numbers were gathered during observations made during peak parking periods. According to information in the Appendix, the parking analysis in the corridor was conducted at various times Tuesday through Friday in September, 2017, therefore claim that the parking occupancy information was gathered during peak parking periods is false and is not acceptable for any parking study. The parking study should include morning, mid-day, afternoon and evening parking counts. It should be conducted on a weekday (Tuesday, Wednesday or Thursday) and weekend (Saturday or Sunday). It should account for specific local conditions. It should include public and private parking in the station area (current and future, FY2042). JPA-1-48

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Page 3-78 The statement that there will be no parking spillover because no transit parking is provided does not make sense and is not backed up by any parking analysis in this report. Use of street parking may still be considered as spillover and must be calculated and mitigated or the analysis is inadequate.
Page 3-105 Parking monitoring is not adequate. The parking monitoring system needs to be based upon a set of guiding parking principles agreed to by Metro and the local jurisdictions. It should be a comprehensive on and off-street parking analysis by block, station area and for the corridor. This allows use of parking resources at various stations to meet Metro parking demand. The monitoring system should be inclusive of all parking users and not focus only on Metro customers. It must include and yet not be limited to visitors, customers, employees, residents and Metro commuters. It must analyze and reduce potential parking spillover issues, especially in existing residential neighborhoods. JPA-1-49

Affected Environment and Environmental Consequences

Page 4-3, Table 4.0.1 - The Safety and Security thresholds in the environmental document are not substantial enough (Section 4.1.1.1, pg. 4-3 table) - 100 feet is too little to adequately address safety concerns - 0.25 mile is 1,320 feet so 100 feet is barely over 0.01 mile. Safety and security is important during construction and in the station areas. The feasibility of patrol in every station should be assessed, both during construction and operations. JPA-1-50

Page 4-9 - It appears analysis checking for consistency with local plans looks primarily at general plans and bicycle plans but no CAPS or otherwise local master plans/development plans (Table 4.1.4). All adopted land use documents pose potential conflicts with the project and should be analyzed. JPA-1-51

Page 4-11 – WSAB provides important access to jobs and institutional/public facilities, medical facilities and recreational uses. JPA-1-52

Page 4-13 to 4-29 - Acquisitions and Displacements. Any acquisition that is not specifically for realignment, rail, or a station should be analyzed for the potential to later be used (even if shared) for housing, recreation (active and/or passive), economic development, and parking replacement. JPA-1-53

Page 4-17 – Eco-Rapid Transit and Metro approved the transit-oriented development strategic implementation plan (TOD SIP). This is an important document that provides policy direction in the corridor. In addition, the City of Huntington Park's General Plan Update includes Target Areas for Transit Oriented Development (TOD) to be reflected in table 4.1.4 under "Policies for compact and denser development, including TODs". JPA-1-54

Page 4-17 - The alignment for Alternative 1 has no impact making it an acceptable choice for the Locally Preferred Alternative (LPA). JPA-1-55

Page 4-18 – Eco-Rapid Transit believes that the removal of parking and lack of commuter parking in Huntington Park and Downey can have serious and significant impacts in communities that already suffer from parking impacts. Much of the neighborhood near the Huntington Park stations are overcrowded with multiple families sharing housing. Many of these families have multiple cars and struggle to find parking spaces for their vehicles. At Gardendale, Eco-Rapid Transit and the City of Downey anticipate future development efforts will require additional parking, with the number of boardings higher than that projected in the Draft EIS/EIR. There is a need to consider the impact of Metro commuter parking at this site to prevent JPA-1-56

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residential spillover into both Downey and Hollydale (in South Gate). Hollydale is adjacent to the Gardendale station. This is also an issue at the Pioneer Station in Artesia. As indicated in the EIS/EIR study, the Artesia terminus station does not have sufficient commuter parking, in an area that is already deficient in parking spaces. JPA-1-56

Page 4-18 - In terms of station design, what will be the experience of the rider when they emerge from the station? (Was that experience analyzed for impacts?) JPA-1-57

Page 4-19 - Street closures. The document suggests no division to community and no affect because access is still possible despite permanent road closures – what would that actual affect be? JPA-1-58

Page 4-19 – Barriers. What specific impacts to truck traffic for turning restrictions? Actual design of barriers – visual blockage? How will this be mitigated? JPA-1-59

Page 4-19 and 4-20 - Pedestrian Bridges. Demolishing an aerial bridge and replacing it with an underground tunnel might have safety and security impacts that need to be mitigated/avoided/minimized. Metro is responsible for the change, not the school district, so expenses incurred for an increased need in safety and security should be incurred by Metro as a proper mitigation. JPA-1-60

Page 4-20 - Property acquisitions. Why are there any partial property acquisitions? A property owner cannot be made whole when there is only a partial acquisition. JPA-1-61

Page 4-22 - Potential in Alternative 1 to get mitigation funds to pay for bike plans for cities of Huntington Park, Cudahy, South Gate and Bell. Including this in the LPA and environmental analysis allows these cities increases in opportunities to secure funding for their bike plans and projects, e.g., eligibility for infrastructure grants. JPA-1-62

Page 4-27 and 4-28 - Maintenance Facility. The MSF proposed in Paramount is less than ½ mile from Paramount High school, this could possibly affect traffic (bike, ped, car) along Rosecrans. Additionally, this is a community gathering space; resource that will be removed and there is no indication from the Draft EIR/S regarding replacement. There is no discussion of appropriate buffering from the residential neighborhoods. JPA-1-63

Page 4-27 and 4-28, Figure 4.3-16 - Maintenance Facility. MSF in Bellflower. The stretch of property adjacent to Virginia Avenue (current BMX and northern recreational area) could easily be turned into a park to buffer the MSF from the adjacent residential uses. This was done at the MSF in the Los Angeles/Santa Monica area and should be analyzed and considered here. Also, it would be good to look into what funds might be possible to be used here like Quimby, rails to trails, etc. so that Metro is aware of possible funding and/or savings for this component of the project and since financing is part of the project goals. JPA-1-64

Page 4-30 – Above grade alignment at certain locations could divide established communities. Some of the communities may prefer columns over berms and walls to reduce physical barriers. JPA-1-65

Page 4-30, 4-31 & 4-37 - Acquisitions and Displacements. Tables 4.3.3 and 4.3.4 only represent the permanently displaced based on aerial structures, stations, TPSS sites, and grade crossings. There needs to be analysis on how many businesses (and employees) are likely to experience business interruptions during construction. Also, a table illustrating this analysis of business interruption needs to be introduced by alternative alongside the previously mentioned table. JPA-1-66

Page 4-35 - Acquisitions and Displacements. The City of South Gate, as well as the nursery business owner, should be consulted about potential viable replacements should the nursery business be displaced. Additionally, there should be analysis that JPA-1-67

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accounts for residential displacements for residents currently living in rent-controlled units and relocation to market-rate units. JPA-1-67

Page 4-35 - Communities and Neighborhoods. The SCAG 2016-2040 RTP/SCS is the document used for thresholds and goals. Did the smaller cities provide updated information to SCAG for this document? Is it accurate? It is not uncommon for smaller staffs to rely on larger entities to update information even if it is not the most up to date information. If it is not the most accurate data, Metro should ask cities to provide the most up-to-date accurate information to be plugged into the analysis so that proposed mitigations address the most pertinent impacts. JPA-1-68

Page 4-35 and maps on page 4-37 - Communities and Neighborhoods. Do any of the stations pose a problem in cities based on access and mobility? Does the station reinforce community character and cohesion and how was this analyzed in the environmental document? Was community stability on a station by station analyzed? Access and mobility can mean parking provision, at grade crossings, turning restrictions, street closures and vehicle delay at intersections. Was analysis of this conducted for all traffic such as truck traffic and increased passenger traffic traveling to station parking areas? JPA-1-69

Page 4-38 & 4-40 - Acquisitions and Displacements. 188 partial acquisitions (Table 4.3.1) for Staff Preferred Alternative 3. This far exceeds Alternative 1 with only 20 partial acquisitions. This is a great difference when it comes to construction interruption of residents lives and permanent changes to residential property. JPA-1-70

Page 4-40 – Lack of commuter parking hurts access to stations in Huntington Park and at Gardendale and will impact neighborhoods from parking spillover. JPA-1-71

Page 4-41 - Acquisitions and Displacements. Alternative 1 - no displacements of residents and only 1 business displacement (23 employees) with Design option 2. The Preferred Staff Alternative 3 would displace approximately 65 businesses (352 employees). Additionally, The City of Bellflower, as well as the sports park and BMX complex business owner, should be consulted about potential viable replacements should they be displaced. JPA-1-72 JPA-1-73

Pages 4-41, 4-44 and 4-47 - Analysis of impacts to access and mobility, and community character in the Huntington Park Station Areas need to include impacts from the proposed design to existing pedestrian amenities such as wide and comfortable sidewalks, and existing street trees. Provision of minimum requirements and clearances for pedestrian access will not suffice in station areas, and areas of existing high pedestrian volume and/or distinctive community and main street character such as Pacific Boulevard and Randolph St in Huntington Park. Preservation of existing pedestrian amenities will need to be prioritized, or replaced in-kind and included in the analysis. In addition, the proposed designs of station areas need to ensure best-in-practice strategies for first- and last-mile connectivity improvements. Page 4-56 – Since 87 to 89 percent of the residents have lived in their homes for more than one year, they are living in stable, existing residential communities that will need to be protected from potential environmental consequences. This is particularly important as we address both parking spillover and cruising for parking in stable neighborhoods that can exacerbate already poor air quality and traffic conditions in the residential areas surrounding the WSAB stations. JPA-1-74

Page 4-42 - Acquisitions and Displacements. Phasing acquisition of a single site only helps Metro with relocation activities and does not reflect the complete scale of the business disruption created for those properties with special location considerations. This is not a sufficient mitigation for the difficulty created by having special JPA-1-75

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replacement needs. Consultation with the cities and property owners, with binding mitigation, would allow the property/business owners to determine what best meets the needs of their business(es). JPA-1-75

Page 4-43 Acquisitions and Displacements. Displacement of businesses resulting in some permanent job losses by employees needs to be better mitigated by Metro. Offering to "coordinate with the appropriate jurisdictions regarding business relocation" does not guarantee job placement for employees with job losses. Job losses due to the project must be replaced with a concrete strategy articulated by Metro in the environmental document in order to illustrate that the problem created is completely addressed. JPA-1-76

Page 4-46 - Acquisitions and Displacements. Having a MSF located directly adjacent to residents places noise, vibration, aesthetic, and potential air quality impacts on residents, many of whom may be considered sensitive receptors depending on health considerations and age. A landscaped and/or other aesthetically pleasing noise and air quality buffer between the MSF and residential uses must be present to offset these potential impacts. JPA-1-77

Page 4-48 Visual and Aesthetics. Viewer sensitivity is a subjective threshold and is insufficient in determining the full extent of whether or not a visual or aesthetic impact is potentially created. Adhering to a similar scale, mass, form and lighting level does not address aesthetic degradation of a site when changes are made by the project. Also, compatibility with the visual character of a highly urbanized area is further inadequate in determining a potential significant impact in the area of visual and aesthetics. For example, the introduction of an aerial alignment rail may be considered compatible in visual character to an urbanized area but to a residential property owner who once had a view of the open sky and now directly faces a concrete railway, a dramatic impact is created. Treatment to railways visible to any residential property should be included as aesthetic mitigations. Strategic landscaping to preserve privacy for businesses and residents should be included as aesthetic mitigations. Landscaping stations and striving to make those stations aesthetically pleasing is a start in mitigation but is not sufficient in totality of mitigating visual and aesthetic impacts along the line in its entirety. JPA-1-78

Page 4-49 - Visual and Aesthetics / Historic. The Navens Horse Stable needs to be analyzed as a scenic resource and views of it as scenic vistas. It is listed as a place of historic and cultural property and should not be discounted simply because of the materials that are standardly used for horse stables. Views of the horse stables contribute to the cultural character of the area and must be considered and mitigated when it comes to being a scenic resource. JPA-1-79

Page 4-52 - Visual and Aesthetics. Section 4.4.2.3 Visual Character and Quality lists the categories analyzed and taken into consideration for each district. Suburban Residential Landscape Unit, and suburban Residential Units are mentioned in this section. However, when analyzing Figure 4.4-1, these categories are not included and are only included in 3 segments of Figure 4.4-2. Huntington Park, Bell, Cudahy, South Gate, Paramount, Bellflower, Artesia and Cerritos, as well as adjacent cities, should all be considered under the Suburban Residential Landscape Unit as the properties within less than a mile from the line are all part of a suburban development, often largely residential, that happens to have high density. The higher density of the population does not and should not negate the suburban development and character of these cities along the project line. JPA-1-80

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Pages 4-53 to 4-57 - Visual and Aesthetics. Table 4.4.2 often characterizes the visual quality of the area as "inharmonious, disorderly, and incoherent." These are often the mix of land uses, and the character areas in environmental justice communities are described. Metro should not discount the need for visual and aesthetic mitigations along the entire line because of its determination of the visual quality of such an area. Landscape buffers and visual treatments should be incorporated into the entire design and elements of the project, such as berms, columns, rail, and other planned improvements, to address the aesthetic impacts created by the project and improve the visual quality of the area, not simply replace like for like aesthetics, especially in environmental justice communities. JPA-1-81

Page 4-57 Visual and Aesthetics. Eco-Rapid Transit believes the cities should be empowered by Metro to weigh in on how they want individual station treatments to be handled as mitigations in visual and aesthetic impacts. JPA-1-82

Page 4-63 - Acquisitions and Displacements. Does Metro have an officially adopted internal acquisition and relocation policy? If so, what is it? It isn't sufficient to quote the law. There needs to be clear details on the process. For example, in relocation, how is FF&E handled, moving logistics as well as moving expenses, comparable location not just comparable compensation, etc. JPA-1-83

Page 4-64 - Acquisitions and Displacements. Section 4.3.1.2 states "The purchase of an easement is accomplished through a one-time payment and an easement deed is recorded" This does not speak to how the easement will be maintained. Further, earlier in this section it is noted that there may be temporary easements. In Metro public presentations, the example of a sound wall as a temporary easement where the sound wall was constructed on private property under a temporary easement and once constructed the "property" was returned to the property owner. There is not discussion about maintenance or the type of long-term impact this may have on a property. To state that the property is still "economically viable" could mean it's worth more than zero but does not acknowledge the loss of property value due to the improvements introduced by Metro. JPA-1-84

Page 4-65 - Acquisitions and Displacements. The paragraph that began in the page prior states that in order to satisfy NEPA property displacements were evaluated to determine if the use was no longer possible after project implementation. It does not speak to the lasting effect on that particular use. An example, a residence may still be feasible for residential uses and purposes but if the outdoor recreational space is compromised then the quality of the residential space is compromised. The quality of life or quality of land use performance and how it is affected (not whether it is simply possible or not) needs to be analyzed and compensation and/or relocation needs to be determined based on the totality of the effect on not just the use but the overall quality of life or use itself. JPA-1-85

Page 4-66 - Acquisitions and Displacements Why isn't there a table showing construction impacts on acquisitions and relocations, why are only permanent property acquisitions represented? Without a synthesis of the construction impacts on acquisitions and relocations, it is more difficult to analyze the impacts of acquisitions and relocations during the time of construction which is likely to last years. JPA-1-86

Page 4-67 – Can design considerations near the I-10 freeway be reexamined to reduce property purchases? This could result in substantial cost savings for the project. JPA-1-87

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Page 4-150 – Sound Walls in the Pacific/Randolph and Florence/Salt Lake Station Areas. The Huntington Park Bicycle Master Plan includes a proposed Class 1 Bike Path along the ROW on Salt Lake Avenue that would create additional first/last mile connections to the Florence/Salt Lake station from the surrounding residential communities. Constructing 8-foot-tall sound walls on both sides along some sections of the rail ROW per Metro's current design would create an unsafe condition for a future Class 1 bike path that will be visually cut-off from the surrounding development. Can the location, extents, and design considerations for the proposed sound walls along Salt Lake Avenue be reexamined to facilitate options for safe bike connectivity along this corridor? Additionally, the design of the sound walls disconnects the neighborhoods and create an unsafe environment and potential blighting influence. JPA-1-88

Page 4-154 – Image 4.4-7 in the conceptual rendering indicates three sets of fences separating both the Light Rail line and the freight rail line in the proposed configuration (the existing condition with the freight rail does not have a fence currently). A single fence designed to maximize visual connections across both sides of the street could suffice to prevent pedestrians from trying to cross the tracks and enhance public safety, while too many fences will potentially create a hostile and unwelcoming urban environment. The fences used, should be designed to encourage connectivity of the neighborhoods and utilize landscape design to lower sound and lessen environmental impacts. JPA-1-89

Page 4-175 - Metro should reconsider the pros and cons of retaining walls versus columns at 183rd and Gridley. JPA-1-90

Page 4-180 – The Pioneer Station needs to be designed to accommodate more than cars. The scale of the number of parking spaces needed and lack of the parking structure to accommodate additional uses may be prohibitive and unless properly addressed at a local level by the City of Artesia and will negatively impact potential development opportunities in the station area. The lack of sufficient parking for the terminus station, in addition to the closure of 187th Street, will inevitably result in residual adverse impacts to residential neighborhoods and local businesses in the downtown Artesia area as well as adjacent land uses located in the City of Cerritos. Therefore, additional satellite parking structures should be constructed in a manner to support the parking demand while supporting future commercial development. JPA-1-91

The parking structures should be designed to accommodate more than just Metro commuters, especially on evenings and weekends. Also, the current design plan shows a plaza located south of the station and adjacent to the parking structure. A public plaza to the north of the future station, not hidden to the south, is essential to provide visual and physical connectivity between the station and Downtown Artesia necessary to maximize the station's potential. JPA-1-92

Page 4-189 - Visual and Aesthetics. Lighting located in a manner to protect businesses and residents from glare is essential in aesthetics mitigation. However, the level of lighting and placement of lighting must also reflect the safety and security needs along the alignment and station areas and transitions to station areas. Not introducing a lighting source in an area to avoid an aesthetic impact may create a safety and/or security hazard. For example, if a column is placed along the alignment but no lighting is placed underneath it so as to avoid an additional light source creating an aesthetic impact, that darkened portion of the property may become a problem both for keeping pedestrians off the alignment or for security of individuals who could then be subject to crimes. Studies indicate that lower levels of JPA-1-93

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lighting are more often greater areas of crime. Therefore, Metro should consider placing new sources of lighting in areas that could pose potential crime or safety issues and mitigate the aesthetic impact through placement and direction of the lighting itself. Thus, both sets of impacts are mitigated. JPA-1-93

Page 4-190. Visual and Aesthetics. Wayfinding signage needs to be included in the development of any design standards used for the project and incorporated into all station areas with content directed by local municipalities and business owners (VA PM-1). If consistency with MRDC and Systemwide Station Design Standards do not include landscaping along the route itself, then this mitigation is inadequate. There must be treatments. Landscaping at the Bellflower MSF Site Option needs to augment existing landscaping at a minimum, as mitigation because the existing landscaping buffer is for a much less intense land use on the site (VA PM-5). Adhering to local zoning is not sufficient as an aesthetic mitigation, improvements should be subject to design review for affected local municipalities (VA PM-6); and Lighting should not be avoided as new sources but should be located and directed in a manner that is both aesthetically pleasing as determined by local entities and provides safety and security in darkened areas along the project (VA PM-7). JPA-1-94

Page 4-191 - Visual and Aesthetics. Views of historic and cultural resources should be considered and analyzed as scenic vistas along the corridor. JPA-1-95

Page 4-192 - Visual and Aesthetics. The CEQA requirement for determining if the Project would degrade the existing visual character or quality of the site and its surroundings does not qualify whether or not the Project is in an urbanized area (Checklist in Appendix G). To create a double standard for degradation of the site and its surroundings is to ignore potential Aesthetic impacts created by the project. It is not enough to avoid conflicts with applicable zoning and other regulations. This is addressed in analysis of Land Uses. The impact on the scenic quality of a site and/or its surroundings must meet a higher standard. One recommendation is to create a design review committee (using the Public Art policy Metro already employs, as a model) made up of local stakeholders to review potential aesthetic treatments wherever there is an aerial alignment, views from residences, station wayfinding signage, and view corridors to cultural and historic properties. The treatments agreed upon by such a committee should be binding. This is one possible mitigation strategy Metro can employ. JPA-1-96

Page 4-193 – Eco-Rapid Transit recommends the inclusion of local artists from the impacted communities. This can be done by working with the local jurisdictions in the community. JPA-1-97

Pages 4-193 to 4-196 - Visual and aesthetic impacts must be analyzed for the entire route, not just the station areas and/or areas called out by Metro. Any time the line is visible, a screening mitigation, special treatment, or potential visible impact to be mitigated needs to be considered. JPA-1-98

Page 4-197 - Visual and Aesthetics/Safety and Security. Providing lighting only within the areas of the MSF may avoid potential source of glare issues but it might also create new safety and security impacts. The mitigation of aesthetics should not create impacts in the areas of safety or security. Both must be analyzed together. JPA-1-99

Page 4-198 - Visual and Aesthetics. Does the project as proposed meet SCAQMD standards? (Even when cumulative impacts and existing conditions are taken into consideration?) Because if not, the project will be unable to secure federal (possibly state/local) funding for the project and that is contrary to the project goals. Do they meet the regional significance thresholds (need mitigation to meet)? Additionally, a JPA-1-100

threshold for establishing potential significant impacts on odors needs to be established. One possible threshold Metro could use to mitigate odor impacts could be to provide a reporting mechanism by which if an odor source with five (5) or more confirmed complaints in the new source area over the period of one year is considered to have a significant impact on receptors and must be mitigated through odor elimination monitoring and established strategies of odor elimination. JPA-1-100

Page 4-218 - Eco-Rapid Transit recognizes the importance of regional connectivity, transit ridership and a decrease in VMT. It provides more access to regional employment opportunities. JPA-1-101

Page 4-226 - Air Quality. Alternative 1, Option 2 would reduce daily VMT by 218,500. Design Option 2 would decrease road dust emissions in direct correlation with VMT, impacts related to operational odors and dust would be less than significant and mitigation would not be required (not sure how odor impacts are less than significant when no odor threshold is being used). The significant VMT reduction should be taken into account when deciding upon the LPA since it has a great air quality impact advantage over the Staff Preferred Alternative 3. JPA-1-102

Page 4-227 - Greenhouse Gases. The DEIS/EIR states that Metro has developed policies toward controlling GHG emissions but does not specifically state it will adhere to the policies that have been developed (adopted was not the work used which may imply these are considerations only and not adopted actions). JPA-1-103

Page 4-228 - Greenhouse Gases / Air Quality. The study area for GHGs is six counties under SCAG jurisdiction. This would seem to dilute any meaningful analysis of GHG impacts created specifically by the project. Further, there seems to be an emphasis on substantially reducing VMTs in order to address GHG emissions yet the Staff Preferred Alternative 3 has greater VMTs then Alternative 1, Option 2 which would make Alternative 1, Option 2 more advantageous as the Locally Preferred Alternative (LPA) as it pertains to GHGs (and air quality). JPA-1-104

Page 4-230 - Greenhouse Gases. If automobile exhaust is a majority contributor to GHG emissions then what role does truck traffic play? JPA-1-105

Page 4-232 - Alternative 1 reduces more GHG than other options because of its regional connectivity. This needs to be acknowledged in the environmental document and should be used to support the selection of Alternative 1, Option 2 as the Locally Preferred Alternative (LPA). JPA-1-106

Page 4-235 - Greenhouse Gases. The DEIS/EIR states that "Although SCAQMD has regulatory role in the South Coast Air Basin, it has not adopted or proposed any quantitative thresholds that would be applicable to the proposed LRT corridor" yet projects that do not adhere to SCAQMD thresholds may not be eligible for future funding. So, it would appear that the SCAQMD quantitative thresholds are very applicable to the LRT corridor if Metro has any interest in securing future funding. JPA-1-107

Page 4-236 - Greenhouse Gases. Analysis of Alternative 1 states the alternative would generate direct GHG emissions through operations at the MSF and indirect GHG emissions through energy use (for operations). However, the analysis of Alternative 3 (the Staff Preferred Alternative) states there is no direct source of emissions because it excludes the MSF. The inclusion of the MSF in analysis for Alternative 1 and exclusion of the MSF for Alternative 3 not only appears arbitrary and unscientific in approach but actually skews the claim of the analysis supporting Alternative 3 when there appears to be no material difference between direct JPA-1-108

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emission sources. This discrepancy needs to be addressed where the same application applies to both alternatives. JPA-1-108

Page 4-240 - Noise and Vibrations. Where does the definition put forth that "noise is generally defined as unwanted sound" come from? What is the source material or threshold? Further, the human body may be susceptible to noise frequencies the human ear cannot detect. The assertion that there is no physiological impact because the human ear may not be sensitive to a frequency may be an error and should be analyzed in the document. Also, vibration is more than just sound waves. JPA-1-109

There is a reference in the Noise and Vibrations section to what counts as operational noise and it includes items such as special tracks, bells, MSF operation, but it does not specifically state noise generated from the tracks themselves (not under special circumstances, just the sound made from the tracks). If the cars chosen for the project are not steel wheels on steel tracks, then no real analysis of what noise is being generated by simple track use has been included in this analysis. JPA-1-110

Page 4-243 - Noise and Vibrations. Table 4.7.1 Levels of Impact analyzes impacts based only on community annoyance. There is no analysis here reflecting impacts on human health as it pertains to noise and vibration nor upon businesses (such as sound studios) which may be impacted in a manner that has nothing to do with community annoyance and more specifically in business interruption or compromise. JPA-1-111

Page 4-244. Noise and Vibrations. Clearly the FTA Transit Noise and Vibration Impact Assessment Manual is being used as a threshold due to the partnership between Metro and FTA on the environmental document. However, is this a threshold that is used in environmental analysis for any projects outside of FTA's influence? What threshold is most frequently used to determine noise and vibration impacts as it pertains to CEQA and NEPA. It is unlike that the FTA threshold is an industry standard. Perhaps a more neutral threshold that is considered across a wide range of transportation projects should be used in the analysis of impacts as it pertains to noise and vibration. JPA-1-112

Page 4-246 - Noise and Vibrations. Again, the FTA guidance document does not appear to be a strong enough threshold to determine true vibration impacts. JPA-1-113

Page 4-248 - Noise and Vibrations. The document states that existing noise levels were identified at sensitive land uses. However, there appear to be sensitive land uses that were not taken into account such as schools directly adjacent to the tracks. Metro should provide the inventory and clusters it used and identify which are sensitive land uses. And any sensitive uses, such as schools, churches that provide daycare services, and any other use of builds that may or may not be consistent with the land use designations along the line should be included and analyzed. JPA-1-114

Page 4-248 - Noise and Vibrations. The document states "Ambient vibration levels were not measured as part of this study because the FTA vibration impact assessment is not based on the ambient levels but rather on the FTA Vibration Impact Criteria". Most CEQA and NEPA studies on vibrations include an inventory of ambient levels of noise and/or vibrations. Stating that the project is located in an urban center and implying that high levels of noise is a normal part of the urban environment therefore negating the need for quantified data on vibration is inadequate analysis of the existing conditions of noise and vibrations, the quantified JPA-1-115

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increase to be expected, and how that increase in noise and vibration will be mitigated for both residents and workplaces. JPA-1-115

Page 4-312 - Noise and Vibrations. Section 4.7.5.1 begins with what appears to be a CEQA checklist question for noise levels but the end of the question has been altered to reflect ""in excess of standards established by FTA or in the local general plans or noise ordinances" which is not from the CEQA checklist. The question to be addressed is if the project increases ambient noise levels period, not if it increases noise levels as determined by general plans, noise ordinances and the FTA. The analysis must include analyzing the increase in ambient noise and how it will be mitigated. JPA-1-116

Page 4-314 - Noise and Vibrations. There are no noise impacts anticipated from the parking facilities, none. This seems unrealistic. The operation of a parking lot should generate some noise that did not exist prior to the existence of the parking lot. This should be looked at realistically based on the operation of a parking lot, analyzed and mitigations for minimizing any noise generated from the parking facility should be included in the environmental document. JPA-1-117

Page 3-342 - Geotechnical / Seismic. The discussion in 4.9.2.4 should include discussion about water reclamation and how it might be captured. JPA-1-118

Page 4-344 - Geotechnical / Seismic. Since the proposed LRT alignment crosses at least one seismic fault, what measures is Metro taking to ensure that trains are not derailed in during a seismic event (for at-grade, aerial and underground)? JPA-1-119

Page 3-348 - Geotechnical/Seismic. When a detailed liquefaction evaluation is conducted, binding commitment to mitigate whatever is discovered out of that evaluation should be included in this environmental document. JPA-1-120

Page 4-376 - Geotechnical/Seismic. Truck routes with vehicles carrying hazardous materials that are altered due to the project (and street closures) must be analyzed to see if they increase the risk of accident (and accidental exposure) to sensitive receptors and hazardous materials in general. JPA-1-121

Page 4-383 – Hazards. The location and number of environmental concern sites should be used in the environmental justice analysis as justification for a larger EJ study area/corridor. JPA-1-122

Page 4-386 – Hazards. Groundwater contamination concerns should be reviewed to see if water reclamation could help address any impacts to groundwater potentially created by the project. JPA-1-123

Page 4-395 – Hazards. The risk of hazardous substance emissions is identical for both Alternative 1 and Alternative 3, no risk. So, choosing Alternative 1 as the LPA would have the same impacts as the Staff Preferred Alternative. JPA-1-124

Page 4-405 – Hazards. HAZ PM-2 Disposal of Groundwater (Operational) - some of the municipalities along the line have water reclamation already in place. This should be looked at and considered as part of an incorporated strategy to mitigate disposal of groundwater during operations. JPA-1-125

Page 4-406 – Hazards. Metro should consider (and analyze the potential for) funding to clean up contaminated soil in the project that does not require transportation money. JPA-1-126

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Page 4-436 - Water Resources. Community stakeholders support a station located at the Rio Hondo crossing. Consideration of a possible future station at this location should be included in the analysis in this section. JPA-1-127

Page 4-451 – Energy. The use of low floor vehicles, charging at stations only, energy generating brakes, and under carriage charging, would enable trains to be powered by more sustainable energy sources, mitigate aesthetic impacts at stations (and along the route if catenaries or wires were eliminated) and would reduce energy resource expenditures which is consistent with project financial goals. JPA-1-128

Page 4-463 - Electromagnetic Fields. Again, charging trains at stations would eliminate electromagnetic emissions along the route and help protect potential negative significant impacts on human health. JPA-1-129

Page 4-510 – Eco-Rapid Transit is impressed with Metro's ability to mitigate noise and integrate into the community at the existing Santa Monica Light Rail Maintenance Facility. A similar approach and design to the Santa Monica model is necessary for the selected WSAB Maintenance Facility. The same Maintenance facility construction and operations impacts exist here are they do in Santa Monica. JPA-1-130

Page 4-525 to 4-535 – Access to parklands and recreational facilities are important in the WSAB corridor. Access to the Los Angeles River and River LA project is more than a bicycle facility. It is also an important future parkland, cultural center and recreational facility. JPA-1-131

Page 4-539 - Parklands and Community Facilities. Salt Lake Park will have parking impacts, there is potential for a structure with a recreational field/sports facility on top of the structure which will mitigate the parking impacts and will be consistent with the Parkland use. It also opens up the possibility for funding from recreational sources freeing up transportation funds being used for the project. JPA-1-132

Page 4-540 - Parklands and Community Facilities. Mitigation Measure LU-1 (Consistency with Bike Plans) is inadequate as a mitigation for impacts created on Bike Paths. Local entities and municipalities should not have to change their plans to match Metro. Metro should incorporate improvements and designs into the project that helps satisfy the adopted bike plans of the local municipalities. This would truly mitigate impacts and not just satisfy a law of compatibility. In the cities of Cudahy, Huntington Park, South Gate, Maywood and Bell, there are possible bike path/plan conflicts with WSAB project (potential impact and mitigations are the same for Alternatives 1 and 3). Metro is interested in providing language to all cities to alter their existing bike plans so that there is no longer a conflict. The cities are under no obligation to do so. This is why there is a mitigation and why it is considered a potential significant impact without mitigation. This mitigation measure seems insufficient to mitigate the conflicts. Metro should be proposing (and analyzing in the FEIR) mitigations for each city that enables them to fulfill their bike plans. For example, they should be paying for designs and potentially actual bike path improvements for each of these cities. Another possibility is to assist cities with securing grants to make those bike path improvements that would then be consistent with the WSAB project. This can be done and should be legally required under CEQA/NEPA (and lack of making such mitigations has the potential to affect environmental justice issues since these communities have residents often dependent on bicycles). JPA-1-133

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Page 4-550, 4.16.5.2 - Parklands and Community Facilities. There would be no danger of the increase and deterioration of existing recreational facilities if Metro were to provide additional recreational opportunities. Additional facilities on parking sites would be one option and is worth analyzing as a mitigation option. JPA-1-134

Page 4-555 - Economic Fiscal Impacts. The Paramount and Bellflower MSF options do "not include the construction of recreational facilities or require the expansion of existing recreational facilities." This is inconsistent with Metro's message during public and community meetings where they showed a picture of the MSF in West Los Angeles/Culver City/Santa Monica that does have a recreational facility. A recreational buffer should be analyzed and included in the design plans for the project. JPA-1-135

Page 4-557 - Economic Fiscal Impacts. A 0.25-mile and 0.50-mile area around the proposed station areas is insufficient as the area providing data for economic analysis. This limited geography is not a reliable way to analyze fiscal information and does not reflect the true economic conditions of the areas/cities affected by the project. JPA-1-136

Page 4-559 – The local government agencies need revenue to support local services, like public safety, the cost of which will only increase for communities with stations. The impact of the 3% local share required by Metro puts an unfair burden on our environmental justice communities. JPA-1-137

Page 4-559 - Economic Fiscal Impacts. Revitalization of underutilized or vacant parcels, encouragement of new housing near transit center, supporting pedestrians and bike facilities, and preserving or expanding of open spaces and recreation that is referred to in the environmental document in order to be realized, must be included in the design, environmental considerations and analysis, and used to identify new funding sources that are not solely transportation funding in nature. JPA-1-138

Page 4-561 - Economic Fiscal Impacts. Direct local hiring to fill transit jobs and indirectly as transit workers spend their earnings can only be realized if Metro commits to these measures. JPA-1-139

Page 4-563 - Economic Fiscal Impacts. The beneficial impacts to the regional economy will only happen if Metro commits to actions that analyze TOD development, economic opportunities and employment support in this environmental document. JPA-1-140

Page 4-564 - Economic Fiscal Impacts. Business parking losses are expected. This is an impact that needs to be mitigated and is contrary to project goals. Additional parking, parking replacement spaces, and business retention and support strategies need to be analyzed and committed to in this environmental review. JPA-1-141

Page 4-565, Table 4.17.5 – It seems that the General Fund Revenues should be higher in Alternative 1 and 2 than in Alternative 3 and 4 because of the access to Downtown Los Angeles and other regional destinations. JPA-1-142

Page 4-566 - Economic Fiscal Impacts. Determining the magnitude of the business displacement impact by comparing the number of employees displaced to the total employment in the areas surrounding the proposed light rail line is an inadequate analysis of how businesses will be impacted by the project. Quantifying the number of businesses (and their employees) who will have their businesses and/or jobs eliminated needs to be included in the analysis. JPA-1-143

Page 4-568 - Economic Fiscal Impacts. If the MSF is offering new jobs, then language about local hires needs to be considered and committed to in the environmental document. JPA-1-144

ECO-RAPID TRANSIT

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Page 4-571 – Safety and security is important for the entire line. A successful safety and security program must be a partnership between Metro, local jurisdictions, businesses and residents. Additionally, local municipalities shall be entitled to ongoing Metro funding to offset the added cost of police services that will generated by the station areas. As with other explanation of mitigations, the study refers to a Metro policy (920-924), but does not explain the policy nor provide a link to find it. JPA-1-145

Page 4-631 - Economic Fiscal Impacts. Impacts to businesses during construction are more significant than can be addressed by the Community Outreach Plan. There is no discussion of developing programs that meet the businesses needs or mitigate losses after meeting with the owners. More is needed than marketing. JPA-1-146

Page 4-853 - Environmental Justice. The threshold definition of an environmental justice community must include quantifications and impacts to the human health of residents and workers in the cities identified in the study corridor. JPA-1-147

Page 4-853 - Environmental Justice. The cities of Maywood and Bell Gardens were not included in the Environmental Justice analysis and are not considered affected by the project. These cities were included in the Metro study corridor and need to be included in all aspects of environmental review and analysis including the category of Environmental Justice. Connections between these cities and stations in Huntington Park and Cudahy need to be analyzed and included in the design for the project. Excluding the cities of Maywood and Bell Gardens is a significant negative impact to two environmental justice communities. JPA-1-148

Page 4-854 - Environmental Justice. Environmental Justice communities are also those communities exposed to greater numbers/amounts of toxic industry than other communities. Exposure to this type of industry and human health risks in general must be made a greater part of the environmental justice analysis in the document. JPA-1-149

Page 4-866, figure 4.22-4 – Maywood and Bell Gardens should be included on this map. They both have a significant low-income, minority population. JPA-1-150

Page 4-869 - Environmental Justice / Noise and Vibrations / Transportation / Air Quality. Metro admits to unmitigated impacts, in addition to noise and vibration, in transportation and air quality. These need to be fully mitigated. JPA-1-151

Page 4-871 - In South Gate, parking demand exceeds the amount of off-street parking provided by the project. This needs to be mitigated to that full parking is provided. JPA-1-152

Page 4-873 - Environmental Justice. Permanent business displacement must be fully mitigated and not just financially compensated. Metro needs to work with the local cities to reduce these negative impacts. JPA-1-153

Page 4-875 - Metro admits to unmitigated impacts in noise and vibration. These need to be fully mitigated. JPA-1-154

Section 4(f) Evaluation

The protections afforded under the Section 4(f) evaluation have been in many cases underestimated or are in error. For example, Paramount High School is a publicly owned resource and functions as a recreational property for the community during off-school hours. While Paramount High School is listed as a Section 4(f) property, the off-school hours recreational function is completely ignored in the Appendix BB JPA-1-155

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analysis. Additionally, there are historic resources that are not acknowledged as needing protection under the analysis of this section. JPA-1-155

The opportunity to leave these publicly owned assets in a better condition than prior to project has been ignored. For example, Salt Lake Park is listed as a property in need of protection under Section 4(f) yet the environmental analysis for the site states that the site will be left with insufficient parking (less than prior to the project construction and operation). Salt Lake Park is a good example of how an identified protected property can be left in a condition that benefits from the project. Increasing the parking for the park while providing new additional recreational facilities on top of the parking has not been evaluated. Such an improvement should be considered, analyzed and evaluated under this section. JPA-1-156

Greater access to historic sites along the different alternatives has not been identified as possible greater benefit under Section 4(f). For example, easier accessibility to El Pueblo De Los Angeles State and Historic Monument from the JPA-1-157

The Gateway Cities COG area could benefit from the state park through increased revenues and donations resulting from greater awareness of the historic resource. The analysis in Appendix BB is inadequate and the conclusions made in the DEIR/EIS as it relates to Section 4(f) are at best inaccurate and in many instances short sighted of the opportunities available to improve Section 4(f) properties. JPA-1-158

Evaluation of Alternatives

Page 6-2 – How does the short line in Alternative 2 impact ridership? How does it impact the ability to compare ridership on Alternative 1 versus Alternative 2? While it costs $100 million more as part of Alternative 2, how would it change ridership if a short line was also proposed as part of Alternative 1? JPA-1-159

Page 6-6 – Eco-Rapid Transit believes that there should be greater economic and community benefits for the entire line if the line goes to Downtown Los Angeles (Alternative 1 and 2) rather than stopping at Slauson (Alternative 3). Please explain your statement. JPA-1-160

Page 6-13 – Does Metro have a more detailed explanation and a list of community groups opposed and those in favor of the Little Tokyo station? Eco-Rapid Transit has heard from a number of groups within Little Tokyo in support of the station. JPA-1-161

General Alternatives Comment – For Alternative 1, Design Option 2, Little Tokyo is by far the primary transit ridership station. It is the station that would be used to not only access Little Tokyo, but also the Government Center in Downtown Los Angeles. Without this station riders have to transfer to Dow and destinations along the Gold Line going through East Los Angeles. This is one place that would require a below grade station. Cities and stakeholder groups have been working closely with Little Tokyo community members and the Industrial BID through this process (since 2009). Alternative 1, Design Option 2 should be chosen as the Locally Preferred Alternative. JPA-1-162

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Public Outreach, Agency Consultation and Coordination

Page 7-12 – The City of Maywood is also part of the Gateway Cities City Manager TAC and has attended their meetings. JPA-1-163

Page 7-19 – Eco-Rapid Transit would like to see the Downtown Los Angeles survey, survey methodology and be provided more qualitative and quantitative analysis. An appropriate survey should include information related to population, sample size, sample design, data collection and potential sampling error. It should minimize sampling error and present data with a minimum of potential biases. JPA-1-164

Areas of Concern

Many of our cities have the highest densities in the region. For example, Cudahy's density per acre is nationally second, only to Manhattan, Huntington Park is not far behind. All changes to the infrastructure impact their already taxed systems and facilities. The cities have reached their capacity to serve any additional increases in residences and demands on infrastructure. Any changes made by the project must address these local needs. JPA-1-165

Eco-Rapid Transit is also concerned with safety and security of the entire WSAB project. It is important that Metro has detailed and clearly articulated plans to work with our cities and local law enforcement with the intention of eventually entering into an MOU with Metro so that there is an understanding of the roles and responsibilities. For example, this can include when someone calls 911 and crosses jurisdictional boundaries in the corridor. Metro needs to work with our cities to cover the additional policing costs anticipated with this project. JPA-1-166

Eco-Rapid Transit believes that Alternative 1, Design Option 2 provides the best scenario for attracting state and federal funding as well as interest from the private sector. As with the Metro Purple Line, even if the WSAB is considered as a phased project, then the environmental analysis will already be certified and it makes the likelihood of future funding greater because the entire line is closer to shovel ready. JPA-1-167

Further, many funding eligibility requirements include the requirement for a certified environmental review and Record of Decision (ROD), not just inclusion in an environmental analysis document. Finally, it still allows for changes in the environmental document through an amendment or supplemental process. JPA-1-168

Eco-Rapid Transit, Gateway Cities COG, Gateway Cities COG City Manager TAC, cities in the corridor and others have been working together with Metro to create a quality, energy efficient, sustainable, modern transit project within very difficult funding and cost constraints. We urge Metro to consider this as you review and address our comments. JPA-1-169

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Eco-Rapid Transit acknowledges the efforts of Metro and its team and is in full support of the development of the West Santa Ana Branch light rail transit project, developed with appropriate mitigations and with a preference for the Artesia to Union Station alignment and a station in Little Tokyo (Alternative 1, Design Option 2). JPA-1-170

We appreciate having an opportunity to comment on the Draft WSAB EIR EIS and will continue to work with staff on the design, construction and mitigation of this project. We look forward to riding on the West Santa Ana Branch light rail line. If you have any questions, you can contact our Executive Director, Michael Kodama at mkodama@eco-rapid.org. JPA-1-171

Sincerely,

Ali Sajjad Taj
Chair, Eco-Rapid Transit

cc: Eco-Rapid Transit Board of Directors
Gateway Cities COG Council of Governments
Los Angeles County Metropolitan Transportation Authority Board of Directors

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Eco-Rapid Transit – JPA-1

Comment ID	Response
JPA-1-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
JPA-1-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of future extension to LA Union Station, inclusive of a station in Little Tokyo. Metro is dedicated to expanding the regional transit network.
JPA-1-3	See response CR-GEN-1 regarding identification of the LPA.
JPA-1-4	Refer to response CR-FIN-1.
JPA-1-5	See response to comment JPA-1-2 regarding identification of the LPA. See response CR-EJ-1 regarding the approach and guidance used for the Environmental Justice (EJ) analysis and the identification of EJ communities. This study area follows the Federal Transit Administration's (FTA) direction on EJ analysis. The EJ Affected Area consists of the Cities of Los Angeles (including the Central City North, Central City, and Southeast Los Angeles communities), Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos, as well as the unincorporated Florence-Firestone community of LA County.
JPA-1-6	The comment regarding the benefits of the Project is acknowledged.
JPA-1-7	See response to comment JPA-1-2 regarding identification of the LPA and inclusion of a Little Tokyo Station.
JPA-1-8	Measure R and M funding is included in the funding plan for the LPA (Slauson/A Line Station to Pioneer Station). A financially constrained funding plan is currently not available for the extension to LA Union Station. Based on discussions with the FTA, the Record of Decision will be issued on the financially feasible alternative, which considers both local and federal funding sources. A separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo.
JPA-1-9	See response CR-GEN-1 regarding identification of the LPA and response to comment JPA-1-8 regarding funding.
JPA-1-10	Business and residential displacements were minimized along the alignment to the extent practicable. Minimizing the relocation of businesses and residences will continue to be considered as design is refined. Under Mitigation Measure COM-1 (Construction Outreach Plan), a construction outreach plan will be developed by Metro that includes maintaining access to businesses to the extent feasible. Draft EIS/EIR Mitigation Measures TRA-22 (Parking Mitigation Program [Permanent]) and TRA-23 (Parking Mitigation Program [Construction]) will be implemented to offset some of the lost parking where feasible. These measures are referred to as TRA-20 and TRA-21, respectively, in the Final EIS/EIR.
JPA-1-11	See response CR-GEN-1 regarding identification of the LPA and response to comment JPA-1-8 regarding funding. Federal, state, and local funding opportunities would be explored when the segment from the Slauson/A Line Station to LA Union Station moves forward for implementation.
JPA-1-12	Feasible mitigation measures have been identified where adverse or significant impacts have been identified pursuant to National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements. If the Project is approved, a mitigation monitoring and reporting plan will be included with the Record of Decision and adopted by the Metro Board of Directors.

Comment ID	Response
JPA-1-13	The comment regarding construction of a regional transportation line is acknowledged.
JPA-1-14	At this stage of the Project, site-specific construction plans and a schedule have not been developed. Metro's construction contractor will develop the plan and schedule closer to the start of construction. Truck routes have been defined along the alignment, and construction traffic will use these routes. Haul routes were included in Table 3.50 in Chapter 3 of the Draft EIS/EIR. Draft EIS/EIR Mitigation Measure TRA-20 (Transportation Management Plan[s] [TMPs]) involves preparation of a Transportation Management Plan to address construction impacts on transportation facilities. The TMP will be coordinated with local jurisdictions. This measure is referred to as Mitigation Measure TRA-18 in the Final EIS/EIR.
JPA-1-15	As stated in Section 4.19.3.18 of the Draft EIS/EIR, "the potential for crime during construction is primarily related to construction equipment and staging areas that are not adequately secured. To reduce potential impacts, construction sites will include security features such as closed-circuit television (CCTV) [closed-circuit television], on-site guards and security teams, and perimeter fencing to prohibit unauthorized individuals from accessing the area." All at-grade construction sites, including entrances, portals, staging and storage areas, and active construction sites, that interface with public right-of-way (ROW) will provide the security features described above. However, crime from intentional acts against people and facilities cannot be completely eliminated. Mitigation Measures COM-1 (Construction Outreach Plan) and SAF-3 (Construction Site Measures) aim to address safety and security concerns during construction of the Project. COM-1 (Construction Outreach Plan) requires development of a construction outreach plan to notify communities and businesses of detour routes, maintain access to community assets and businesses, and signage/barriers to keep people from accessing the construction area. SAF-3 (Construction Site Measures) requires security patrols, signage, lighting, and other safety measures at construction areas. CCTV is also required at all stations and in trains. With implementation of Mitigation Measures SAF-3 (Construction Site Measures) and COM-1 (Construction Outreach Plan), the Project will not result in adverse effects related to safety and security during the construction phase. Anticipation of future development along the project alignment is speculative and beyond the scope of the Project. Therefore, the item regarding future development has been noted. See responses CR-SAF-1 regarding safety and security during project operations and CR-SAF-3 regarding security patrols and enforcement.
JPA-1-16	Construction-related noise, vibration, and air quality impacts were analyzed in Chapter 4, Section 4.19 of the Draft EIS/EIR. Measures to minimize noise and vibration during construction are discussed in Section 4.19.3.7 of the Draft EIS/EIR. Per Draft EIS/EIR Mitigation Measures NOI-8 (Noise Control Plan) and VIB-3 (Vibration Control Plan), the contractor will be required to develop noise and vibration control plans with location-and process-specific measures to limit noise and vibration generated during construction (Mitigation Measure NOI-8 is referred to as NOI-6 in the Final EIS/EIR). Measures to minimize particulate matter generation during construction are discussed in Section 4.19.3.5 of the Draft EIS/EIR and include adhering to the provisions of the Metro Green Construction Policy and employing best management practices (BMPs) in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 402. Table 3.49 in Chapter 3, Section 3.6.2.2 of the Draft EIS/EIR shows that each Build Alternative would result in lower vehicle miles traveled (VMT) than the No Build Alternative, resulting in a reduction in the generation of on-road motor vehicle brake dust in the region, which is proportional to the VMT in the region.

Comment ID	Response
JPA-1-17	Acquisitions identified for the Project are those needed to support project components, including stations and park-and-ride facilities. Chapter 4, Section 4.20.3.2 of the Draft EIS/EIR states that "potential indirect effects as a result of [the Project] would include the future planning and development of transit-oriented developments (TODs) surrounding the proposed station areas." As such, the Project could provide opportunities for TOD around proposed stations and at the acquired sites, but TOD opportunities would be consistent with goals, policies, and objectives of the local jurisdiction and at the discretion and approval of that jurisdiction. Local jurisdictions would also use the West Santa Ana Branch Transit-Oriented Development Strategic Implementation Plan as a resource to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable, and safe areas for development in the project corridor. Provision of housing, community development, or recreation is beyond the scope and purpose of the Project.
JPA-1-18	Implementation of the LPA will contribute to regional and local goals that support alternative modes of transportation. The LPA will connect with local transit lines and bicycle facilities, integrate safety measures for transit users and bicyclists, and improve and provide greater transit opportunities to residents, visitors, and employees. As discussed in Chapter 2, Section 2.5.4 of the Draft EIS/EIR, bike hubs are proposed at station locations near bikeways for access to and from local destinations based on demand; pedestrian access will also be provided. As stated in Chapter 4, Section 4.1.3.2 of the Draft EIS/EIR, the project stations are anticipated to become important junctions for residents, employees, and visitors from neighboring communities and the region promoting existing and planned future development with street-level pedestrian uses, as well as improved pedestrian access to surrounding uses. The LPA will not result in adverse physical effects or prevent access to existing bike facilities. As discussed in Chapter 4, Section 4.1.3 of the Draft EIS/EIR, although the Project is generally consistent with applicable goals, objectives, and policies related to alternative transportation, public transportation, and future growth in transit, the Project could preempt future development and implementation of planned bicycle facilities. Under Mitigation Measure LU-1 (Consistency with Bike Plans) described in Chapter 4, Section 4.1.4 of the Draft EIS/EIR, Metro will continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans within each jurisdiction. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Transit parking will be provided at five stations along the LPA alignment and will include sufficient capacity to address parking demand for the LPA. See response CR-TRA-1 for additional information regarding transit parking.

Comment ID	Response
JPA-1-19	The LPA will not interfere with potential adaptation strategies to address regional effects of climate change. Two climate change issues that may affect transit lines are flood waters and heat stress. Regarding flood waters, Chapter 4, Section 4.11.3 of the Draft EIS/EIR states that Alternative 3 would not have a longitudinal encroachment into the floodplain or impact beneficial floodplain values. Alternative 3 would not increase flooding risk by supporting incompatible development within the floodplain. Furthermore, compliance with local and federal floodplain regulations would avoid or minimize impacts to the flood-control facilities. Regarding heat stress, the LPA is being designed to accommodate high air temperatures. It should be noted that many transit lines throughout the world operate in high heat, desert environments. Furthermore, the Project reduces greenhouse gas (GHG) emissions, as it promotes a clean energy solution to travel and results in reduced auto trips. Metro has also adopted multiple policies and plans that promote climate resiliency and adaptation, such as the Metro Green Construction Policy and the Energy and Conservation Management Plan. The Project will be consistent with these policies and plans as well as the climate adaptability criteria included in the Metro Rail Design Criteria (MRDC).
JPA-1-20	See response CR-TRA-1 regarding additional transit parking. The provision of parking beyond what is identified as part of the Project to support transit patrons would be considered a betterment and is not part of the Purpose and Need of the Project.
JPA-1-21	The Study Area for the Project encompasses a 2-mile buffer from the four Build Alternatives included in the Draft EIS/EIR, which includes the Cities of Bell Gardens and Maywood. The Study Area maps and discussions in Chapters 1 and 2 of the Draft EIS/EIR and Final EIS/EIR correctly include Bell Gardens and Maywood within this buffer. Current and projected Study Area characteristics within the full 2-mile buffer, such as traffic conditions, transit service and demand, population and employment densities, and travel demand, were considered and informed the Purpose and Need for the Project, as presented in Chapter 1. Each individual section of the environmental document defines a specific Affected Area that is appropriate for that particular subject. The extent of the Affected Area for each topic is included in Chapter 4, Table 4.0.1 of the Draft EIS/EIR. Both cities are included in the first/last mile (FLM) planning efforts that examine safe bike connections to the surrounding community within 3 miles of project stations. Both cities are located within 2 miles of the LPA and are included in these planning efforts.
JPA-1-22	Mitigation Measure COM-1 (Community Outreach Plan) requires development of a Construction Outreach Plan in coordination with affected communities and businesses that would be affected by Metro and its contractors during construction. Metro has used the Business Interruption Fund to financially assist small businesses along transit corridors during construction. Programs such as the Business Interruption Fund are approved by the Metro Board on a per-project basis and would occur after approval or certification of the Final EIS/EIR and issuance of the Record of Decision and closer to the start of construction.
JPA-1-23	In response to comments on the Draft EIS/EIR, an assessment of vehicular (truck) freight has been added under Section 3.4.5 of the Final EIS/EIR and in Section 5.5 of the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (previously Appendix D of the Draft EIS/EIR). The analysis concludes that there will not be adverse impacts associated with vehicular (truck) freight.

Comment ID	Response
JPA-1-24	Metro will assist with eligible business relocations required by the Project, consistent with requirements of the Uniform Act, California Relocation Act, and other applicable regulations. Businesses will be relocated as feasible within the same jurisdiction. Chapter 4, Section 4.3.3.2 under subheading "Replacement and Relocation" of the Draft EIS/EIR included analysis of available properties with the same use type within jurisdictions where business relocations were identified. Section 4.3.3.2 of the Final EIS/EIR has been updated with the number of potential businesses and employees and residential properties that will be displaced by the LPA. The replacement and relocation information has also been updated with available business and residential replacements sites for lease and sale within each affected city and within 6 miles of each affected property based on the current market conditions and vacancy as of June/July 2023. When relocation occurs, a specific individual relocation process will be established for each eligible business and sites will be analyzed and considered.
JPA-1-25	Chapter 4 Section 4.19.3.17 of the Final EIS/EIR and Section 7.3.2.1 of the *West Santa Ana Branch Transit Corridor Project Final Economic and Fiscal Impact Analysis Report* (previously Appendix CC of the Draft EIS/EIR) have been updated to include a discussion of existing Metro policies and programs that support job creation and workforce development. The Project will comply with these policies and programs, including the project Labor Agreement & Construction Careers Policy and Local Hire Program. These policies and programs encourage construction employment and training opportunities to those who reside in economically disadvantaged areas on Metro construction projects. The Metro Project Labor Agreement/Construction Careers Policy (PLA/CCP) requires that contractors commit to meet the applicable targeted hiring requirements. In addition, Metro's PLA/CCP conforms with the Local Hire Initiative as announced by the U.S. Department of Transportation in May 2021. One part of Metro's PLA/CCP requirements is the hiring of a Jobs Coordinator to assist in the recruitment of targeted workers through a collaborative effort with community-based organizations (CBOs) and other key stakeholders. Additional text on the positive effects on property values near transit infrastructure has been incorporated into the Final EIS/EIR in Section 4.17.3.2. Chapter 4, Section 4.17.3.2 under the subheading "Long-Term Impacts on Property Values" of the Draft EIS/EIR discussed how redevelopment opportunities would positively impact property values and property tax revenues. Section 4.19.3.17 under the subheading "Regional Economic Construction Impacts" of the Draft EIS/EIR discussed the impacts on construction spending in the region, including the creation of construction jobs and increased sales tax revenues from construction-related spending. Chapter 4, Section 4.17.3.2 of the Draft EIS/EIR discussed the potential economic effects associated with improved access to transit and improved connectivity between areas of job creation and potential employees. Improved access to transit will increase access to labor markets and potentially higher-paying employment opportunities, as well as decrease the expenses associated with automobile ownership. Operation of the LPA will also provide new employment opportunities. The Project will result in permanent business and employee displacements. However, as explained in Chapter 4, Section 4.3.3.2 of the Draft EIS/EIR under the subheading "Replacement and Relocation," replacement sites for business displacements within a 6-mile radius is sufficient to relocate nearly all displaced businesses. Furthermore, as discussed in Chapter 4, Section 4.3.3.8, Metro will provide relocation assistance and compensation for eligible displaced businesses as required under the Uniform Act and California Relocation Act, and it is likely that some of the displaced jobs will be relocated within their local municipalities.
JPA-1-26	Refer to response CR-GEN-3 regarding the cut-and-cover study. The study determined that a cut-and-cover alignment is not a feasible alternative due to substantially increased costs.

Comment ID	Response
JPA-1-27	The alignment in both locations has been designed not to preclude a future station. However, the future station would be subject to future environmental clearance if these stations move forward for implementation.
JPA-1-28	Metro operates a modern light rail transit (LRT) system that reflects current established best practices in technology and operations. Metro provides platform-level boarding to meet Americans with Disabilities Act accessibility requirements throughout its light rail system. Metro's fleet incorporates power regeneration when braking and includes high-resilience rail fasteners in areas with vibration-sensitive land uses that could be affected by LRT vibration. While off-wire technologies are in development, they are unproven for broad-scale system deployment. In Dallas and Seattle, they are currently used in short sections of streetcar lines where the majority of the line is on catenary that can recharge the batteries. Current technologies in development include rapid charging at stations that require substantial electrical infrastructure and would not substantially reduce the number of substations needed to provide traction power. An under-track inductive power supply would increase project construction costs and limit available vehicles to proprietary systems. Energy usage would increase with off-wire technologies as the weight of rail vehicles would increase and charging and discharge of on-vehicle batteries is not 100 percent efficient. As concluded in Chapter 4, Section 4.12.3 of the Draft and Final EIS/EIR, Alternative 3 (the LPA) will not result in significant adverse effects related to energy.
JPA-1-29	See response CR-EJ-1 regarding the approach and guidance used for the EJ analysis and the identification of EJ communities. Design of the alignment and stations will be consistent with the MRDC, or equivalent criteria, and Metro's Systemwide Design Standards that are uniformly applied across all Metro lines. The implementation of mitigation will be applied similarly within each EJ community as necessary and applicable.
JPA-1-30	Chapter 4, Section 4.22.3.2 of the Draft EIS/EIR lists the environmental topics that will not result in an adverse effect to the Affected Area and therefore will not result in a disproportionately high and adverse effect to EJ communities. These topics were not analyzed in the EJ analysis. The EJ analysis includes all environmental topics that will have an adverse effect to the Affected Area for each environmental topic. Section 4.22.3.3 of the Draft EIS/EIR refers to the mitigation measures that will be implemented as part of the Project for each environmental topic. The EJ analysis concludes that the Project will not result in disproportionately high and adverse effects related to EJ communities, and additional mitigation was not required. See response CR-GEN-5 regarding the implementation and recommendation of feasible mitigation measures.

Comment ID	Response
JPA-1-31	Property acquisitions have been minimized where feasible, and minimizing the need for residential relocation was a key consideration during development of the alignment and other project components. Information in Section 4.3.3 in the Draft EIS/EIR regarding occupants comes from the U.S. Census Bureau's Quick Facts tool (U.S. Census Bureau 2012-2016), which was used to determine the average number of persons per household for each city in which residential acquisitions are anticipated. This tool was also used to estimate the number of residents displaced based on the number of residential units to be acquired. Displaced mobile homes were assumed to contain the same number of occupants as the average conventional household in the same city. The estimated number of displaced residents was calculated using the average number of household occupants multiplied by the number of units displaced. Table 4.3.5 and Table 4.3.6 in Section 4.3.3.2 and Section 4.3.3.4 of the Draft EIS/EIR states that "Alternative 3 would result in the same number of residential property acquisitions and displaced residents as Alternatives 1 and 2: 6 full acquisitions and 15 partial acquisitions of residential properties that would affect a total of 21 residential properties and displace approximately 78 residential occupants in LA County. Residential displacement would occur in the Cities of Los Angeles, Huntington Park, Bellflower, Paramount, and Artesia." Section 4.3.3.2 and Table 4.3.4 of the Final EIS/EIR includes updated information to reflect the refinements in the LPA. The LPA will require the full acquisition of 13 residential properties: 3 single-family units and 10 multi-family units. These full residential property acquisitions will affect approximately 47 residential occupants in LA County, specifically in the Cities of Los Angles, Huntington Park, and Artesia. In comparison to Alternative 3 in the Draft EIS/EIR, the LPA will result in fewer residential displacements. In addition, the replacement and relocation information has also updated with available residential replacements sites for lease and sale within each affected city and within 6 miles of each affected property based on the current market conditions and vacancies as of June/July 2023 (Table 4.3.6 in the Final EIS/EIR). Based on these market conditions, sufficient residential replacement sites for sale and rent are currently available in the affected cities. Metro will assist with residential relocation resulting from the Project consistent with requirements of the Uniform Act, California Relocation Act, and other applicable regulations. Residences will be relocated as feasible within the same jurisdiction. When relocation occurs, a specific individual relocation process will be established for each residence and potential sites will be analyzed and considered. See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act.

Comment ID	Response
JPA-1-32	See response CR-DIS-2 regarding updates to the acquisition and displacement data for the LPA in the Final EIS/EIR. Backyards are private open space areas and the loss of backyards of these residential properties is not expected to adversely affect public open space areas since the function of public open space in the surrounding area will not be adversely affected as a result of the Project (as explained in Section of 4.16.3 of the Draft EIS/EIR). Metro will comply with the requirements of the relevant local jurisdiction regarding project effects on trees. Mitigation Measure BIO-4 (Protected Trees) in the Draft EIS/EIR requires an Arborist Study prior to the removal of any protected trees and the preparation of a tree protection plan. Under Project Measure BIO PM-3 (LA Metro Tree Policy), the Project will adhere to the LA Metro Tree Policy, adopted on October 27, 2022, by the Metro Board of Directors. The policy requires the preparation of a tree protection plan identifying tree protection zones for trees designated for retention. Where tree removal is required, project design will include an approach that either replaces removed trees at a ratio of 2:1 or replaces in-kind with trees that are a minimum size of 36-inch standard box (i.e., young trees with a large root ball). Metro will consult with the local jurisdictions, in addition to community stakeholders, prior to selecting the appropriate location for planting replacement trees. The Project is not expected to degrade air quality. As discussed in Section 4.5.3 of the Draft EIS/EIR, the Project will not introduce a new substantial direct source of air pollutant emissions. The Project will improve regional air quality by taking passenger vehicle trips off the roadway network and encouraging alternative and active modes of transportation.
JPA-1-33	See response to comment JPA-1-4 and JPA-1-8.
JPA-1-34	See response CR-GEN-2 regarding the Paramount maintenance and storage facility (MSF) and identification of the Bellflower MSF as a component of the LPA. As stated in Chapter 4, Section 4.7.3.7 of the Draft EIS/EIR, the Bellflower MSF will not result in noise levels that exceed the FTA noise impact criteria at sensitive receptors near the MSF. Therefore, mitigation is not required. Providing a soundwall where not required for mitigation and not related to adverse or significant impacts would be a betterment and is not part of the Purpose and Need of the Project. The current design of the Bellflower MSF includes screening and landscaping as part of the Project, as well as light shielding to prevent light spillover.
JPA-1-35	See response CR-GEN-2 regarding identification of the MSF site option in the City of Bellflower. As discussed in Chapter 4, Section 4.1.3.6 of the Draft EIS/EIR, design of the Bellflower MSF site "would follow MRDC guidance or equivalent criteria and would include barriers around the perimeter of the site to minimize potential adverse effects to surrounding land uses." In addition, Project Measure VA PM-5 (Landscaping at Bellflower MSF Site Option) discussed in Chapter 4, Section 4.4.4.1 of the Draft EIS/EIR, states that "[a]t the Bellflower MSF site option, existing landscaping and barriers facing residential areas would either remain in place or would be replaced with other types of landscaping and barriers that would obstruct views of the Bellflower MSF site option from residential areas." The Santa Monica Maintenance Facility as described in the Metro Exposition Corridor Transit Project Phase 2 Draft EIR completed in January 2009 and Final EIR completed in December 2009 does not include a description of open space on the site. The Bellflower MSF is designed so as not to preclude a future community open space area. Metro will continue to work with the City of Bellflower to accommodate a city open space on the parcel where the MSF will be located. This future open space would be designed, environmentally cleared, and maintained by the city.
JPA-1-36	See response to comment JPA-1-4 and JPA-1-8.
JPA-1-37	See response to comment JPA-1-2.

Comment ID	Response
JPA-1-38	The comment regarding concurrence with Metro's assessment of project needs is acknowledged.
JPA-1-39	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent communities and environmental justice communities.
JPA-1-40	The comment regarding concurrence with project goals is acknowledged.
JPA-1-41	As stated in response to comment JPA-1-21, study areas, referred to as the "Affected Area" in Chapters 3 and 4 of the Draft and Final EIS/EIR, were determined for each individual topic in the environmental document to reflect the specific area that could be affected by the Project for that topic. For instance, topics such as Acquisitions and Displacements would be limited to the area that is physically affected by the Project and its associated impacts, while topics such as Air Quality could affect a larger area. The extent of the Affected Area for each topic is included in Chapter 4, Table 4.0.1 of the Draft EIS/EIR.
JPA-1-42	Chapter 1, Section 1.3.1, in the Final EIS/EIR has been updated to include the City of Bell in the identification of multi-family neighborhoods that contribute to population densities along the project corridor. This revision does not alter the Draft EIS/EIR's environmental analysis or conclusions.
JPA-1-43	The comment regarding concurrence with information shown on the study area maps is acknowledged.
JPA-1-44	Pacific Boulevard in Huntington Park, the Bicycle Hotel and Casino in Bell Gardens, Columbia Memorial Space Center in Downey, and LA River Recreation Zone in Elysian Valley have been added to the Activity Centers identified in Figure 1-4 in Chapter 1, Section 1.3.2 of the Final EIS/EIR. Chapter 1 is meant as an introduction to the Project's Purpose and Need and is not an exhaustive listing of community features and characteristics. The revisions do not alter the Draft EIS/EIR's environmental analysis or conclusions.
JPA-1-45	The LA Streetcar project was not included in the analysis, but connectivity to other modes of transit was considered with a terminus at LA Union Station under Alternative 1.
JPA-1-46	See response CR-TRA-1.
JPA-1-47	See response to comment JPA-1-46. The Project could provide opportunities for TOD around proposed stations, but TOD opportunities would be consistent with goals, policies, and objectives of the local jurisdiction and at the discretion and approval of that jurisdiction.
JPA-1-48	Since circulation of the Draft EIS/EIR, updated parking surveys were conducted in response to comments received on the Draft EIS/EIR regarding parking restriction and peak parking time periods, and in consideration of refinements to the LPA. The updated surveys were conducted during non-holiday weekdays in January, March, and May 2023 on Tuesdays, Wednesdays, and Thursdays between 6:30 a.m. and 8:30 a.m., 10:00 a.m. and 12:00 p.m., and 11:00 a.m. and 2:00 p.m. The survey time periods were determined based on the surrounding land uses and considered parking restrictions in each neighborhood. The updated field survey is summarized in Section 4.5.1 of the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* and in Section 3.3.7 of the Final EIS/EIR. The number and type of parking spaces, including existing restrictions, in each block around the location, along with an assessment of available spaces (based on the field observation), are provided. The visual survey map is included in Appendix A of the report.

Comment ID	Response
JPA-1-49	See response CR-TRA-1 regarding the spillover parking analysis. The analysis of spillover parking has been updated in the Final EIS/EIR to include stations that do not provide transit parking. The analysis has also been updated to no longer rely on available on-street parking, which provides a more conservative approach to the analysis because it does not assume that demand could be met by using on-street parking, if available. The updated analysis is included in Chapter 3, Section 3.4.4 of the Final EIS/EIR. Mitigation Measure TRA-21 (Parking Monitoring and Community Outreach) in the Draft EIS/EIR, now referred to as Mitigation TRA-19 in the Final EIS/EIR, commits Metro to studying actual conditions after the Project opens, comparing the demand to surveys completed 6 months prior to opening, and working with the cities to identify measures to address spillover parking if it occurs. The measure also applies to 0.5 mile around all stations, even those without proposed transit parking.
JPA-1-50	The study area (referred to as Affected Area) was defined as a 100-foot buffer of components of the Build Alternatives and was used for the assessment of safety of users and crime prevention. Analysis for this study area considered transit and freight system safety and potential for hazards such as collisions, service interruption, property damage, and injuries. A 2-mile buffer was used for other elements of the assessment, specifically, emergency services. See response CR-SAF-3 regarding security patrols and enforcement. Local jurisdictions would not be expected to patrol Metro property.
JPA-1-51	The Draft EIS/EIR evaluates all applicable land use documents with which the Project has the potential to conflict, including specific plans that are within the Affected Area. Development plans would be located on parcels that are outside of the rail ROW. Project components that will be located outside of the rail ROW will not be located on sites with specific development plans. Consistency with air quality, greenhouse gas emissions, and energy focused polices and plans are discussed in Chapter 4, Sections 4.5 and 4.6 of the Draft EIS/EIR and in more detail in the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Appendix J of the Draft EIS/EIR) and the *West Santa Ana Branch Transit Corridor Project Final Greenhouse Gas Impact Analysis Report* (Appendix K of the Draft EIS/EIR).
JPA-1-52	This comment is noted. This comment is referencing a portion of the Land Use section in the Draft EIS/EIR that documents existing land use conditions in the Affected Area and Surrounding Area. As discussed in various sections of the Draft EIS/EIR and the associated impact reports, the Project will increase connectivity between communities for residents, employees, and visitors from neighboring communities and the region.
JPA-1-53	Acquisitions identified for the Project are those needed to support project components, including stations and park-and-ride facilities. The Project could provide opportunities for TOD around stations, but TOD opportunities would be consistent with goals, policies, and objectives of the local jurisdiction and are at the discretion and approval of that jurisdiction.
JPA-1-54	Table 4.1.4 in Chapter 4, Section 4.1.3 of the Final EIS/EIR has been updated and identifies the Downtown Bellflower Transit-Oriented Development Specific Plan Land Use Plan. Table 5.19 in Section 5.2.3.1of the *West Santa Ana Branch Transit Corridor Project Land Use Impact Analysis Report* was updated and includes a project consistency analysis for the Downtown Bellflower Transit-Oriented Development Specific Plan. The LPA is consistent with that plan, including with respect to its policies and objectives concerning increased mobility, transit access, and transit services, the provision of alternative modes of transportation, and transit-oriented development.
JPA-1-55	See response CR-GEN-1 regarding identification of the LPA.

Comment ID	Response
JPA-1-56	See response CR-TRA-1 regarding transit parking and response to comments JPA-1-20 and JPA-1-48. Chapter 3, Section 3.3.7 of the Final EIS/EIR summarizes the observed existing on-street parking conditions. The evaluation of on-street parking impacts in this section of the Final EIS/EIR has also been updated to reflect updates to the observed parking conditions. Within the City of Downey, the physical loss of parking due to implementation of the LPA will not result in the on-street parking supply to decrease below demand, and parking impacts will not be adverse. In the City of Huntington Park, the loss of on-street parking will result in the parking supply to decrease below the observed utilization along segments of Randolph Street, Albany Street, Seville Avenue, and Gage Avenue. However, based on observed utilization, parking supply on adjacent blocks and surrounding streets will have sufficient capacity to accommodate those using on-street parking. It is anticipated that parking demand will be accommodated with minimal circulation and there will not be adverse effects. The updated analysis is presented in Chapter 3, Section 3.4.4 of the Final EIS/EIR.
JPA-1-57	Metro stations will be constructed consistent with the MRDC and Metro's Systemwide Design Standards that provide standards for LRT alignment and stations. Stations will be connected to pedestrian facilities and other multi-modal connections. See also responses to comments JPA-1-18 and JPA-1-74.
JPA-1-58	Permanent road closures will occur in several locations and will not physically divide an established community because vehicle, pedestrian, and bicycle access to the surrounding properties will be maintained through the surrounding streets, which are one or two blocks (or less than 500 feet) from the street closures. Permanent access disruptions to existing land uses on either side of the alignment will not occur. Vehicle, pedestrian, and bicycle access will be rerouted to nearby streets and will not cause significant impacts to circulation in the area.
JPA-1-59	Truck turning restrictions are only proposed along Randolph Avenue. Truck traffic will be rerouted to other nearby streets at intersections that allow truck turns. Visual impacts are analyzed in Section 4.4 of the Draft EIS/EIR, but generally landscaping and visual treatments are proposed at barriers such as retaining walls and columns.
JPA-1-60	Since circulation of the Draft EIS/EIR, the proposed pedestrian undercrossing has been replaced with a pedestrian bridge at Paramount High School. Construction of the Project requires removal of the existing pedestrian bridge at this location; a new, replacement pedestrian bridge will be constructed as part of the Project to maintain safe pedestrian connectivity at this location. Design of the pedestrian bridge has been incorporated into the Final EIS/EIR. This change to a pedestrian bridge was discussed during a meeting with the City of Paramount on July 19, 2022. A conceptual exhibit was also shared with the city during this meeting. As a pedestrian bridge currently exists at this location, the replacement pedestrian bridge is not anticipated to result in safety and security concerns that will result in new expenses.
JPA-1-61	Partial property acquisitions will occur at locations where the impacts to private property do not affect the primary use of the property. Sliver acquisitions are required for project components, such as accommodating at-grade crossing equipment. See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act. See response CR-DIS-2 regarding updates to the acquisition and displacement data for the LPA.
JPA-1-62	See response CR-GEN-1 and response to comment JPA-1-18.
JPA-1-63	See response CR-GEN-2 regarding identification of the MSF site option in the City of Bellflower as a component of the LPA.

Comment ID	Response
JPA-1-64	Refer to the response to comment JPA-1-35.
JPA-1-65	The analysis regarding community barriers and division of established communities is provided in Chapter 4, Section 4.1.3.2 (Land Use) under the subheading "Land Use Compatibility" and Section 4.1.5.1 of the Draft EIS/EIR. Additional analysis is also provided in Chapter 4, Section 4.2.3.2 (Communities and Neighborhoods) of the Draft EIS/EIR, which discusses related topics of community access and mobility, character and cohesion, and community stability. The aerial structures will be supported by retaining walls or columns within the rail right-of-way. With the exception of the Wilmington Avenue/Randolph Avenue intersection, aerial structures will be supported by columns where the rail right-of-way intersects with a street right-of-way, allowing vehicles, bicyclists, and pedestrians to cross the street right-of-way without any barriers. It should be noted that existing freight tracks and active freight are located along the alignment north of Somerset Boulevard. Although pedestrians can currently informally cross the rail rights-of-way at mid-blocks where no fences or walls are present (such as along Randolph Street and Salt Lake Avenue), crossing the rail rights-of-way in an area that is not designated as a railroad crossing is an illegal trespass. The use of retaining walls to support the aerial structures will not physically divide the surrounding communities because vehicles, bicyclists, and pedestrians will still be able to cross the street and rail rights-of-way without any barriers at designated railroad crossings. Berms will not be used to support the aerial structures. Thus, the aerial structures will not divide established communities. The only intersection where the aerial structure will be supported by retaining walls will be at the Randolph Street/Wilmington Avenue intersection. The grade crossing at this intersection will be closed and turning restrictions will be introduced. As discussed in Section 5.2 of the Draft EIS/EIR, access to Wilmington Avenue and Randolph Street will be maintained through routing traffic within the surrounding local streets. Motorists will be required to proceed to the next cross street and make a U-turn to access the opposite side of Randolph Street and Wilmington Avenue. Similarly, the turning restrictions at the Randolph Street/Wilmington Avenue intersection will not adversely affect access and mobility of pedestrians and bicyclists. Industrial uses are primarily situated north of Randolph Street at Wilmington Avenue, while community assets (such as Lillian Street Elementary School) and residential neighborhoods are generally south of Randolph Street. Pedestrians and bicyclists from the residential neighborhoods will not need to cross Randolph Street at Wilmington Avenue to access community assets and residential neighborhoods. Any residents that live farther north of Randolph Avenue who want to access the school and residential neighborhood south of Randolph Avenue will likely use Holmes Avenue or Long Beach Avenue/Randolph Street. These residences are situated north of Slauson Avenue, and motorists, bicyclists, and pedestrians are currently not able to cross Slauson Avenue at Wilmington Avenue since this intersection is a three-way intersection and Wilmington Avenue terminates at Slauson Avenue. As a result, the proposed turning restrictions at Randolph Street/Wilmington Avenue will not interfere with pedestrian and bicycle access and mobility to community assets and residential neighborhoods near the intersection. The turning restrictions at this intersection will not divide the community in this area. Metro has been coordinating with affected jurisdictions that have requested certain portions of the aerial structure to be supported by columns instead of retaining walls, and the design of the aerial structures along some portions of the rail right-of-way has been modified as a result of this coordination.

Comment ID	Response
JPA-1-66	Construction effects, such as nuisance effects, parking impacts, and temporary access changes for businesses were evaluated in Chapter 4, Section 4.19.3.17 under the subheading "Localized Project Impacts" of the Draft EIS/EIR. Site-specific construction plans have not yet been developed for the Project and will occur at a later stage once a construction contractor is retained. Metro's contractor will develop construction plans and a schedule. Mitigation Measure COM-1 (Construction Outreach Plan) specifically addresses access to businesses during construction and requires Metro to prioritize access to businesses during construction. Draft EIS/EIR Mitigation Measure TRA-23 (Loss of Parking [Construction]) would also reduce these short-term impacts related to access to businesses, as feasible (this measure is referred to as Mitigation Measure TRA-21 in the Final EIS/EIR). The evaluation of construction-related economic and fiscal impacts concluded that the mitigation measures would minimize the impacts to the overall economy and an adverse effect would not occur.
JPA-1-67	Businesses that will be acquired were notified during the release of the Draft EIS/EIR. Chapter 4, Section 4.3.3 of the Final EIS/EIR has been updated to note that the affected residential acquisitions are not rent-controlled units. Metro will assist with eligible relocations resulting from implementation of the Project consistent with requirements of the Uniform Act, California Relocation Act, and other applicable regulations. When a relocation occurs, a specific individual relocation process will be established for each business/residence and potential sites will be analyzed and considered. Coordination with affected businesses/residents is required as part of this process and will occur after the Record of Decision for the EIS/EIR is received. See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act.
JPA-1-68	Demographic data is based on data from the U.S. Census Bureau and the Southern California Association of Governments. During the Draft EIS/EIR preparation, cities did not provide additional socioeconomic data for the analysis. Growth projections from the Southern California Association of Governments are typically used as they are reliable and publicly available data. Additionally, the cities along the project corridor use data from the Southern California Association of Governments as part of their growth projections.

Comment ID	Response
JPA-1-69	Chapter 4, Section 4.2 of the Draft EIS/EIR evaluates the effects of project components (including all station areas) on access and mobility, community character and cohesion, and community stability. Specific project components were not mentioned if they will not affect communities and neighborhoods. The parking facilities identified under the subheading "Access and Mobility" in Section 4.2.3.2 of the Draft EIS/EIR refer to the transit parking provided at stations. The parking facilities in the City of South Gate that is referenced in the analysis is associated with the Firestone and I-105/C Line Stations; the parking facility in the City of Paramount is for the Paramount/Rosecrans Station; the parking facility in the City of Bellflower is for the Bellflower Station; and the parking facility in the City of Artesia is for the Pioneer Station. Chapter 4, Section 4.2.3.2 of the Draft EIS/EIR under "Street Closures" states that 188th Street between Corby Avenue and Pioneer Boulevard and 187th Street and Corby Avenue in Artesia will be permanently closed to build a parking structure at Pioneer Station. However, vehicle, pedestrian, and bicycle access to the surrounding properties will be maintained through the surrounding streets. The street closure will not adversely affect access and mobility to and from the neighborhoods and community surrounding the Pioneer Station. No other stations will require street closures. "At-Grade Grade Crossings" in Section 4.2.3.2 of the Draft EIS/EIR, evaluates the new pedestrian crosswalks on Salt Lake Avenue on the south side of the Florence/Salt Lake Station, Century Boulevard at the I-105/C Line Station, Pacific Avenue at the Bellflower Station, and on the west side of the Bellflower Station. The discussion of at-grade crossings includes grade crossings that are and will be at station areas. "Sidewalks, Pedestrian Underpasses, Safety Barriers, and Sound Walls" in Section 4.2.3.2 of the Draft EIS/EIR identifies a new sidewalk on the south side of the I-105 freeway, which will improve residential access to the new Metro C (Green) Line Station in the I-105 median and the I-105/C Line Station along the WSAB alignment. None of the LPA stations will result in adverse effects on access and mobility, including parking, street closures, turning restrictions, and vehicle delays at intersections. The analysis of access and mobility considered all traffic, including trucks and passenger vehicles traveling in and around the station areas, as well as to and from station parking areas. Each station was considered in the discussion of "Community Stability" in Section 4.2.3.2 of the Draft EIS/EIR.
JPA-1-70	Table 4.3.1 in Chapter 4, Section 4.3.3.2 of the Draft EIS/EIR identified 254 permanent partial acquisitions for Alternative 1, and 188 permanent partial acquisitions for Alternative 3. Alternative 1 would have 66 additional permanent partial acquisitions compared to Alternative 3 as evaluated in the Draft EIS/EIR. Table 4.3.1 in Chapter 4, Section 4.3.3.2 of the Final EIS/EIR has been updated and identifies 199 partial acquisitions for the LPA.
JPA-1-71	See response to Comment JPA-1-56.
JPA-1-72	Displacements with Design Option 2 would have been in addition to the 89 business displacements identified with Alternative 1, as the Little Tokyo Station would be added along with associated vertical circulation, which would have affected one additional business compared to Alternative 1 without the design option.
JPA-1-73	See response to comment JPA-1-67. Coordination has been ongoing with the City of Bellflower throughout development of the Project, as described in Chapter 7, Sections 7.5.4 and 7.8.2. Discussions have included the Bellflower MSF.

Comment ID	Response
JPA-1-74	Design of pedestrian amenities, sidewalks, and street trees will follow MRDC and Metro Systemwide Station Design Standards. Project design was developed and minimized right-of-way and business/residence impacts to the extent feasible. The Project will be implemented within existing rail ROW, street rights-of-way, and acquired properties that are necessary to develop the LPA. Trees that are planted as part of the Project, including those in the City of Huntington Park, will consist of tree species that are designated by the local jurisdiction and, thus, will maintain community character. Sidewalk improvements associated with the Project will generally occur at grade crossings to improve pedestrian safety and access. These sidewalk improvements will not adversely affect access and mobility and community character. Sidewalks and street trees outside of the Project work limits will not be affected. If sidewalks are to be expanded, additional property acquisition may be required. In the City of Huntington Park, sidewalk expansions will require additional right-of-way acquisition along Randolph Street as the cross-section is constrained at this location. The Project will provide opportunities for local jurisdictions to develop and improve sidewalks and other pedestrian amenities that enhance access for people walking to transit stations. Sidewalks and other pedestrian facilities affected during construction will be replaced in-kind. The LPA stations are designed to include strategies for FLM connectivity, such as the incorporation of bicycle and pedestrian amenities into the station areas. Spillover parking and traffic associated with parking at station areas were included in the transportation analysis for the Project. Project effects on parking and traffic in the surrounding communities are discussed in Section 3.4 of the Draft EIS/EIR. Refer to CR-TRA-1 regarding the spillover parking analysis. Air quality emissions are discussed in Section 4.5.3 of the Draft EIS/EIR which states that the Project will not generate carbon monoxide hotspots and will not result in adverse effects related to worsening existing or contributing to new localized particulate matter hotspots. The air quality analysis considered changes in VMT with implementation of the Project compared to VMT under the No Build Alternative.
JPA-1-75	See response to comment JPA-1-67.
JPA-1-76	See response to comment JPA-1-67.

Comment ID	Response
JPA-1-77	Noise and vibration effects of the Bellflower MSF are discussed in Section 4.7.3 of the Draft EIS/EIR. Noise levels related to the MSF were modeled at 57 sensitive use clusters near the MSF site. The estimated noise levels associated with the MSF will not exceed the FTA noise impact criteria at noise sensitive uses, which include the surrounding residences. Additionally, operations at the Bellflower MSF will be below the FTA vibration impact threshold, and vibration impacts are unlikely to occur at the residences surrounding the MSF. Visual and aesthetic effects of the Bellflower MSF are discussed in Section 4.4.3.7 of the Draft EIS/EIR. The existing landscaping and barriers along the perimeter of the MSF will either remain in place or be replaced with other types of landscaping and barriers that will obstruct views of the site from the surrounding residential uses. Air quality effects of the Bellflower MSF are discussed in Section 4.5.3.7 of the Draft EIS/EIR. Table 4.5.10 presents daily operational emissions associated with the maintenance and storage facility. As explained in Section 4.5.3.2 and as shown in Tables 4.5.10 and 4.5.15, the MSF will introduce new minor sources of air pollutant emissions but will not exceed the established SCAQMD regional and localized emissions thresholds. Section 4.4.4.1 of the Draft EIS/EIR includes Project Measure VA PM-5 (Landscaping at Bellflower MSF Site Option), which will either maintain the existing landscaping and barriers facing residential areas or replace the existing landscaping and barriers with other types of landscaping and barriers that will obstruct views of the Bellflower MSF from residential areas.
JPA-1-78	Section 4.4.1.2 of the Draft EIS/EIR and Section 1.5 of the *West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report* (Appendix I to the Draft EIS/EIR) address the methodology used to determine visual and aesthetic effects. As discussed in this section, to satisfy CEQA and NEPA requirements, the visual and aesthetic impact analysis follows principles contained in the Federal Highway Administration's Guidelines for the Visual Impact Assessment of Highway Projects. Consistent with these guidelines, project components are evaluated with regard to compatibility with the existing visual character and viewer groups' sensitivity to changes in the visual environment to determine potential effects to visual quality. The height, mass, form, lighting, and glare of each component are compared to the existing visual character of the built and natural environment in the Affected Area for visual to determine whether the components are visually compatible. Project components are considered compatible with the visual character of the Affected Area for visual if the components' scale, massing, form, lighting, and glare do not contrast or conflict with the visual elements of the Affected Area for visual. Viewer sensitivity is evaluated based on how viewer groups would react to changes to the visual environment. Viewer sensitivity is ranked as either low (little to no reaction to changes in the visual environment), moderate (notice changes to visual environment but would not be sensitive to the change), or high (highly sensitive to changes in the visual environment and would likely react to the change). Changes in the visual environment that could affect viewer sensitivity include incompatible scale, massing, form, and lighting levels, as well as reflective surfaces that cast glare. Visual treatments are proposed along the alignment, in addition to landscaping plans at station areas. Vegetation is required per the MRDC, or equivalent criteria, on retaining walls. Soundwalls are identified in locations where noise impacts were identified and walls can be accommodated. These walls will block views from the train into residences. Landscaping will be installed along the rail ROWs in residential areas if adequate space is available. See response CR-VA-1.

Comment ID	Response
JPA-1-79	As defined in Section 1.4 of the *West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report* (Appendix I to the Draft EIS/EIR), scenic resources are areas, features, and sites that contribute to the distinct character of an area. As discussed in Chapter 4, Section 4.4.2.2 of the Draft EIS/EIR, although Navens Horse Stable is a potential historic and cultural property that is within the viewshed of the Pacific Electric Right-of-Way (PEROW), it is not considered a scenic resource for the purposes of the visual and aesthetic analysis as it does not contribute to the distinct visual character of the Affected Area. Navens Horse Stable is in the Industrial Landscape Unit and adjoins the concrete-lined San Gabriel River, SR 91, light industrial uses, and the PEROW. Navens Horse Stable generally faces the rear and sides of the adjacent light industrial uses. Due to the industrial character of the area surrounding Navens Horse Stable, as well as the surrounding infrastructure, the existing visual quality of the area is low. Public views of Navens Horse Stable are available from SR 91. Motorists traveling along this highway are not considered sensitive viewers of Navens Horse Stable since motorists do not specifically travel along this highway for the purpose of viewing the horse stable. Additionally, the viewing duration for motorists is short because the view is at an angle and motorists are focused on the road. Motorists will have little to no reaction to changes associated with the project components since motorists' attention and focus are on the road. Residences are located across the San Gabriel River. Any views that residents may have of Navens Horse Stable are from the backyards of these residences, provided that no solid walls are located along the perimeter of these properties. Vegetation along the western perimeter of Navens Horse Stable also obstructs views of the horse stable from these residential properties. Existing views of Navens Horse Stable is industrial in character, and the project components will be consistent and compatible with the industrial character of the area. Changes in visual quality associated with project components in this area will be neutral since project components will be compatible with the visual character of the area, and viewer sensitivity will be low due to the surrounding industrial uses, the concrete-lined San Gabriel River, and the SR-91 freeway. Therefore, the introduction of the project components will not degrade views of Navens Horse Stable.
JPA-1-80	As discussed in Chapter 4, Section 4.4.1.2 of the Draft EIS/EIR and Section 1.5 of the *West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report* (Appendix I to the Draft EIS/EIR), the Affected Area for visual is identified as the localized viewsheds for the Project. A viewshed is a geographical area that is normally visible from an observer's location, including all surrounding points that are in line-of-sight with the location. The Landscape Units along the Affected Area are based on the land uses and existing uses along the alignment and within the Affected Area, which includes the land uses in the Cities of Huntington Park, Bell, Cudahy, South Gate, Paramount, Bellflower, Artesia, and Cerritos that are within the viewshed of the alignment. The existing land uses within the viewshed of the rail ROW areas do not all reflect the Suburban Residential Landscape Unit as suggested in this comment.

Comment ID	Response
JPA-1-81	Project Measures VA PM-1 through PM-4, VA PM-6, and VA PM-7 discussed in Chapter 4 Section 4.4.4.1 of the Draft EIS/EIR, will be implemented where visual effects were identified throughout the project corridor and in each EJ community. These project measures will minimize visual effects associated with project components, such as design standards, incorporation of public art at station areas, incorporation of landscaping at traction power substations (TPSSs) in residential areas, and directing light away from surrounding properties. Design of the alignment and stations will be consistent along the LPA in accordance with Metro Rail Design Criteria and Metro's Systemwide Design Standards which are uniformly applied across all Metro lines. Design of the LPA will also follow the West Santa Ana Branch Transit Corridor Urban Design Guide and Urban Design Report. The Urban Design Guide and Urban Design Report guide the design of the light rail system. In addition, the aerial structures will be designed to complement the surrounding area per the MRDC or equivalent criteria. Landscaping will be used in residential areas as appropriate and when there is adequate space along the rail ROWs. Also see response CR-VA-1 regarding screening of project components on aerial structures. Additionally, landscaping will be used in residential areas as appropriate and when there is adequate space along the rail ROWs.
JPA-1-82	The MRDC and Metro's Systemwide Station Design Standards have standard guidelines for all Metro stations, but stations have elements of variability (e.g., art and landscaping) that tie each station to the surrounding community character. Metro will work closely with local community arts and culture representatives throughout implementation of the project art program. The WSAB Urban Design Guide was also developed in December 2020 to provide a design vision for the Project and provide city agencies and city staff LRT design information relevant to planning and development. Additionally, Metro is, and will continue to, coordinate with local jurisdictions as design advances.
JPA-1-83	Metro follows federal and state requirements for acquisitions and relocations. Metro's internal processes for property acquisitions and relocations are implemented in accordance with the applicable regulations. A specific appraisal is required for each property acquisition, including furniture, fixtures, and equipment (FF&E). Generally, FF&E is appraised independently from other property interests. Metro makes an offer to the owner of the FF&E based on the appraised value. If the owner of the FF&E is relocating, Metro, through its relocation consultant, will coordinate with the owner regarding FF&E items that will be moved and those that will not be moved. Additionally, the relocation consultant will coordinate with the person/business being relocated regarding the scope of the move, including any required equipment specialists, movers, and other vendors, as well as to assess the estimated moving and related costs. The relocation consultant will work together with the person/business being relocated to search for a suitable new location.

Comment ID	Response
JPA-1-84	Temporary Construction Easements (TCE) will be required along the alignment to provide the space required for construction activities. These easements will not be required after construction is complete. Permanent easements will be required in areas that will not be physically incorporated into the footprint of the Project but will be affected permanently by the Project, such as the area underneath an aerial structure. If a soundwall or other permanent modification is required on property that is currently privately owned, Metro will acquire a permanent property interest for it. Additionally, a TCE is generally required to provide sufficient work area for construction activities. Metro will acquire the TCE in addition to the permanent property interest. Access to conduct maintenance is considered during the design of the Project. If access is required from a private property owner, the required property rights will be appraised and incorporated into Metro's acquisition and compensation to the property owner. Metro will maintain project components.
JPA-1-85	See response to comment JPA-1-83. Costs for damages are included in each individual property appraisal and agreement. Residential impacts were minimized where feasible and have been reduced since the Draft EIS/EIR compared to Alternative 3.
JPA-1-86	Chapter 4, Section 4.3 of the Draft EIS/EIR identifies permanent acquisitions and displacements. Construction-related easements are summarized in Section 4.19.3.3 of the Draft EIS/EIR. Figures were included in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Appendix H to the Draft EIS/EIR) that show property impacts along the alignment based on design at that time. The *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* also identifies individual ROW impacts and type of acquisition required. The information has been updated for the Final EIS/EIR to reflect the LPA, inclusive of refinements. The updated information for construction-related acquisitions is included in Section 4.19.3.3 of the Final EIS/EIR and the updated *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report.* See response CR-DIS-2 regarding the acquisition and displacement data for the LPA.
JPA-1-87	Refer to the response CR-GEN-1 regarding identification of the LPA. The northern terminus for the LPA alignment will be at the Slauson/A Line Station, which is south of I-10. As addressed in response CR-GEN-1, a separate study is underway determine cost-effective alignments between LA Union Station and the Slauson/A Line Station. The study proposes an alignment under I-10 rather than the aerial crossing proposed in the Draft EIS/EIR.
JPA-1-88	As shown in Appendix G to the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (previously Appendix M of the Draft EIS/EIR), there will not be continuous parallel soundwalls in the areas between the Pacific/Randolph and Florence/Salt Lake Stations. South of Florence Avenue there will be sections of alignment with parallel soundwalls, reducing noise for residences on both sides of the tracks. Currently, two roadways and freight tracks separate the neighborhood in Huntington Park from the neighborhood in Cudahy. Any bicycle facilities developed in City of Huntington Park-owned right-of way-will be outside of the area of parallel soundwalls. Metro has a graffiti program that requires removal of graffiti within 24 hours of when it is reported. Walls may also be covered with vegetation to deter graffiti.

Comment ID	Response
JPA-1-89	An intertrack fence is required between the freight and LRT tracks, and a fence along the ROW is proposed to maximize safety and discourage illegal crossings of the tracks where retaining walls or soundwalls will not otherwise be provided. Specific fencing design will be established at a later phase in design and will be coordinated with local jurisdictions. Fencing design is included in the WSAB Urban Design Guide prepared in December 2020 and will be consistent with Metro's Systemwide Design Standards. As discussed in Table 4.4.6 in Chapter 4, Section 4.4.3.2 of the Draft EIS/EIR, the Affected Area for visual currently has fences or walls along property lines. The proposed fences in the rail ROW will be consistent with and fit the visual character of the Affected Area for visual and will not degrade the overall visual character and quality of the Affected Area for visual. Fencing will follow the Metro Rail Design Criteria and the West Santa Ana Branch Transit Corridor Project Urban Design Report and Urban Design Guide. The Urban Design Guide includes designing fencing that is context sensitive. Additionally, Project Measure VA PM-3 (Landscaping) discussed in Section 4.4.4.1 of the Draft EIS/EIR will be implemented. Landscaping will be installed where there is adequate space along the rail rights-of-way. New landscaping that is installed will be consistent with the Metro Rail Design Criteria and Systemwide Station Design Standards, or equivalent.
JPA-1-90	Design has been updated to include columns south of the intersection at 183rd Street and Gridley Road, as requested by the City of Cerritos. Metro met with City of Artesia and Cerritos staff on September 29, 2022, where the height and location of the retaining wall were clarified. This design is included in the Final EIS/EIR, including in Appendix B.
JPA-1-91	See response CR-TRA-1 and response to comment JPA-1-20. Consistent with the Draft EIS/EIR, the supply of parking in the parking structure will accommodate demand at the Pioneer Station forecasted for the LPA.
JPA-1-92	Metro can only acquire the property needed for the project components. The footprint of the Pioneer Station and parking structure as shown in the Draft EIS/EIR is sufficient to accommodate these project components, including pedestrian circulation. Metro has discussed the location of the plaza with the City of Artesia. Metro informed the City that should the City acquire these parcels in the future, the design could be adapted to not preclude connectivity to Pioneer Station.
JPA-1-93	The Metro Rail Design Criteria outline Metro requirements on lighting levels. The Project will be designed to include lighting as a security feature, along with, surveillance, closed-circuit television, access control, and emergency call boxes to reduce the potential for crime. Stations will be consistent with Metro's Systemwide Station Design Standards that provide lighting guidance to meet required lighting levels, including at underpasses beneath aerial stations or bridge/overpass structures. Also see response CR-SAF-1 regarding security.

Comment ID	Response
JPA-1-94	The WSAB Urban Design Guide, prepared in December 2020, includes guidelines for signage and wayfinding consistent with the design principles under Metro's Systemwide Station Design Standards. Metro's Systemwide Station Design Standards also provides guidance on consistent identification signage. Customer station wayfinding information will be included to integrate with station architecture and enhance passenger usability. Wayfinding signage will direct customers between platforms and out of the station at their desired exit point. Signage will follow the Metro Rail Design Criteria, which requires signs to be integrated into the design of stations, canopies, and other structures or elements that are part of the Project. Landscaping is proposed along the alignment, not only at station areas, and will be provided where there is sufficient right-of-way. As described in VA PM-5 (Landscaping at Bellflower MSF Site Option), if existing landscaping at the Bellflower MSF site is replaced with other types of landscaping and barriers, these landscaping and barriers will obstruct views of the Bellflower MSF site from residential areas. Additionally, as discussed in Section 4.4.3.7 of the Draft EIS/EIR and Section 5.4 of the *West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report* (Appendix I to the Draft EIS/EIR), tall trees and vines along the easterly perimeter of the Bellflower MSF site currently obstruct views of the site from a residential neighborhood. Existing vegetation along the northerly and southerly perimeters of this MSF site (along Somerset Boulevard and the PEROW, respectively) partially obstruct views of this MSF. Metro will coordinate with city staff per an executed Master Cooperative Agreement. The Master Cooperative Agreements provide cities with the opportunity to review design plans as design progresses. See response to comment JPA-1-93 regarding lighting.
JPA-1-95	As defined in Section 1.4 of the *West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report* (Appendix I to the Draft EIS/EIR), scenic vistas are "views considered to be aesthetically pleasing and unique to the area and generally include panoramic views associated with a large geographic area for which the field of view can be wide and extend into the distance." The historic and cultural resources in the Affected Area for visual are not part of any aesthetically pleasing and unique panoramic views that extend into the distance, and, thus, are not considered as scenic vistas. However, the historic and cultural resources are evaluated as scenic resources. Table 4.4.1 in Chapter 4, Section 4.4.2.2 lists all scenic resources within the Affected Area for visual, including their historical significance. This information was updated for the Final EIS/EIR to reflect updates to the analysis of historic resources. The updated information is included in Chapter 4, Section 4.4.2.2 of the Final EIS/EIR in Table 4.4.1.

Comment ID	Response
JPA-1-96	As discussed in Chapter 4, Section 4.4.5.3 of the Draft EIS/EIR, Metro projects are not required to adhere to local zoning ordinances. However, certain project elements located on properties outside of the rail ROWs and public street rights-of-way (such as station entrances and TPSSs) will comply with local zoning ordinances as they pertain to scenic quality. Because the Project is not required to comply with local regulations governing scenic quality, the section also evaluates how the Project would affect visual character in the Affected Area for visual. Appendix G of the CEQA Guidelines, on which the aesthetic significance thresholds in the Draft and Final EIS/EIR were based, asks whether a project would significantly degrade the visual character or quality of public views in non-urbanized areas or conflict with regulations in urbanized areas. Urbanized areas are defined in CEQA Guidelines section 15387 as cities or contiguous urban areas with populations over 50,000 and a density of at least 1,000 persons per square mile. As stated in Chapter 4, Section 4.4.1.2 of the Draft EIS/EIR, the affected area for visual resources meets this definition. Accordingly, Section 4.4.5.3 appropriately examined whether the Project would conflict with applicable zoning and other regulations governing regulations. The NEPA analysis also confirms that, with implementation of Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle"), Alternative 3 (identified as the LPA in the Final EIS/EIR) will not result in adverse effects related to visual quality. As a result, the LPA will not have significant, unmitigated visual quality impacts, even if the non-urbanized threshold were to apply. The WSAB Urban Design Guide was developed to provide a design vision for the Project and provide city agencies and city staff LRT design information relevant to planning and development. Additionally, Metro is, and will continue to, coordinate with local jurisdictions as design advances.
JPA-1-97	Metro will work closely with local community arts and culture representatives throughout the implementation of the project art program. An art review panel, which will include arts professionals connected to the project corridor communities, will make recommendations for the commission of artists.
JPA-1-98	The visual and aesthetic analysis in the Draft EIS/EIR included project components along the entire alignment and were not specific to station areas and/or areas specified by Metro. Chapter 4, Section 4.4.1.2 of the Draft EIS/EIR notes that the viewsheds of the visual and aesthetics Affected Area include the entire alignment, station areas, areas required for project-related infrastructure, adjacent parcels, as well as adjacent street rights-of way. See the *West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report* (Appendix I to the Draft EIS/EIR) for additional details on the visual analysis on project components such as track, TPSS, and fencing.
JPA-1-99	As stated in Chapter 4, Section 4.4.5.4 of the Draft EIS/EIR, security lighting will be provided for buildings and areas within the MSF. As stated in Chapter 4, Section 4.4.3.7, the MSF will not result in adverse effects related to visual character and quality, and mitigation measures were not identified. Therefore, there is no need for additional safety and security analysis of visual mitigation measures. As stated in Chapter 4, Section 4.18.3.7 of the Draft EIS/EIR, the MSF "would be closed to the public and only employee-related work would occur at the site. Access to the MSF site will be strictly controlled by an on-site guard and security team, as well as barriers around the perimeter of the maintenance yard to prohibit unauthorized access into the yard. Therefore, no adverse effects will occur."

Comment ID	Response
JPA-1-100	See response CR-AQ-3 regarding air quality impact thresholds and guidance, as well as Metro-related policy. Chapter 4, Section 4.19.3.5 of the Draft EIS/EIR analyzed the daily emissions of air pollutants that would be generated during construction of the LPA. Table 4.19.10 presents the results of the regional emissions analysis for Alternative 3 (identified as the LPA in the Final EIS/EIR). Construction of the LPA would not result in daily emissions exceeding any applicable SCAQMD threshold, which means that those emissions would also be considered less than significant at the cumulative level based on SCAQMD guidance. Therefore, construction of the LPA would result in less than significant regional air quality impacts at both the project level and under cumulative considerations. Chapter 4, Section 4.5.5.4 of the Draft EIS/EIR evaluated the potential for odors. The SCAQMD has not established a significance threshold for odors. Section 4.5.5.4 of Draft EIS/EIR therefore used, as a significance threshold for odor impacts, the question set forth in Appendix G of the CEQA Guidelines of whether the Project would result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. As stated in that section, Alternative 3 does not include a significant source of odors. The comment does not provide information to the contrary. As stated in that section, any unpleasant odors from transit operations would be subject to management under the odor complaint tracking system mandated by SCAQMD Rule 402 (Nuisance).
JPA-1-101	Alternative 3 would increase access to employment opportunities while also decreasing regional VMT.
JPA-1-102	See response CR-GEN-1 regarding the identification of the LPA. Although informative to the LPA decision, neither Metro nor the FTA is obligated to identify the alternative that results in the greatest reduction in VMT compared to existing conditions and the 2042 No Build Alternative. There are other considerations in the identification of the LPA, including cost and satisfying stated objectives. Metro is dedicated to expanding the regional transit network, thereby removing gasoline-powered passenger vehicles from the roadway network. Refer to the response to JPA-1-100 regarding the analysis of odors.
JPA-1-103	The Metro Green Construction Policy includes strategies for controlling emissions during construction activities. Metro requires the Metro Green Construction Policy be included in construction procurement documents. This ensures that the relevant policies (e.g., Tier 4 emission controls for construction equipment, the strictest level of reduction to date) would be implemented during construction. As of 2023, equipment with engines meeting Tier 4 standards represent the plurality of off-road construction equipment in California, and Tier 4 standards are the most stringent limits implemented at the commercial scale to control emissions of nitrogen oxides and particulate matter from internal combustion engines. As stated in Chapter 4, Section 4.19.3.6, of the Draft EIS/EIR, all project construction activities would be conducted in accordance with this policy. Regarding operational activities, applicable Metro policies focused on controlling GHG emissions, enhancing sustainability, and adapting to the effects of climate change, including, but not limited to, the Metro Moving Beyond Sustainability Strategic Plan, Metro Countywide Sustainability Planning Policy & Implementation Plan, Climate Action and Adaptation Plan, Energy Conservation and Management Plan, and Resiliency Indicator Framework Report. The LPA would be consistent with Metro GHG reduction and conservation plans by achieving a net reduction in emissions as presented in Table 4.6.5 of the Draft EIS/EIR and enhancing the Metro transit system's net displacement of greenhouse gas emissions. Implementation of the LPA would reduce annual on-road VMT by approximately 45 million in 2042.

Comment ID	Response
JPA-1-104	The CEQA Guidelines emphasize that the effects of GHG emissions are cumulative in nature and should be analyzed in the context of CEQA's existing cumulative impacts analysis. GHG emissions affect the environment through dispersion into the upper atmosphere as opposed to a criteria pollutant, such as carbon monoxide, which affects people at a local level. Accordingly, a large geographic area, such as the six-county affected area, is appropriate for assessing the potential for impact. The Draft EIS/EIR compares the various alternatives to the existing condition and the No Build Alternative. Refer to the response to comment JPA-1-102 regarding factors considered in the identification of the LPA. When individuals choose to ride Metro instead of driving their vehicles, those vehicle trips and the corresponding GHG emissions are eliminated. Therefore, implementation of the LPA will indirectly result in the removal of gasoline-powered passenger vehicle trips from the roadway network relative to a future scenario where the Project is not implemented. See response CR-GEN-1 regarding identification of the LPA.
JPA-1-105	The discussion of automobile exhaust emissions in Chapter 4, Section 4.6.2 of the Draft EIS/EIR is related to the statewide GHG emissions inventory published by the California Air Resources Board. The transportation sector emissions shown in Table 4.6.4 of the Draft EIS/EIR shows all transportation emissions, including trucks and passenger vehicles. The reduction in VMT attributable to implementation of the LPA references passenger vehicles specifically because individuals who choose to ride Metro in lieu of making trips in personal vehicles are most likely to possess standard passenger vehicles as their "daily drivers." Long-term operation of the Project would not affect GHG emissions generated by trucks as the light rail line would move passengers and not freight. During construction activities, heavy-duty trucks used for bulk material hauling and equipment deliveries would be a primary contributor to GHG emissions. A detailed analysis of construction emissions, including truck trips, is provided in Section 7 of the *West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report* (Appendix J to the Draft EIS/EIR). The analysis within the Draft EIS/EIR determined that truck traffic involved in construction of the LPA would not result in any significant environmental impacts related to air quality or GHG emissions.
JPA-1-106	See response CR-GEN-1 regarding identification of the LPA. Alternative 3 results in a reduction of GHG emissions relative to the No Build Alternative. The Draft EIS/EIR compares the various alternatives to the existing condition and the horizon year No Build Alternative. Refer to the response to JPA-1-102 regarding identification of the LPA.

Comment ID	Response
JPA-1-107	As stated in Chapter 4, Section 4.6.5 of the Draft EIS/EIR, the SCAQMD has not officially adopted any quantitative, bright-line screening thresholds pertaining to annual GHG emissions except for projects where the SCAQMD is the lead agency. Therefore, there are no adopted, codified SCAQMD thresholds for GHG emissions from proposed Metro projects under CEQA. The SCAQMD draft interim significance thresholds are voluntarily used by some lead agencies to assess the potential for impacts but are more directly applicable to individual land use development projects (e.g., residential, commercial, or mixed-use) than regional transportation and/or transit projects. The SCAQMD did not recommend any interim thresholds for transit projects such as light rail corridors. Projects that result in impacts may still be approved by lead agencies without effect to local, state, or federal funding. This is not a funding-related consideration. Additionally, as discussed in Chapter 4, Section 4.6.3 and Section 4.6.5 of the Draft EIS/EIR, long-term operation of the Project will provide environmental benefits related to GHG emissions since the net effect of the LRT corridor will be a reduction in emissions associated with transportation mode shift from passenger vehicles to public transit. Therefore, if the SCAQMD interim thresholds for CEQA land use development projects were relied upon, GHG emissions associated with implementation of the Project would be below the recommended screening threshold values.
JPA-1-108	The comment mischaracterizes the statements in the Draft EIS/EIR. In the Draft EIS/EIR, each alternative presented includes an MSF, and the emissions analysis accounts for emissions that would be generated by MSF construction and operations. The text cited by the comment is referring to the fact that, as with Alternative 1, MSF activities would be the only direct source of GHG emissions associated with Alternative 3. MSF operations were quantified as a component of the Alternative 3 analysis. Table 4.6.5 in the Draft EIS/EIR presents emissions associated with Alternative 3, including those from operation of the MSF. The alignment length for the LPA is shorter than that for Alternatives 1 and 2; therefore, it is possible that maintenance and service activities may be of lesser magnitude for the LPA than Alternatives 1 or 2 due to fewer rail vehicles being needed to provide sufficient service along the line.
JPA-1-109	This definition is from Page 200 of the FTA Noise and Vibration Impact Assessment Manual, which is referenced as (FTA 2018 in the Draft EIS/EIR). A detailed noise and vibration analysis is included in Section 4.7 of the Draft EIS/EIR and in the West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Report (Appendix M of the Draft EIS/EIR). Metro acknowledges the potential health effects associated with noise exposure in Chapter 4, Section 4.7.3 of the Draft EIS/EIR. The noise analysis is based on the typical human hearing range and negative responses associated with increases in noise over existing conditions. The criteria were developed by the FTA based on numerous public health noise studies, which can be found on Page 217 of the FTA Noise and Vibration Impact Assessment Manual, 2018. See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction and operational activities.

Comment ID	Response
JPA-1-110	As stated in Chapter 4, Section 4.7.1.2 of the Draft EIS/EIR: "Operational sources of noise include train movements, audible warnings (crossing signal bells), station public address systems, special trackwork (turnouts and crossovers), wheel squeal, ancillary facilities (TPSS and ventilation shafts), parking facilities, and MSF activity." Specifically, the noise analysis evaluated standard steel wheel LRT vehicles operating on steel tracks, which is included in the reference noise levels for LRT. It used real-world measurements from the Metro Gold Line (L Line) as a reference noise level. The noise analysis includes the operation of LRT vehicles on steel tracks, in addition to noise generated by ancillary facilities, parking facilities, and relocated freight tracks. This analysis identifies impacts from LRT passby noise and proposed mitigation where feasible when noise thresholds are exceeded. Should an entirely different technology, such as rubber-tired buses, be selected for the Project, then the noise analysis would not be applicable to that technology and supplemental evaluation would be required. However, steel wheel vehicles will operate on the alignment, consistent with LRT vehicles operating on other Metro lines.
JPA-1-111	FTA defines levels of impact based on community annoyance. Appendix C to the FTA Transit Noise and Vibration Impact Assessment Manual, 2018, which is referenced as (FTA 2018) in the Draft EIS/EIR, provides background on the health effect and annoyance data that FTA considered when establishing the criteria. A general description of the health effects of noise is included in Chapter 4, Section 4.7.3.2 of the Draft EIS/EIR, which also notes that it is unlikely for LRT noise to result in noise-induced hearing loss. The analysis also discusses the potential for LRT noise to increase stress and the potential for stress-related diseases at affected sensitive uses as well as at identified recording studios or businesses that may be affected by noise. Table 4.7.3 in the Draft EIS/EIR discusses the criteria for special buildings such as concert halls, television and recording studios, auditoriums, and theaters that are sensitive to vibration, which was considered in the analysis of sensitive locations.
JPA-1-112	The FTA noise and vibration impact criteria were specifically designed to address transit noise and vibration. As the NEPA lead agency, the FTA requires the use of these thresholds. Metro, as the CEQA lead agency, has the responsibility to determine the appropriate criteria for the Project. Metro has selected the FTA impact criteria for use in the CEQA document. The approach is consistent with the approach taken for other Metro rail projects.
JPA-1-113	The FTA Transit Noise and Vibration Impact Assessment Manual, which is referenced as (FTA 2018) in the Draft EIS/EIR, is the applicable federal guidance for conducting vibration analyses for transit projects, as discussed in Section 1.1 of the manual. Section 5.5 of the manual documents how the vibration impact criteria were developed. The FTA vibration impact criteria are based on a single train passby. An impact is defined if the groundborne vibration exceeds 72 VdB at a residential building or buildings where people normally sleep, such as hotels and motels, or 75 VdB at institutional buildings with primarily daytime use. If these levels are exceeded, then mitigation measures would be included as part of the project design of the trackwork. See also response to comment JPA-1-112.

Comment ID	Response
JPA-1-114	Noise-sensitive land uses other than residences are identified in Table 5.3 of the updated *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* for the Final EIS/EIR. The information was previously in Table 5.5 of the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* that supported the Draft EIS/EIR. The list includes uses such as schools and churches. Schools and churches with residual or mitigated noise impacts are included in Table 4.7.7 in Section 4.7.4.2 of the Draft EIS/EIR and Table 4.7.6 in Section 4.7.4.2 of the Final EIS/EIR. Clusters with the number 3 in the "Cat" column are schools, churches, or other category 3 uses. The Land Use column denotes the use. A complete list of schools and churches included in the analysis is included in Chapter 5, Table 5.3 of the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report*. Metro has accurately characterized all sensitive land uses and the comment does not provide specific information identifying additional sensitive uses. Therefore, no change is required to the Final EIS/EIR or impact report.
JPA-1-115	As documented in Section 4.7.2.1 of the Draft EIS/EIR and illustrated in Figure 4.7-2, noise measurements were taken throughout the Affected Area. As discussed in Section 4.7.2.2, the background vibration levels are expected to range from 50 VdB to 65 VdB in typical urban environments. Ambient vibration levels were not measured as part of the study because the FTA vibration criteria is a measure of impact and does not depend on the existing vibration environment. Section 4.7.3 of the Draft EIS/EIR includes quantitative analysis of noise and vibration levels that would occur when the Project is operating, and Section 4.7.4.2 documents mitigation measures to address identified impacts.
JPA-1-116	Appendix G of the CEQA Guidelines state that "[t]he following is a sample form that may be tailored to satisfy individual agencies' needs and project circumstances." Metro, as the CEQA lead agency, has the responsibility to determine the appropriate criteria for the Project. In adding an additional requirement, to compare the project-generated noise against the FTA impact criteria in addition to local general plans and ordinances, Metro has expanded the scope of the sample criteria. The FTA noise impact criteria were specifically developed to address transit noise based on well-documented research on human response to community noise. Existing ambient noise is considered in the analysis. The existing ambient noise measurements form the baseline that determines the moderate and severe impact criteria and what increase can occur before these criteria are triggered. The analysis includes consideration of the existing ambient noise and mitigation where the FTA criteria are exceeded.
JPA-1-117	See response CR-NOI-1 regarding the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction and operational activities. Noise levels at parking facilities were modeled based on anticipated car volume at each of the parking facilities and no impacts were identified. Section 1.6.1.16 of the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Appendix M of the Draft EIS/EIR) discusses the methodology of the noise analysis at parking facilities. Table 5.7 in Section 5.2.3 of the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Appendix M of the Draft EIS/EIR) describes the results of the noise analysis for parking facilities.
JPA-1-118	Specific drainage design and water reclamation will be developed in a later phase of design. Types of low impact development best management practices implemented to avoid and minimize impacts to water quality and water resources are described in Chapter 4, Section 4.11.3.1, of the Draft EIS/EIR.

Comment ID	Response
JPA-1-119	The LPA is underlain by the Puente Hills Blind Thrust Fault system; however, this fault system does not extend to the ground surface and is not considered capable of ground rupture during an earthquake. As indicated in Chapter 4, Section 4.9.3.2 of the Draft EIS/EIR, there are no known active faults capable of ground rupture mapped in the geotechnical, subsurface, and seismic Affected Area and there is no potential for ground rupture from known active faulting for the Project. The Project is within the seismically active region of Southern California, and operation of the Project could subject people and structures to moderate to strong seismic ground shaking. Project Measure GEO PM-1 (Geotechnical Design [Operation]), described in Chapter 4, Section 4.9.4.1 of the Draft EIS/EIR, requires the Project to be designed to accommodate anticipated levels of ground shaking associated with a design seismic event, and structures would perform in accordance with the Metro Rail Design Criteria maximum design earthquake and operating design earthquake thresholds. As indicated in Chapter 4, Section 4.18.3.2 of the Draft EIS/EIR under the subheading "Transit and Freight System Safety," with further details provided in Section 5.2.6 of the *West Santa Ana Branch Transit Corridor Project Final Safety and Security Impact Analysis Report* (Appendix F to the Draft EIS/EIR), Metro has established operating procedures in the case of a seismic event during operation, which includes the following steps that are applicable to the LPA: ▪ Metro Rail Operations Center immediately notifies train operators of an earthquake. ▪ All trains are stopped at the next station (if not already at one). ▪ Operations staff inspect signaling and electronics to see if the system functions. ▪ Trains are put on restricted speed to allow the train operator to inspect the track for any signs of damage.
JPA-1-120	As part of Project Measure GEO PM-1 (Geotechnical Design [Operation]), discussed in Chapter 4, Section 4.9.4.1 of the Draft EIS/EIR, geotechnical designs will be in accordance with the MRDC as well as Caltrans and the County of Los Angeles Building Code design requirements for bridges, aerial structures, and building structures, as applicable. The geotechnical design reports will be based on site-specific geotechnical investigations and will provide recommendations to be implemented during design and construction that would address potential liquefaction settlement.
JPA-1-121	As stated in Chapter 4, Section 4.10.4.1 of the Draft EIS/EIR, hazardous materials may be temporarily stored, handled, or transported along the alignment. Project Measure HAZ PM-1 (Handling, Storage, and Transport of Hazardous Materials or Wastes [Operation]) and HAZ PM-4 (Handling, Storage, and Transport of Hazardous Materials or Wastes) will be implemented to avoid and minimize the exposure of work crews and the general public to potentially contaminated soil.
JPA-1-122	As described in Chapter 4, Section 4.10.3 of the Draft EIS/EIR, the Project will not result in adverse effects related to hazards and hazardous materials. Environmental topics that will not result in an adverse effect will not result in a disproportionately high and adverse effect to EJ communities and were not analyzed in the EJ analysis. The identification of environmental concern sites is not used as a metric to determine EJ communities or EJ populations. The EJ Affected Area is 0.25 mile from the alignment, parking facilities, and MSF site, and within 0.5 mile of the stations. These are the areas identified where direct effects could occur.

Comment ID	Response
JPA-1-123	The operation and construction of the Project will not cause groundwater contamination. Project Measures HAZ PM-2 (Disposal of Groundwater [Operation]), HAZ PM-3 (Contaminated Soil, Soil Vapor, and Groundwater [Operation]), HAZ PM-7 (Disposal of Groundwater), and HAZ PM-9 (Contaminated Soil, Soil Vapor, and Groundwater) will be implemented to manage contaminated groundwater that may be encountered during operation or grading/construction. Descriptions of these operation and construction project measures are included in Chapter 4, Sections 4.10.4.1 and 4.19.3.10 of the Draft EIS/EIR.
JPA-1-124	See response to comment JPA-1-2 regarding identification of the LPA.
JPA-1-125	Specific drainage design and water reclamation opportunities will be developed in a later phase of design. Types of low impact development BMPs are described in Section 4.11.3.1 of the Draft EIS/EIR.
JPA-1-126	Hazardous material testing is required to determine specific hazardous material presence and associated treatment or disposal. Contaminated properties, if present within the construction footprint, would be identified during the implementation of HAZ PM-5 (Property Assessment Phase I and II Environmental Site Assessments), described in Chapter 4, Section 4.19.3.10 of the Draft EIS/EIR. This measure requires assessment of land use history for each parcel/property that will be acquired for the Project. If contaminated sites are identified along the project corridor, the current property owners or responsible parties may be eligible for state or federal funding to clean up contamination and may elect to review funding sources and apply for cleanup funding. Clean up of sites beyond what is needed for the Project is beyond the scope and the Purpose and Need of the Project. The Comprehensive Environmental Response, Compensation, and Liability Act, discussed in Section 4.10.1.1 of the Draft EIS/EIR, established the National Priorities List of contaminated sites and the Superfund cleanup program. The act establishes requirements for abandoned hazardous waste sites and provides for liability of persons responsible for releases of hazardous waste at these sites.
JPA-1-127	The Project has been designed to not preclude a future Rio Hondo station, which would be environmentally cleared under a separate environmental document if the station moves forward for implementation.
JPA-1-128	Refer to the response to comment JPA-1-28.
JPA-1-129	As discussed in Chapter 4, Section 4.13.3.2 of the Draft EIS/EIR, the electromagnetic field levels generated by the Project will be below the maximum permissible exposure levels set by the Institute of Electrical and Electronics Engineers Standard for Safety Levels with Respect to Human Exposure to Electromagnetic Fields.
JPA-1-130	Refer to the response to comment JPA-1-34.
JPA-1-131	The comment regarding access to parklands and recreational facilities is noted. Bicycle and pedestrian access to parklands, cultural centers, and recreational facilities is not an element of the Project's Purpose and Need.
JPA-1-132	Although the Project will require the removal/relocation of the off-site parking spaces used by Salt Lake Park, Chapter 4, Section 4.16.3.2 of the Draft EIS/EIR, states that "...removal of the parking spaces would not result in an adverse effect related to parking or use of Salt Lake Park because other parking would remain available." This includes the Salt Lake Park on-site parking lot along Salt Lake Avenue with approximately 58 parking spots, off-site parking spaces along the eastbound side of Salt Lake Avenue between Bell Avenue and Florence Avenue, street parking along Florence Avenue and Bissell Street, and additional on-site and off-site parking around Salt Lake Park. As such, mitigation is not required for the loss of parking.

Comment ID	Response
JPA-1-133	Suggestions for proposed mitigation measures provided by the commenter are noted. Mitigation Measure LU-1 (Consistency with Bike Plans) presented in the Draft EIS/EIR will minimize the potential to preempt adopted plans related to bicycle facilities. As discussed in Chapter 4, Section 4.1.3.2 of the Draft EIS/EIR, "...because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted." Because Metro cannot guarantee that local jurisdictions will amend their bike plans, the Draft and Final EIS/EIR conservatively concludes that an adverse effect will occur. Metro will continue to coordinate with jurisdictions and local agencies to minimize the preemption of future development, goals, and plans within each jurisdiction. The discussion in Chapter 4, Section 4.3.2 of the Final EIS/EIR includes updated text to further state that Metro will support preparation of amended language for each affected bicycle plan demonstrating that planned bicycle facilities could still achieve an individual city's mobility and connectivity goals. The suggestion that Metro pay "for designs and potentially actual bike path improvements for each of these cities" would not be appropriate because funding the bike plans or bike improvements for the cities would go beyond mitigating the impacts identified in the Draft EIS/EIR and is therefore not regarded by CEQA/NEPA. The Project will not preclude the cities' ability to fund and update the bike plans as each city sees fit. Despite the adverse effects related to bicycle facilities, the EJ analysis, contained in Chapter 4, Section 4.22 of the Draft EIS/EIR, concluded that the Project will provide benefits related to the affected EJ communities, including a reliable, fixed-guideway transit service that will improve mobility, and increased transit connectivity and access to areas that have been previously underserved by regional transit. The mitigation measures analysis, in consideration of the off-setting benefits to the affected EJ communities, concluded that the Project will not result in disproportionately high and adverse effects related to land use planning to the EJ communities in the EJ Affected Area.
JPA-1-134	Mitigation measures have been identified as feasible where adverse or significant impacts have been identified pursuant to NEPA and CEQA requirements. A mitigation monitoring and reporting plan will be included with the Record of Decision and adopted by the Metro Board of Directors if the Project is approved. The provision of recreational opportunities that are not related to adverse or significant impacts would be considered a betterment and is not part of the Purpose and Need of the Project.
JPA-1-135	Refer to the response to comment JPA-1-35.
JPA-1-136	Additional text on the positive effects on property values near transit infrastructure has been incorporated in the Final EIS/EIR in Chapter 4, Section 4.17.3.2. The operational analysis for economics and fiscal considerations is limited to the direct effects of the Project, such as property tax impacts and business displacements. These effects are greatest within walking distance of stations. The construction analysis includes information at a regional level that considers indirect impacts in addition to direct construction impacts, such as closures, detours, etc. Mitigation Measure COM-1 (Construction Outreach Plan) will be implemented to maintain business access as feasible and mitigate economic impacts.
JPA-1-137	Refer to response CR-FIN-1. See response CR-SAF-3 regarding security patrols and enforcement. Local jurisdictions will not be expected to patrol Metro property.

Comment ID	Response
JPA-1-138	See response CR-GEN-1 regarding identification of the LPA. Appendix R: Funding and Financing for the West Santa Ana Branch Transit Corridor Project of the Draft EIS/EIR provides information on the funding sources and financing for the Project, including funding commitments and potential additional funding and financing in the event that actual construction costs for the Staff Preferred Alternative are greater than the initial Measure M Expenditure Plan estimates. As discussed in Appendix R, local funding for the Project is included in both the Measure R and Measure M sales tax ordinances. The ordinances identify minimum funding amounts from the respective sales tax and start dates when the funds are eligible to be expended or for use on construction. Metro has applied for and was granted $300 million from the State of California through the Transit and Intercity Rail Capital Program for the West Santa Ana Branch in 2018. The grant will be used for construction of the Locally Preferred Alternative. However, a complete funding plan is currently not available for future extension to LA Union Station. The information in this appendix has been updated for the Final EIS/EIR; refer to Appendix F. The importance of local land use policies that encourage TOD and economic development around transit stations is discussed in Chapter 4, Section 4.17.2.3 of the Draft EIS/EIR under the heading "Existing Land Use," and in more detail in Section 4.2 of the *West Santa Ana Branch Transit Corridor Project Final Economic and Fiscal Impact Analysis Report* (Appendix CC of the Draft EIS/EIR). Each community along the project corridor has supportive TOD policies. Section 4.17.3.2 of the Draft EIS/EIR under the heading "Long Term Impacts on Property Values" describes the positive effect TOD will have on property values and property tax revenues.
JPA-1-139	Refer to the response to comment JPA-1-25. Section 4.17.3.2 of the Draft EIS/EIR discusses the jobs and income estimated from operation of the LPA. As stated in Table 4-17.4, approximately 190 annual jobs are estimated to be created by operation of the LPA.
JPA-1-140	The LPA will provide opportunities for local jurisdictions to develop TOD, along with economic and employment opportunities in the area surrounding the stations. Properties that will be acquired for construction staging may also provide opportunities for TOD after the LPA is built. However, any potential development on these acquired sites or on other properties within the local jurisdiction will be at the discretion and approval of the local jurisdiction. Development of land uses that can support economic and employment opportunities in the surrounding area will need to be consistent with the goals, policies, and objectives of the local jurisdiction and are at the discretion of the local jurisdiction. Although the LPA promotes these types of opportunities, no transit-oriented development or other types of development that provide economic and employment opportunities are proposed as part of the Project. Thus, it is speculative to analyze the potential environmental effects associated with transit-oriented development and economic and employment opportunities.
JPA-1-141	See response to comment JPA-1-20. The analysis of off-street parking in Chapter 3, Section 3.4.4 of the Draft EIS/EIR considered whether the loss of off-street parking spaces at a property as a result of the Project would result in the supply for that property to fall below the requirement as per the parking code from the applicable city. Metro would provide compensation as required under the Uniform Act at properties where off-street parking is removed. The removal of off-street parking spaces at the locations identified in the Draft and Final EIS/EIR would not cause the off-street parking supply to decrease below the respective city parking code requirements.

Comment ID	Response
JPA-1-142	Table 4.17.5 in Chapter 4 of the Draft EIS/EIR identifies impacts to General Fund Revenues, which measures the initial loss of property tax revenue as a result of the Project removing taxable properties from the tax rolls. Because Alternatives 1 and 2 are located in Los Angeles, the impact to General Fund revenues is relatively small because the revenue base is so large. Additional text on the positive effects on property values near transit infrastructure has been incorporated into the Final EIS/EIR in Chapter 4, Section 4.17.3.2. As stated in Chapter 4, Section 4.17.3.2 of the Draft EIS/EIR, under the subheading "Long Term Impacts on Property Values," the Project is expected to attract continued investment in the areas it serves. Overall, the potential for economic development near station areas is most directly related to the land use plans and policies put in place by local jurisdictions surrounding the station.
JPA-1-143	The analysis presented in Section 4.17.3.2 "Direct Employment Impacts from Displacements" in the Draft EIS/EIR is appropriate as it illustrates the relative impact of displacements as it relates to the project area's employment base. Tables 4.17.6 and 4.17.7 in Section 4.17.3.2 of Chapter 4 of the Draft EIS/EIR quantify the number of businesses and associated employees that would be displaced as part of the Project. The Project would provide relocation assistance to eligible displaced businesses and employees. The *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisition Impact Analysis Report* (Appendix H to the Draft EIS/EIR) notes that the supply of currently available replacement sites for business displacements within a 6-mile radius is sufficient to relocate nearly all displaced businesses. It is likely that some of the displaced jobs would be relocated, not lost. The overall effect on the regional economy of the estimated number of displaced businesses and employees is expected to be minor. The potential for direct and induced employment associated with the Project is also expected to add employment opportunities to the local and regional economy. Refer also to the response to comment JPA-1-24.
JPA-1-144	As with all Measure M projects with a construction contract that has a value over $2.5 million, the PLA/CCP shall be applicable on the Project. The PLA/CCP requires that contractors commit to meeting the applicable targeted hiring requirements. In addition, Metro's PLA/CCP conforms with the Local Hire Initiative as announced by the U.S. Department of Transportation in May 2021. Part of Metro's PLA/CCP requirements is the hiring of a Jobs Coordinator to assist in the recruitment of targeted workers through a collaborative effort with CBOs and other key stakeholders.

Comment ID	Response
JPA-1-145	See response CR-SAF-1 regarding safety along the project alignment. As indicated in Chapter 4, Section 4.18.3.2 under the subheading "Emergency Response Service" of the Draft EIS/EIR, Metro will coordinate with involved fire and police departments and prepare "a comprehensive Emergency Preparedness Plan (EPP) that can be integrated with emergency service providers, local jurisdictional emergency response plans." As indicated in Section 5.2.3.1 of the West Santa Ana Branch *Transit Corridor Project* Final Safety and Security Impact Analysis Report (Appendix F of the Draft EIS/EIR), Metro conducts outreach and education programs to local businesses and residents to promote safety awareness. Mitigation Measure COM-1 (Construction Outreach Plan) will require Metro to develop a Construction Outreach Plan as part of Metro's Construction Relation & Mitigation Programs in Community Relations in coordination with affected communities and businesses. The plan will be implemented by Metro and its contractors during construction of the Project. With implementation of Mitigation Measure COM-1 (Construction Outreach Plan), Metro will establish a partnership with local jurisdictions, businesses, and residents regarding safety and security. As indicated in Chapter 4, Section 4.18.2.6 of the Draft EIS/EIR, Metro's law enforcement contractors provide policing services along Metro-owned properties, including station areas. See response CR-SAF-3 regarding Metro's law enforcement contractors and policing services. Local municipalities will not have added cost of police services. The comment regarding "Metro policy (920-924)" has been noted; there is no reference to Metro Policy 920-924 in the Draft EIS/EIR or appendices.
JPA-1-146	In addition to Mitigation Measure COM-1 (Construction Outreach Plan), Metro could use the Business Interruption Fund to financially assist small businesses along transit corridors during construction. Programs such as the Business Interruption Fund are approved by the Metro Board on a per-project basis and would occur after certification of the Final EIS/EIR and closer to the start of construction.
JPA-1-147	The EJ analysis follows FTA Circular 4703.1, USDOT Order 5610.2C, and the CEQ Environmental Justice Guidance under NEPA. Section 5.2 of the *West Santa Ana Branch Transit Corridor Project Final Environmental Justice Impact Analysis Report* (Appendix FF to the Draft EIS/EIR) lists the environmental topics that would not result in an adverse effect to the Affected Area: Transportation (transit, active transportation, off-street parking); Land Use (operations; land uses compatibility, regional plans); Communities and Neighborhoods (operations); Visual and Aesthetics (operations visual character and quality of scenic resources; construction); Air Quality (operations; construction odors, construction localized pollutant emissions); Greenhouse Gas Emissions; Ecosystems and Biological Resources (operations, special-status species, jurisdictional resources, protected trees); Geotechnical, Subsurface, Seismic Hazards; Hazards and Hazardous Materials; Water Resources; Energy; Electromagnetic Fields; Archaeological, Historical, and Paleontological Resources; Traditional Cultural Properties/Tribal Cultural Resources; Parklands and Community Facilities (operational access and function of parklands, community facilities); Economic and Fiscal Impacts; Safety and Security; and Section 4(f) Resources. In turn these environmental topics would not result in a disproportionately high and adverse effect to EJ communities and were not analyzed in the EJ analysis. The EJ analysis includes all environmental topics that would have an adverse effect to the Affected Area for each environmental topic. Impacts to human health are considered in detail within Chapter 4 of the Draft EIS/EIR in each applicable environmental topic.

Comment ID	Response
JPA-1-148	As described in Chapter 4, Section 4.22 of the Draft EIS/EIR, the EJ Affected Area is defined as the U.S. Census block groups that are located within or intersect the area within 0.25 mile of the alignments, parking facilities, and MSF site, and within 0.5 mile of the proposed stations. This study area follows FTA direction on EJ analysis. The EJ Affected Area consists of the Cities of Los Angeles (including the Central City North, Central City, and Southeast Los Angeles communities), Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos and the unincorporated Florence-Firestone community of LA County. The Cities of Maywood and Bell Gardens are outside of the EJ Affected Area and are not included in the EJ analysis.
JPA-1-149	See response to comment JPA-1-29. See also response to comment JPA-1-147 regarding the environmental topics evaluated in the EJ analysis.
JPA-1-150	See response to comment JPA-1-148.
JPA-1-151	See response to comment JPA-1-30.
JPA-1-152	See response CR-TRA-1 regarding transit parking.
JPA-1-153	Acquisitions and displacements are described in Chapter 4, Section 4.3 of the Draft EIS/EIR and in greater detail in the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisition Impact Analysis Report* (Appendix H of the Draft EIS/EIR). The supply of currently available replacement sites for business displacements within a 6-mile radius is sufficient to relocate nearly all displaced businesses. Metro would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act, and it is likely that some of the displaced jobs would be relocated within their local municipalities. The Economic and Fiscal Impact analysis also found that redevelopment opportunities and construction jobs and construction-related spending would contribute to increasing tax revenues. The Project will also comply with existing Metro policies and programs that support job creation and workforce development, including the Project Labor Agreement & Construction Careers Policy and Local Hire Program. These policies and programs encourage construction employment and training opportunities to those who reside in economically disadvantaged areas on Metro construction projects.
JPA-1-154	Refer to response CR-GEN-5 regarding implementation and recommendation of feasible mitigation measures.
JPA-1-155	As documented in Chapter 4, Section 4.2.11 of the West Santa Ana Branch Transit Corridor Project Final Section 4(f) and 6(f) Evaluation (Appendix BB to the Draft EIS/EIR), the Paramount Unified School District, the official with jurisdiction for Paramount High School, informed Metro and FTA that the school grounds are not significant for public park or recreation use; therefore, they are not Section 4(f) resources. Section 4.1 of the updated West Santa Ana Branch Transit Corridor Project Final Section 4(f) and 6(f) Evaluation discusses all identified historic sites listed or eligible for listing in the National Register of Historic Places within the Affected Area and documents the applicability of Section 4(f) to each site. The identification of properties and analysis of Section 4(f) use and documentation of concurrence from the City of Paramount with these use determinations are detailed in the updated West Santa Ana Branch Transit Corridor Project Final Section 4(f) and 6(f) Evaluation and are summarized in Chapter 5, Section 5.5 of the Final EIS/EIR. While providing improved access to historic sites could be a benefit of the Project, it would not constitute use of a Section 4(f) property and, therefore, is not considered in the Section 4(f) evaluation.

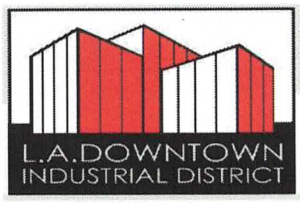
Comment ID	Response
JPA-1-156	The parking affected by the Project is not located within park property; therefore, it is not a Section 4(f) protected property and would not result in Section 4(f) use. As discussed in Chapter 4, Section 4.16.3.2 of the Draft EIS/EIR, removal of the parking spaces would not result in an adverse effect related to parking or use of Salt Lake Park because other parking would remain available. Because the effects would be less than adverse, they would not constitute a constructive use of the park, which only occurs when a project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. See response CR-GEN-1 regarding identification of the LPA and response to comment JPA-1-8. The provision of parking beyond what is identified as part of the Project to support transit patrons would be considered a "betterment."
JPA-1-157	Parkland access was evaluated in Chapter 4, Section 4.16 of the Draft EIS/EIR. See response to comment JPA-1-155 regarding historic resources within the Affected Area.
JPA-1-158	Section 4(f) is a narrowly focused evaluation established in federal statute. Section 4(f) applies when a USDOT agency approves a transportation program or project that uses Section 4(f) property. As documented in Section 9.2.5 of the West Santa Ana Branch Transit Corridor Project Final Section 4(f) and 6(f) Evaluation, the Project will not result in use of Los Angeles Plaza Park (El Pueblo De Los Angeles). In the instance, such as El Pueblo De Los Angeles, where there is no use of the park, then there is no use under Section 4(f) and its provisions to minimize harm would be met by avoiding harm.
JPA-1-159	See response to JPA-1-2 regarding identification of the LPA.
JPA-1-160	Refer to the response CR-GEN-1 regarding identification of the LPA. The comment is correct that the economic benefits for Alternative 3 are lower compared to Alternatives 1 and 2, as stated in Chapter 6, Section 6.3 of the Draft EIS/EIR. This section notes that Alternative 3 provides a larger economic benefit compared to Alternative 4. Chapter 6 of the Draft EIS/EIR considers the trade-offs between Alternative 3 and Alternatives 1 and 2. As illustrated in Table 6.2 in Section 6.3 of the Draft EIS/EIR, Alternative 3 would provide positive benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative, stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative."
JPA-1-161	The West Santa Ana Branch Transit Corridor Project Public Scoping Summary Report and Updated Scoping Meeting Summary Report (Appendix GG and HH of the Draft EIS/EIR) include summaries of the public scoping meetings conducted for the Project in 2015 and 2018. Major themes were captured for each public scoping meeting, which included Little Tokyo impacts where applicable. Section 6 of each report summarizes the scoping comments, including feedback from Little Tokyo stakeholders.
JPA-1-162	See response to comment JPA-1-2.
JPA-1-163	The comment regarding City of Maywood being a part of the TAC and attending meetings is acknowledged. Chapter 7, Section 7.5.4 of the Final EIS/EIR has been updated to note that the City of Maywood has attended the TAC meetings.
JPA-1-164	Refer to response CR-GEN-1 regarding identification of the LPA.

Comment ID	Response
JPA-1-165	As discussed in Chapter 4, Section 4.20.3.2 and Section 4.20.3.4 of the Draft EIS/EIR, "the Project is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth within the Project corridor and SCAG [Southern California Association of Governments] region." In addition, the Project is identified in the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy and Metro's 2009 Long Range Transportation Plan and is not new unplanned and unaccounted for growth that would result in an overtaxing of existing infrastructure facilities. The Project would not directly induce growth that would increase demands on utilities or infrastructure facilities. In addition, as discussed in Chapter 4, Section 4.19.2.3 of the Draft EIS/EIR, the Project would be designed to avoid conflicts with existing major utilities. However, project elements may require the relocation, modification, or protection in place of utilities. Metro would coordinate utility relocations under the terms of each provider's franchise or other agreements defining the provisions for relocation work. In addition to relocation, various new utilities would be installed as part of the Project. Metro will continue coordinating infrastructure impacts with affected jurisdictions though the design phases of the Project.
JPA-1-166	See response CR-SAF-3 regarding Metro's policing services of Metro-owned property. Therefore, no additional policing costs to local cities are needed. 911 centers across Los Angeles County are equipped with the capability to transfer calls for service through different jurisdictions to ensure the appropriate law enforcement agency responds to the call in a timely manner; this also applies to the transit system. As stated in Chapter 4, Section 4.18.2.3 of the Draft EIS/EIR, Metro will prepare "a comprehensive Emergency Preparedness Plan (EPP) that can be integrated with emergency service providers, local jurisdictional emergency response plans, and Metro's existing emergency procedures" for operation of the Project. In addition, prior to any new line entering revenue service, Metro Emergency Management is required to conduct familiarization training with local public safety agencies to ensure appropriate response to any emergency situation.
JPA-1-167	See response CR-GEN-1 regarding identification of the LPA.
JPA-1-168	Refer to the response to comment JPA-1-8. See response CR-GEN-1 regarding identification of the LPA. Metro is working toward obtaining environmental certification and a Record of Decision for the LPA.
JPA-1-169	The comment regarding collaboration is noted.
JPA-1-170	Your support for the Project is noted.
JPA-1-171	The comment regarding the Project is noted.

JPA-2

JPA-2-1 Eco-Rapid Transit Joint Powers Authority, Downtown Industrial District Business Improvement District (Karina Macias, Estela Lopez, Ellen Endo)







September 23, 2020

Chairman Eric Garcetti
Los Angeles County Metropolitan Transportation Authority Board of Directors
One Gateway Plaza
Los Angeles CA 90012

Re: Metro Budget & West Santa Ana Branch

Chairman Garcetti:

As you consider your budget, Eco-Rapid Transit Joint Powers Authority, Downtown Industrial District Business Improvement District, and the Little Tokyo Business Improvement District all support the West Santa Ana Branch (WSAB) project a one seat ride from Artesia to Union Station including underground stations in the Industrial District and in Little Tokyo. We urge you to fund this project as soon as possible to meet the goal of system operation by 2028. We also ask that you do all that you can to expedite your process in selection of a P3 project partner. We believe that this will result in an opportunity for a higher quality product with the potential for significant cost and time savings. JPA-2-2 JPA-2-3

The West Santa Ana Branch project addresses long term inequities for a large segment of our population who rely heavily upon public transportation. It makes us part of the region's rail transit system and provides a vital link that enables our communities to access jobs, especially as we recover from COVID-19 and our current financial crisis.

Eco-Rapid Transit is a Joint Powers Authority (JPA) consisting of 11 members, 9 of which are cities along the WSAB. The Downtown Industrial BID consists of 500 property owners, 600 businesses, 5,600 employees and local residents in a 46-block area that includes the proposed WSAB station at 7th and Alameda. The Little Tokyo BID is a 15-block area consisting of over 425 businesses, 100 property owners, over 100 restaurants, and a variety of cultural, community and religious institutions. The Little Tokyo BID, Downtown Industrial BID & Eco-Rapid Transit support the inclusion of an underground WSAB Little Tokyo station on Alameda. Our organizations have worked together on this project with Metro and this preferred alignment for over 10 years and to make this dream project a reality. It is long overdue and rights a wrong that should have been addressed a long time ago. JPA-2-4

We understand that Metro is going through difficult financial issues and still need to secure additional state and federal funds to complete this project. Yet, we know that this has the potential to be one of the best transportation projects in the entire country and we are on-board and ready to collaborate with you on the necessary planning, design, and engineering effort needed for this project. We are ready to work with you and our representatives to secure the necessary funding to complete this entire project from Artesia to Union Station to meet the operational date of 2028. JPA-2-5

Sincerely,

Karina Macias
Chair, Eco-Rapid Transit

Estela Lopez

Estela Lopez,
Executive Director, Downtown Industrial District BID

Ellen Endo
Co-Chair, Little Tokyo BID

Eco-Rapid Transit Joint Powers Authority, Downtown Industrial District Business Improvement District – JPA-2

Comment ID	Response
JPA-2-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
JPA-2-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) to LA Union Station, inclusive of a station in Little Tokyo. As noted in Section 2.5.2.7 in Chapter 2 of the Final EIS/EIR, service is anticipated to begin in 2035. The LPA will provide a connection to 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. An interim connection to Union Station will be possible by transfer at 7th Street/Metro Center. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station.
JPA-2-3	Staff has evaluated and determined that Construction Manager/General Contractor (CM/GC) is an optimal contract model for the utilities, freight, and grade crossing construction scopes while continuing to look at different alternative delivery models, including a potential Design-Build-Finance-Operate-Maintain (DBFOM) Public-Private-Partnership (P3) to deliver the light rail transit (LRT) scope. While Metro is currently not in the position to confirm the certainty of a specific procurement model, staff is continuing to advance key components in the Advanced Preliminary Engineering scope and will utilize a CM/GC delivery method for that scope, which will help the agency make an informed choice on the best delivery model for the LRT scope. Staff anticipates the completion of the evaluation in 2024.
JPA-2-4	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent communities and environmental justice communities. Chapter 4, Section 4.17.3.2, under the subheading "Regional Mobility and Connectivity," of the Draft EIS/EIR discusses the impact the Project is expected to have on the region. The Project would provide benefits to local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent would have access to a larger labor market, which may provide greater economic opportunities.
JPA-2-5	A financially constrained funding plan is currently not available for the extension to Union Station north of the Slauson/A Line Station. Based on discussions with the Federal Transit Administration, the Record of Decision will be issued on the financially feasible alternative, which considers both local and federal funding sources.

JPA-3

JPA-3-1 # Eco-Rapid Transit, Downtown Industrial District Business Improvement District, & Arts District LA (Ali Sajjad Taj, Estela Lopez, Ellen Endo, Miguel V)

August 20, 2021

Chair Hilda Solis
Los Angeles County Metropolitan Transportation Authority Board of Directors
One Gateway Plaza
Los Angeles CA 90012

Re: West Santa Ana Branch – Artesia to Union Station

Chair Solis:

The Eco-Rapid Transit Joint Powers Authority, Downtown Industrial District Business Improvement District, the Little Tokyo Business Improvement District and the Arts District Los Angeles all support the West Santa Ana Branch (WSAB) project as a one seat ride from Artesia to Union Station including underground stations in the Industrial District and in Little Tokyo. We urge you to fund this project as soon as possible to meet the goal of system operation by 2028. We also ask that you do all that you can to expedite your process in selection of a P3 project partner. We believe that this will result in an opportunity for a higher quality product with the potential for significant cost and time savings.

JPA-3-2

JPA-3-3

The West Santa Ana Branch project addresses long term inequities for a large segment of our population who rely heavily upon public transportation. It makes us part of the region's rail transit system and provides a vital link that enables our communities to access jobs, especially as we recover from COVID-19 and our current financial crisis.

Eco-Rapid Transit is a Joint Powers Authority (JPA) consisting of 12 members, 10 of which are cities along the WSAB. The Downtown Industrial BID consists of 500 property owners, 600 businesses, 5,600 employees and local residents in a 46 block area that includes the proposed WSAB station at 7th and Alameda. The Little Tokyo BID is a 15-block area consisting of over 425 businesses, 100 property owners, over 100 restaurants, and a variety of cultural, community and religious institutions. The Arts District Los Angeles is devoted to serving artists, businesses and residents in its area on the eastside of Downtown. The Little Tokyo BID, Downtown Industrial BID, Arts District Los Angeles & Eco-Rapid Transit support the inclusion of an underground WSAB Little Tokyo station on Alameda. Our organizations have worked together on this project with Metro and this preferred alignment for over 10 years and to make this dream project a reality. It is long overdue and rights a wrong that should have been addressed a long time ago.

JPA-3-4

We understand that Metro is going to still need to secure additional state and federal funds to complete this project. Yet, we know that this has the potential to be one of the best transportation projects in the entire country and we are on-board and ready to collaborate

with you on the necessary planning, design, and engineering effort needed for this project. We are ready to work with you and our representatives to secure the necessary funding to complete this entire project from Artesia to Union Station to meet the operational date of 2028.

Sincerely,



Ali Sajjad Taj
Chair, Eco-Rapid Transit

Estela Lopez

Estela Lopez,
Executive Director, Downtown Industrial District BID



Ellen Endo
Co-Chair, Little Tokyo BID

Miguel Vargas

Miguel Vargas
Executive Director, Arts District Los Angeles

Eco-Rapid Transit, Downtown Industrial District Business Improvement District, & Arts District LA – JPA-3

Comment ID	Response
JPA-3-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
JPA-3-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) to LA Union Station, inclusive of a station in Little Tokyo. As noted in Section 2.5.2.7 in Chapter 2 of the Final EIS/EIR, service is anticipated to begin in 2035. The LPA would provide a connection to 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. An interim connection to Union Station will be possible by transfer at 7th Street/Metro Center. A financially constrained funding plan is currently not available for the extension to Union Station north of the Slauson/A Line Station.
JPA-3-3	Staff has evaluated and determined that Construction Manager/General Contractor (CM/GC) is an optimal contract model for the utilities, freight, and grade crossing construction scopes while continuing to look at different alternative delivery models, including a potential Design-Build-Finance-Operate-Maintain (DBFOM) Public-Private-Partnership (P3) to deliver the light rail transit (LRT) scope. While Metro is currently not in the position to confirm the certainty of a specific procurement model, staff is continuing to advance key components in the Advanced Preliminary Engineering scope and will utilize a CM/GC delivery method for that scope, which will help the agency make an informed choice on the best delivery model for the LRT scope. Staff anticipates the completion of the evaluation in 2024.
JPA-3-4	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent communities and environmental justice communities. Chapter 4, Section 4.17.3.2, under the subheading “Regional Mobility and Connectivity,” of the Draft EIS/EIR discusses the impact the Project is expected to have on the region. The Project would provide benefits to local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent would have access to a larger labor market, which may provide greater economic opportunities.

Little Tokyo Business Association (David Ikegami)

Please see attached Little Tokyo Business Association letter in response to the Draft EIS/EIR document. ID-3-1

LITTLE TOKYO BUSINESS ASSOCIATION
250 East First Street, Suite 201, Los Angeles, CA 90012
Phone (213) 880-6875 www.visitlittletokyo.com

September 28, 2021

Ms. Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 88-22-7
Los Angeles CA 90012
Transmitted by email wsab@metro.net

Re: Comments West Santa Ana Branch Transit Corridor Draft Environmental Impact Report/Environmental Impact Statement

Ms. Khanna,

The Little Tokyo Business Association (LTBA), an organization that manages the Little Tokyo Business Improvement District serving approximately 440 primarily small businesses in the 135-year-old Little Tokyo community, has reviewed Metro's West Santa Ana Branch Transit Corridor Draft Environmental Impact Report Environmental Impact Statement (DEIR/EIS). The following are our comments: ID-3-2

Support Alternative 1, Design Option 2, Design Option 1

The LTBA supports Alternative 1, (underground Alameda Street route) including Design Option 2, (Little Tokyo Station) and Design Option 1, (Union Station terminus just east of the Metropolitan Water District building). We oppose Alternatives 2, 3, and 4.

We are an Environmental Justice Community (EJC) with over 42 percent affordable housing units and a diverse residential population comprised of various Asian ethnicities as well as senior citizens that rely on public transportation. Our community is home to a nationally recognized museum (Japanese American National Museum), Geffen Museum of Contemporary Art (MOCA), long-standing community-based nonprofits, including the Japanese American Cultural & Community Center, America's oldest Asian American theater company East West Players, Go For Broke National Education Center, eight faith-based religious institutions, and more. ID-3-3

Over the past 17 years, Little Tokyo has been a good partner to Metro, cooperating in the construction of the Gold Line, Regional Connector, Link Union Station, Eastside Access Improvement Project, Division 20 and, most recently, the planned West Santa Ana Branch (WSAB). In 2019, working with the Metro Link US team, LTBA suggested that Metro shift tracks to the north of Commercial Street, thereby avoiding the closure of Vignes St. near the Commercial Street intersection, and making it unnecessary for Metro to acquire nearby real property. The suggestion ID-3-4

saved Metro at least $25 million. We look forward to continuing to work with Metro during the planning and construction of the proposed WSAB. ID-3-4

The following are LTBA's specific comments by section and page:

Environmental Justice Community (EJC) – Chapter 4.22, Appendix FF

The Draft EIR/EIS fails to list Little Tokyo as an EJC as we have both Federal and State designations in view of our significant minority and low-income population. In fact, Little Tokyo, a hub of the Southern California Japanese American community, has experienced decades of racial injustices, such as the forced removal and internment of over 120,000 Japanese Americans during World War II, the taking of an entire block through eminent domain in the 1960s for the construction of the LAPD Parker Center Police Headquarters, the recent rioting and vandalism, and rise in anti-Asian hate attacks. ID-3-5

Section 4(f) Evaluation - Historic North First Street – Chapter 5 and Appendix BB

The Draft EIR/EIS fails to recognize the north side of 1st Street bounded by Judge John Aiso Street on the west and North Central Avenue on the east as a historic site. This block is known as the "Little Tokyo Historic District" is a historic site recognized by the U.S. National Park Service (www.nps.gov/places/little-tokyo-historic-district.htm). The Little Tokyo Historic District lies only 80 yards from proposed Alternative 1 yet other historic properties as far as 300 yards away from Alternative 1 are recognized within maps in Appendix BB. The Little Tokyo Historic District encompasses legacy businesses such as Fugetsu-Do (118 years old) and Anzen Hardware (75 years old). Many of the buildings are of unreinforced masonry (brick) construction and would benefit from vibration monitoring and other mitigations during construction of the WSAB. ID-3-6

Portal Design Suggestions - Alternative 1, Design Option 2, Appendix B, Part 4, Sheets 49 thru 58

The LTBA transportation team comprised of design and construction professionals has studied Little Tokyo Station schematic designs in Appendix B. We propose the following changes to the portal designs:

1) Relocate West Portal to Regional Connector site – Stair, escalator and elevator access to the WSAB west portal can be rotated 90 degrees with the entrance on the Regional Connector site. Currently Metro has suspended development at the Regional Connector site. The LTBA feels that this relocation will result in (a) faster rider transfers between Regional Connector and WSAB, (b) eliminate the purchase of Office Depot land saving Metro $millions, (c) reduce or eliminate the construction staging necessary in the Office Depot parking lot which negatively impacts residents and businesses during WSAB construction.
2) Redesign East Portal Entrance – The LTBA proposes the redesign of the east portal at 2nd St. and Alameda St. to accommodate resident concerns of pedestrian traffic directly in view of residential units at Savoy, Mura and Tokyo Villa. Perhaps the station entrance can be rotated to the south (Traction Ave.) and masked by walls or artwork. We propose further development of the block with retail/office tenants, possibly a 1-2 story structure that may house restaurants, retail stores or professional offices. Further study with conceptual designs, and future community engagement of stakeholders is recommended.

ID-3-7

3) Underground Pedestrian Tunnel Connection to Regional Connector – The Little Tokyo Station would benefit from a direct underground pedestrian connection between the WSAB and Regional Connector to reduce rider transfer time. The WSAB Little Tokyo Station is approximately 80 feet below grade and the Regional Connector is approximately 30 feet below grade. An escalator, stair and elevator can be placed on the Regional Connector train platform descending directly toward a redesigned WSAB mezzanine platform.

ID-3-7

JANM Easement - Alternative 1, (No Design Option), Chapter 4 , Figure 4.3-1, Page 4-13

Alternative 1 (no design option) results in an approximate 20-foot easement on the eastern boundary of the JANM property. If the JANM easement can be avoided, the LTBA may be willing to eliminate the Design Option 1 preference. Design Option 1 shifts Alternative 1 to the east onto the Mangrove property. The Little Tokyo community prefers Alternative 1 (no design option) since it leaves the Mangrove property untouched for future community development.

ID-3-8

Construction Mitigations

Mitigations for businesses and residents due to construction impacts such as the loss of business due to construction inconveniences, traffic, street closures, noise, dust, temporary utility shutdowns and reduced parking with the proposed construction staging areas at the Office Depot and Mangrove parking lots.

Business mitigation funding had been adopted for prior projects however funding was limited to businesses directly adjacent to the proximity of the construction work. We believe that these requirements were onerous since businesses 1-2 blocks away were negatively impacted but not supported. The LTBA proposes a more comprehensive business mitigation funding plan to properly support all Little Tokyo related businesses and community organizations affected by WSAB construction.

ID-3-9

Operational Mitigations

Security, safety, and clean-up of station portals is a community priority for an effective and well patronized WSAB rail line. We request that Metro establish adequate funding for the security and clean-up at the station portals and sidewalks leading to the portal. The LTBA Business Improvement District (LTBA BID) managed by the LTBA currently maintains security patrols and clean-up of sidewalks and have a great deal of experience with these issues. We interface well with the LAPD and various City agencies regarding these issues. We also suggest the installation of CCTV cameras monitored by the LAPD as well as Little Tokyo Security patrols at and around portal entrances, and the installation of roll-up doors at portal entrances to completely close entrances/exits.

ID-3-10

Parking – Chapter 3.3.7, Page 3-32, Table 3.10, Page 3-34

The Draft EIR/EIS indicates that there will be no street or off-street parking impacts as the result of WSAB construction. We disagree. Both Office Depot and Mangrove parking lots are named as construction staging areas. Metro's use of both lots would negatively impact the businesses and community-based organizations as far as 3 blocks from these staging areas, forcing visitors to park farther away while visiting Little Tokyo. For these reasons, mitigations such as a parking fee reimbursement program should be provided for businesses and community organizations to support the loss-of-use of these parking facilities. Passenger loading areas on Alameda and 1st Street directly

ID-3-11

in front of JANM as well as loading zones for businesses must be maintained during WSAB construction. ID-3-11

Conclusion

Our comments are submitted following a thorough review of the Draft EIR/EIS and extensive discussions among our board of directors, all of whom own or operate businesses in the community. Should you have questions or wish to discuss our comments further, please do not hesitate to contact us. ID-3-12

Sincerely,



David Ikegami
Transportation Chair
Little Tokyo Business Association
250 E. 1st St., #201
Los Angeles, CA 90012
(213) 880-6875

Little Tokyo Business Association – ID-3

Comment ID	Response
ID-3-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
ID-3-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The study is also considering a connection point at LA Union Station. A financially constrained funding plan is currently not available for the extension to Union Station north of the Slauson/A Line Station.
ID-3-3	See response CR-EJ-2 regarding the Little Tokyo community.
ID-3-4	Metro appreciates the participation of the LTBA.
ID-3-5	See response CR-EJ-2 regarding the Little Tokyo community.
ID-3-6	See response to comment ID-3-2. The Little Tokyo Historic District is listed in the National Register of Historic Places and is a National Historic Landmark. However, the Little Tokyo Historic District was excluded from the Project's Area of Potential Effects (APE) based on the APE delineation methods, which are discussed in Section 4.14.1.2 of the Draft EIS/EIR. The APE was established through consultation among the Federal Transit Administration, Metro, and the State Historic Preservation Officer. The APE was established during studies in support of the Draft EIS/EIR and included consideration of all four Build Alternatives evaluated in the Draft EIS/EIR. It was delineated to encompass areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Build Alternatives. For the underground segments of Alternatives 1 and 2, the APE includes the street or parcels directly above the proposed tunnel areas and areas with ground disturbance. The APE also incorporates consideration for indirect effects to built environment resources in an "architectural APE." Generally, the architectural APE encompasses one parcel out from the areas of construction or the first row of adjacent parcels. The California State Historic Preservation Office concurred with the methodology used to define the APE in a letter dated May 29, 2019. Within the vicinity of the Little Tokyo Historic District, the APE for the WSAB Project includes the project alignment for Alternative 1, which runs from Los Angeles Union Station south along North Alameda Street (underground), passing East Temple and East 1st Streets. The APE in this area includes the following Los Angeles County Assessor's parcels in the immediate vicinity of the Little Tokyo Historic District, which are located directly adjacent to the project alignment and buffer the Little Tokyo Historic District from the project alignment: APN 5161012905 and 5161012904. The boundary of the Little Tokyo Historic District encompasses several parcels fronting East 1st Street and Judge John Aiso Street, all of which are located west of North Central Avenue. As these parcels are physically separated from the project alignment by a road and a row of parcels, the Little Tokyo Historic District was excluded from the APE. Additionally, Alternative 1 did not include aboveground elements of the Project proposed within the vicinity of the Little Tokyo Historic District, nor are there any project elements that have the potential to result in noise, vibration, or atmospheric effects/impacts at this location. As a result of the information summarized above, the Little Tokyo Historic District was not included in the APE for the Project and was not analyzed in detail for potential effects/impacts.

Comment ID	Response
ID-3-7	See response to comment ID-3-2. See response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
ID-3-8	See response to comment ID-3-2. The LPA will not affect the Little Tokyo community and the JANM property, as referenced by the commentor.
ID-3-9	See response to comment ID-3-8; construction of the LPA will not affect the Little Tokyo community.
ID-3-10	See responses CR-GEN-1 regarding identification of the LPA, CR-SAF-1 regarding safety and security, and CR-SAF-3 regarding security patrols and enforcement.
ID-3-11	See responses to comments ID-3-8 and ID-3-9.
ID-3-12	Metro appreciates the participation of the LTBA.

Los Angeles Downtown Industrial BID (Estela Lopez)

Estela Lopez

Support for Alternative 1, Design Option 2
Oppose Alternative 3

ID-1-1

Los Angeles Downtown Industrial Business Improvement District

Board of Directors

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L.A. Wholesale Produce Market

Jenni Harris
Atlas Capital Group LLC

Larry Rauch
Los Angeles Cold Storage

George Garcia
Inner City Arts

Executive Director
Estela Lopez

September 27, 2021

Meghna Khanna, Project Manager
Metro
One Gateway Plaza, M/S 88-22-7
Los Angeles, CA 90012

Re: West Santa Ana Branch Transit Corridor Draft Environmental Impact Statement/Environmental Impact Report

Dear Ms. Khanna,

The Industrial District Business Improvement District (BID), representing 600 members spanning 49 blocks of downtown Los Angeles, at its August 12, 2021 Board of Directors meeting voted unanimously to support the selection of Alternative 1 and Design Option 2 (addition of a station in Little Tokyo) for the West Santa Ana Branch transit corridor. ID-1-2

The BID boundaries are Third Street, Olympic Boulevard, San Pedro Street and Alameda Street. The WSAB's Northern Alignment option on Alameda to Union Station represents the first rail investment in this area. Downtown's existing transportation infrastructure does not serve this economically disadvantaged community. Our industrial workforce and our marginally housed residential population have anemic transit options and are essentially stranded. WASB's northern alignments would include a station at 7th and Alameda in our BID. ID-1-3

WSAB will serve the greatest number of transit-dependent communities north and south of the 10 Freeway and links our district with the Southeast cities and Long Beach, where many of our workers reside. Additionally, our district is home to the largest concentration of subsidized housing in the region. We have more than 2,000 individuals living in transitional and very low-income units within eight blocks of the Alameda alignment. Many of these individuals are elderly, veterans, and disabled. As we attempt to accommodate more affordable housing in skid row, it is beyond time that we acknowledge that skid row is a transit desert. WSAB's economic justice aspirations must include skid row. ID-1-4

We began our WSAB advocacy more than a decade ago, envisioning a route along Alameda terminating at Union Station. That is still our position and believe it is the best for the region as a whole. ID-1-5

We also respectfully but emphatically oppose Alternative 3 because we believe this transit corridor will generate the support and funding required to fully realize its regional benefit. ID-1-6

725 South Crocker Street • Los Angeles, CA 90021-1411 • 213-228-8484 • fax 213-228-8488
www.industrialdistrictla.com

Thank you for your consideration. We look forward to working closely with Metro as this process continues forward.

ID-1-6

Sincerely,

Estela Lopez
Executive Director

Los Angeles Downtown Industrial Business Improvement District – ID-1

Comment ID	Response
ID-1-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
ID-1-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
ID-1-3	See response to comment ID-1-2.
ID-1-4	As stated in Chapter 1, Section 1.2 of the Draft EIS/EIR, the goal and purpose of the West Santa Ana Branch Project is to provide a reliable fixed-guideway transit service that would increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth. The Project would serve the Gateway City communities of Los Angeles County with a southern terminus in the City of Artesia and a northern terminus in southeast Los Angeles County at the Slauson/A (Blue) Line Station.
ID-1-5	Your interest in the Project is noted. See response to comment ID-1-2.
ID-1-6	See response to comment ID-1-2.

Los Angeles River Artists & Business Association and Arts District Community Council LA (Laura Velkei)

From: Laura Velkei <lvelkei@gmail.com>
Sent: Sunday, September 26, 2021 5:51 PM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: WSAB <WSAB@metro.net>; Cortez, Michael <CortezMic@metro.net>; Emma Howard <emma.howard@lacity.org>; Arts District Community Council LA <info@adccla.org>; LARABA <info@laraba.org>
Subject: LARABA & ADCCLA DEIR Comments

Please find attached, DEIR comments from LARABA and ADCCLA.

Thank you.

ID-4-1

--
Laura Velkei
educate. unify. activate.
(213) 373-1038
lvelkei@gmail.com

Follow me on:
- @lauravelkei
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September 21, 2021

VIA EMAIL wsab@metro.net

Meghna Khanna
Project Manager
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

RE: WSAB Draft EIR Comments

Dear Meghna:

Members of our community, among them, long standing board members of LARABA and Arts District Community Council LA, were extremely alarmed and disappointed to read/hear the Staff recommendations of Alignments 3 and 4 for the WSAB. ID-4-2

This decision to continue to insist on light rail instead of the efficiency and speed of heavy rail is not only short sighted, but is becoming a huge waste of taxpayers' money. The likelihood of riders spending 3 hours to go one way into downtown defeats the purpose of trying to get people out of their cars along this stretch. In addition, staff recommended Alternatives 3 and 4, which we were informed were interim alternatives approved by the Metro Board. When? These did not appear in the NOP, at no point were we informed of the change, nor were these strange alternatives presented to us prior to appearing in the DEIR. ID-4-3

These 2 project alternatives fail to satisfy the most basic requirements of Measure M which is bringing a train to Union Station putting Metro in violation of a voter approved project. Instead these weird alternatives stop just over half way along the route forcing riders to find another way to get to Union Station. ID-4-4

None of these alternatives work for us or the City of Los Angeles, however if we are forced to take a position, we would lean towards Alternative 1. ID-4-5

It is our hope that Metro puts a pause on this project rather then creating what can only be an embarrassing boondoggle carried on the backs of this current administration. If Metro does not have the money to complete the voter approved train to Union Station then it should wait till it can. Prioritizing other unknown project over this one is bad form, and makes the County and board liable for litigation for failure in process, something we have taken serious note of here and on other projects.

We have attached our previous letter for context. The Metro Board and project team need to remember who they serve and that these terrible decisions will be the legacy of this administration. ID-4-6

We ask that you do better.

Sincerely,

Randall Miller
President
LARABA Board

Todd Terrazas
President
ADCCLA Board

ID-JPA-85

Los Angeles River Artists & Business Association
www.laraba.org

Via EMAIL
April 26, 2018

Metro Chairman and Members of the Board
1 Gateway Plaza
Los Angeles, CA 90012

Supervisor Hilda Solis

Re: West Santa Ana Branch Transit Corridor Project

Honorable Chairman and Members of the Metro Board,

At the April meeting of the Board of Directors for the Historical Cultural Neighborhood Council the Board voted to support the request for Metro to pursue a substantive review of an ELEVATED heavy rail line for the WSAB line. We believe that Metro and City of Los Angeles has a unique opportunity to pursue a substantive change to how Southern Californians approach transportation for generations to come.

Although we strongly support the expanded study area, we are concerned about the disproportionate level of benefits proposed in the northern segment compared to the southern segment. Our neighbors in the Southeast Los Angeles (SELA) region are within the top 10% of most Disadvantaged Communities in the State of California with extremely limited access to high quality rail transit. We would further recommend evaluating an alternative that addresses the historical, environmental, social and institutional injustices these communities have faced for over half a century. The WSAB presents the greatest opportunity to positively transform the SELA region and we therefore submit these comments to highlight areas of concern and offer potential solutions related to the WSAB project.

Safety & Traffic

As with any public infrastructure project, safety is of the utmost importance. We are happy to see the newly proposed, grade-separated (tunnel and aerial) alignments in the northern segment because they enhance safety and reduce impacts to traffic circulation while maximizing the potential for much needed infill development in Downtown Los Angeles (DTLA). In the most recent five-year average, Metro's fully grade-separated Red Line (heavy rail) and Green Line (light rail) have an incident rate (train vs. auto/ped) of 0.23 and 0.13 respectively, per 100,000 actual train miles compared to an incident rate of 1.37 for the predominately at-grade Blue Line. During the same five-year average, Metro's heavy rail system had an incident rate of 0.23 compared to a rate of 0.71 per 100,000 actual train miles for all light rail lines combined[1]. We are deeply concerned that the southern segment of the corridor will not experience a similar degree of safety-related advantages when separating a railway from street-level activities.

Based on the at-grade Gold Line in East Los Angeles, the rail-line intersects local streets, which *results in slower train speeds, more congestion on local roads, increased collisions with pedestrians and vehicles and essentially divides communities versus connecting them*. It is clear that the overall quality of service proposed in the northern segment far outweighs the quality in the southern segment. We recommend studying an alternative that eliminates or reduces safety risks and traffic impacts to the extent possible.

Regional Equity & Transit Parity

Throughout the years, Metro has consistently offered high quality transit options to affluent communities while marginalized, underserved and disadvantaged communities continue to endure alternatives that not only risk life, health, and property but also place these communities at a heavy economic disadvantage. For example, the original plan to extend the below-grade Red Line (heavy rail) eastward was thwarted, thereby leaving unincorporated East Los Angeles to shoulder the impacts of an at-grade light rail. All the while, the affluent Westside of Los Angeles successfully secured the Purple Line extension below-grade at a cost of one billion per mile.

1 Los Angeles County Metropolitan Transportation Authority, Rail Incidents Report FY11-FY18 Year-to-Date.

Moreover, the SELA region continues to suffocate from traffic-related pollution on surrounding arterials and highways. According to the Southern California Association of Governments (SCAG), the WSAB corridor will see an increase of 12.8 million new daily trips on the already constrained highway system and 500,000 new residents by 2035. In order to shift the travel-mode paradigm and viably provide highway-demand relief, the region urgently needs the "highest" quality transit alternative that offers optimal ridership capacity and travels at rapid speeds with frequent service. The WSAB project presents an opportunity to promote true regional equity and transit parity in the SELA region. Excluding such alternative in the environmental documents will only exacerbate the transportation disparities that the SELA communities face on a daily basis.

System Connectivity

While we support inter-connectivity to the greater rail system, the proposed connections to the Downtown Transit Core and the Arts District in the expanded study area will ultimately result in a forced transfer, which represents a departure from the original plans for a direct, one-seat ride to Union Station. A forced transfer is a real impedance to increasing transit ridership and reaching optimum travel times, which can then be perceived as a downgrade in service and potentially a bait-and-switch. We recommend studying a no-transfer, direct-connection to Union Station, the Downtown Transit Core, the Arts District and beyond as one independent alternative.

Ridership Models

To establish operational assumptions and corresponding budget considerations, Metro uses the FTA and SCAG models to forecast ridership on its new transit lines. Over the past several years we've witnessed major rail expansion projects such as the Foothill Gold Line (Pasadena to Azusa) and the Expo Line (Culver City to Santa Monica) surpass their 20 year ridership projections within the first year of operation. Whereas this phenomenon is a good sign for growing transit demand, the models are clearly inaccurate and obsolete. These miscalculations have placed unexpected burdens on rail operations and reduce customer experiences due to overcrowding. The flaws in the models call into question whether or not the proposed transit system will provide sufficient capacity to sustain growth in the corridor over a prolonged period of time. We feel it is prudent to not only develop a new, more accurate model but to explore a transit alternative that provides higher ridership capacity.

28 by '28 Project List

We also want to applaud the Metro Board for unanimously approving the 28 Projects by the 2028 Olympics otherwise known as *28 by '28*. At a minimum, this initiative instills a sense of urgency to complete projects ahead of schedule. Nevertheless, we are reminded that the WSAB is "aspirational" due to the scale, complexity and funding gaps in Measure M. Although we support project acceleration, we also want to heed caution to ensure meaningful community engagement and transformative community development, after all, Rome was not built in 10 years. From our perspective, the WSAB represents the next hundred-year future of DTLA and the SELA region and not necessarily a race to the 2028 Olympics. We prefer to have the best quality transit service that offers the greatest potential to meet the future needs of our communities, without delays in project delivery. In 10 years, the entire world will be center-focused on Los Angeles. If done right, we are confident that the WSAB project will redefine mobility in Los Angeles County especially as a one-seat ride from east-to-west (or vice versa) and a one-transfer ride to every other major line in the transit system. We look forward to showcasing the transformative nature of this project, especially elevating the SELA region into a set of economically and culturally vibrant communities.

Operational Efficiency

According to the service efficiency performance measures in the 2016 Annual Agency Profile report submitted to the Federal Transit Administration, the Operating Expenses per Vehicle Revenue Mile for heavy rail is $2.25 less than light rail. Similarly, the Operating Expenses per Vehicle Revenue Hour for heavy rail is $35.67 less than light rail. Regarding service effectiveness, the Operating Expenses per Passenger Mile and per Unlinked Passenger Trips for heavy rail is $0.11 and $2.08, respectively, less than light rail. From a service efficiency and service effectiveness perspective, the agency profile clearly demonstrates that heavy rail is much more superior to light rail. Based on this information, we feel it is prudent to evaluate heavy rail as a viable alternative in the WSAB environmental document.

New Alternative

In hopes of promoting and maximizing equity, safety, ridership, economic development, and the highest quality transit

service, we are formally submitting the following alternative for consideration and review in the environmental impact reports:

The WSAB "Heavy Rail" Alternative OR The Red/Purple/WSAB Line Alternative - Establish and evaluate the West Santa Ana Branch as a fully grade-separated, aerial heavy rail (a.k.a. rapid transit) alternative that directly connects with the Red/Purple Line at the proposed Arts District/6th Street station (as identified in Alternative H), thereby serving as an extension of the Red/Purple Line for a one-seat ride from the proposed Southeast LA terminus (Artesia) to the Purple Line terminus in Westwood (VA/UCLA stations) or the Red Line terminus in North Hollywood (please refer to Attachment A: Metro System Map). As a heavy rail, this alternative would connect to Union Station and the Downtown Transit Core without transferring or the added expense of below-grade tunneling and/or fly-over [the 101 freeway] connector to Link Union Station. This alternative presents an opportunity to:

- Improve safety among vulnerable road users at street-level;
- Reduce traffic congestion and vehicular collisions;
- Improve end-to-end and station-to-station travel times;
- Increase headway frequencies;
- Increase passenger capacity and thereby further reducing emissions;
- Establish a one-seat ride to the western Purple Line terminus and/or the northern Red Line terminus;
- Establish a one-transfer ride to all major Metro rail lines such as the Green, Blue, Gold, and Expo Lines along with commuter rail; Metrolink, Amtrak and eventually High Speed Rail.
- Catalyze more dense development in the corridor;
- Accommodate a Class-I bike path and/or multi-use trail to contribute toward the open/recreation space in the region;
- Reduce cost associated with tunneling in DTLA OR spread cost/benefit across the whole 20-mile corridor;
- Reduce the project construction timeline; and
- Create a competitive and convenient alternative to the parallel I-5 freeway.

The original Alternatives Analysis completed by SCAG in 2012 evaluated four varying transit alternatives: Bus Rapid Transit; Street Car Transit; Light Rail Transit; and Low-Speed Maglev Transit. SCAG did not evaluate a heavy rail alternative similar to the Red/Purple line. Unless this viable alternative is studied in the environmental document, we will not have adequate information to either validate or invalidate these presumed benefits, which places the Metro Board of Directors and the corridor communities at a disadvantage with respect to making the best, most informed decision possible. We implore you to evaluate this alternative that promotes parity between the northern and southern segments of the West Santa Ana Branch Corridor Project and establishes equity between the Gateway region and all other sub-regions in the County.

Unless this viable alternative is studied in the environmental document, we will not have adequate information to either validate or invalidate these presumed benefits, which places the Metro Board of Directors and the Corridor Communities at a disadvantage with respect to making the best, most informed decision possible. We implore you to evaluate this alternative that promotes parity between the northern and southern segments of the West Santa Ana Branch Corridor Project.

Sincerely,



Gabrielle Newmark
President, LARABA

Attachment A

Metro system map depicting a direct, one-seat ride from the western terminus of the Purple Line in Westwood (VA Hospital Station) and/or the northern terminus of the Red Line in North Hollywood through the Downtown Transit Core and Union Station connecting to the proposed southeastern terminus of the West Santa Ana Branch in Artesia.



Los Angeles River Artists & Business Association and Arts District Community Council LA – ID-4

Comment ID	Response
ID-4-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
ID-4-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 will provide substantial benefits to transit users and reduce regional vehicle traffic. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board of Directors identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus for the corridor.
ID-4-3	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of light rail transit (LRT) technology and the identified corridor. Table 1.7 in Chapter 1 of the Draft EIS/EIR provides information about travel times in the corridor, and Table 6.2 in Chapter 6 discusses user benefits related to travel time savings for the Project. An LRT system will provide sufficient capacity to serve future ridership demand in the WSAB corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated.
ID-4-4	Alternatives 3 and 4 were based on the outcome of the Final Evaluation of Minimum Operable Segment Report, which was completed in 2019. This study looked at ways to accelerate the delivery of the Project compared to what was in the Measure M Expenditure Plan by looking at minimum operable segment (MOS) options (also referred to as initial operating segments). These options were presented to the Metro Board in September 2019, and the Metro Board recommended two MOS options for inclusion in the Draft EIS/EIR: MOS 1: I-105/C Line Station to Pioneer Station and MOS 3: Slauson/A Line Station to Pioneer Station. The MOS options were renamed to Alternatives 4 and 3, respectively, in the Draft EIS/EIR. Additional information on this study is included in the Draft EIS/EIR in Appendix A Section 8 and in Chapter 2, Section 2.4.2.5. See also responses to ID-4-2 and ID-4-3. Based on discussions with the Federal Transit Administration, the Record of Decision will be issued on the financially feasible alternative, which considers both local and federal funding sources.
ID-4-5	Refer to response to comment ID-4-2 regarding identification of the LPA and LA Union Station as the ultimate northern terminus for the corridor.
ID-4-6	Refer to the response to comment ID-4-2.

ID-5

South Park Business Improvement District (Ellen Riotto)

From: Ellen Riotto <ellen@southpark.la>
Sent: Tuesday, September 28, 2021 4:25 PM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Brown, Julia <BrownJu@metro.net>
Subject: WSAB Comment Letter

Dear Ms. Khanna,

Please see attached for South Park BID's comment letter re: WSAB.

ID-5-1

Thank you,
Ellen

Ellen Riotto
Executive Director
SOUTH PARK
THE PLACE TO BE
South Park Business Improvement District

1150-B S Hope St, Los Angeles, CA 90015
ellen@southpark.la | o. 213 663 1112
southpark.la | Facebook | Twitter | Instagram
24/7 DISPATCH: 866-560-9346

SOUTH PARK
THE PLACE TO BE

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ELLEN RIOTTO
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VICTOR GONZALEZ
Director of Operations

WALLIS LOCKE
Director of Communications & Policy

SAFIYA BOUHOUCH
Office Administrator & Marketing Coordinator

September 28, 2021

Meghna Khanna
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Re: **Draft Environmental Impact Report – West Santa Ana Branch Transit Corridor Project**

Dear Ms. Khanna,

The South Park neighborhood consists of 52-blocks in the southwest corner of Downtown Los Angeles and includes significant real estate and community anchors such as the Staples Center, L.A. LIVE, Los Angeles Convention Center and the California Hospital Medical Center. Not only does the neighborhood play host to millions of visitors, convention- and event-goers; it is also home to nearly 15,000 Angelenos, making it the residential hub within the broader downtown community, as well as the fastest-growing residential population in the City of Los Angeles. The neighborhood has seen the majority of the ground-up development in DTLA over the past 15 years, and most of those projects are residential buildings. Currently, there are nine projects under construction (six residential buildings totaling 2,352 units and three hotels totaling 475 keys). In the pipeline, there are 40 projects: 23 residential buildings totaling 8,486 units; 15 hotels totaling 6,886 keys; and one office building bringing in an additional 80,000 sf. Clearly the growth we've seen since the STAPLES Center put South Park on the map in 1999 shows no indication of slowing down.

ID-5-2

With all of this growth, the SPBID looks to support initiatives that make it easier to live, work, and play in downtown *without* the use of a car. Multi-modal transit options are a priority, not just for South Park or downtown, but all of Los Angeles County. Since 2018, SPBID has been engaged in providing data and feedback that will inform decisions around the planning of the West Santa Ana Branch. Like the constituents from the Southern Cities as well as leaders in DTLA, SPBID believes that it is essential that the terminus of the WSAB be in DTLA (Alternatives 1 or 2), and not anywhere shy of the destination that was always intended to eb delivered.

Downtown is the economic and entertainment center of the region, and it is time that LA County residents from Artesia, Bellflower, Downey, South Gate, Cudahy, Bell, and Huntington Park have direct access to historic neighborhoods like Little Tokyo, the Theater District, Chinatown and Olvera Street along with cultural and entertainment attractions like L.A. LIVE and STAPLES Center, Banc of California Stadium, Walt Disney Concert Hall, The Broad Museum, and much more.

ID-5-3

Sincerely,

Ellen Riotto

Ellen Riotto
Executive Director
ellen@southpark.la | 213-663-1112

South Park Business Improvement District – ID-5

Comment ID	Response
ID-5-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
ID-5-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. See response CR-GEN-7 regarding Alternative 2. The LPA will serve downtown via transfer at the Slauson/A Line Station to the A Line.
ID-5-3	See response to comment ID-5-2.

INDIVIDUALS

I-19-1

renee acero

Hello, I'm writing in opposition to this project because I really see no need for it. But specifically I'm opposed to the Pmt/Rosecrans, 105/C line and Gardendale stations being in such close proximity. This makes no sense to me. Bellflower and Artesia each have one station and then for whatever reason you guys decide that the little area of Hollydale needs THREE. Also, in your draft env report you have the area where the Gardendale station is to be located as industrial, however, Downey's specific plans for this area include various plans for residential buildings. Here is the link. https://www.downeyca.org/our-city/departments/community-development/planning/rancho-south-campus Work on that project has already begun so until you truly know what that area will consist of I don't think it's fair or accurate to say that that area is just industrial.

But again, I'm completely opposed to having THREE stations all within about a mile of each other, especially since, being a resident of that area, I know that you can easily walk from Gardendale and Garfield to Century. Please stop wasting money and please stop further disrupting our neighborhood. Thank you.

I-19-2

I-19-3

I-19-4

Acero, Renee - I-19

Comment ID	Response
I-19-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-19-2	Your opposition to the Project, particularly the Paramount/Rosecrans, I-10/C Line, and Gardendale Stations, is noted. As shown in Chapter 3, Table 3.26 of the Draft EIS/EIR, average daily station boardings for the Locally Preferred Alternative would be approximately 1,000 at Gardendale, 4,500 at I-105/C Line, and 1,800 at Paramount/Rosecrans. While the Gardendale and Paramount boardings are less than for other stations, they serve areas that are isolated from nearby stations by the Los Angeles River and the I-105 Freeway. The I-105/C Line Station will provide a connection to the C Line as the Project will construct a new infill station along the C Line.
I-19-3	Figure 4.1-4 and Table 4.1.2 in Chapter 4, Section 4.1.2 of the Draft EIS/EIR show that the existing land uses surrounding the Gardendale Station consist of residential, commercial, industrial, open space, and institutional/public facilities. The existing land uses discussed in the Draft EIS/EIR do not identify future uses at the Rancho Los Amigos South Campus as being industrial. Additionally, Chapter 3, Section 3.5.10 of the West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report (Appendix E of the Draft EIS/EIR) identifies a Specific Plan that was being developed for the Rancho Los Amigos South Campus to support transit-oriented development at the time of preparation of the Draft EIS/EIR. This is the same Specific Plan document that is referenced in the comment. Section 4.1.2.1, under the Gardendale Station subheading of the West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report identifies the unoccupied former hospital facility on the Rancho Los Amigos South Campus as being located east of the Gardendale Station area. Section 3.5.5 of the West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report includes an updated status of the Rancho Los Amigos South Campus Specific Plan. Section 4.4.3.2 and Table 4.4.4 of the Draft EIS/EIR identify the Affected Area around the Gardendale Station as being in the Industrial Landscape Unit. The Affected Area characterized as an Industrial Landscape Unit does not mean that all the uses in the Affected Area are industrial. Rather, the landscape unit is used to characterize the existing visual character of the Affected Area and how the Locally Preferred Alternative would change the visual character. While the visual character for the landscape unit may be uniform along certain portions of the alignment, some variations (such as around the Gardendale Station) may occur due to the visually unique areas within the landscape unit.
I-19-4	See response to comment I-19-2.

Maricela Adame

Very nice! I hope it expands and this project can be made a reality, also that the opinions of the users are taken into account. I-349-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: EFCU/MARISELA ADAME

Domicilio:

Télefono/Celular: (323) 901-4987

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

QUE BIEN! QUE SE EXPANDA Y SE PUEDA HACER ESTE PROYECTO REALIDAD. QUE SE TOMEN EN CUENTA LAS OPINIONES DE LOS USUARIOS.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Adame, Maricela - I-349

Comment ID	Response
I-349-1	Your interest in the Project is noted.

Charles A Adelman

1) Over the last 20 years, L.A. County has opened 4 new light rail lines totaling over 50 miles yet has experienced a significant and consistent yearly decline in total system ridership and an increase in VMT. There is no reason to expect this line to perform any differently, Any new ridership attracted to this line will be more then offset by the loss of ridership from the bus system resulting from service cuts needed to pay for operating this line with out any new firebox revenue. In order to attract the new ridership needed to produce environmental benefits ascribed to this project, we would have to move it off the railroad ROW and grade separate it along arterial corridors with stations located at commercial hubs and run 6 car trains at close headways, so as to provide fast convenient high capacity service that can attract upper middle class riders away from their cars. I-167-2

2) In table 3.50: #9 The vacant parcel next to the 7th/Fig parking garage proposed as a construction staging area for the METRO CENTER STATION is no longer available; it is now a residential high-rise construction site. #10 The parking lot proposed for construction staging and as a station portal is on the northeast corner of 8th/Figueroa, not the southeast; it also is no longer available for the same reason, though you might be able to negotiate with the developer to incorporate your portal into the building as the parking goes deep enough to connect with your mezzanine. I-167-3

3} Alternative2 best serves the project objectives, as it generates the highest ridership due to it's one ride service to one of the main downtown destinations.Not only are there nearly 100,000 jobs within walking distance of this station and its the most direct transfer point to lines heading to the west side and the valley, but it is also within walking distance of major attractions such as Staples Center, Microsoft Theatre, Regal Cinemas, LA Live and the Convention Center, plus the hotels that service it. Your ridership estimates for this alternative requires 21/2 minute headways during peak morning and evening commutes between Slauson and Metro Center stations to meet demand (you might need a bigger train]. I-167-4 I-167-5 I-167-6

The staff recommended alternative 3, by contrast, does not meet project objectives. It only runs as far as Slauson station: requiring passengers to transfer to the blue line, which is already operating at capacity with no room to accommodate the additional passengers that this line would bring. since your own data shows that the majority of trips out of this corridor are heading to downtown, any line that ends short of there is useless to most people in the corridor. I-167-7

4) The 183rd/Gridley Station was deleted prior to this study. It needs to be replaced with an elevated or subway segment that leaves the ROW and cuts down to a station at 183rd and Los Cerritos Center before rejoining the ROW. Los Cerritos Center is a major regional shopping and entertainment center that attracts people from throughout the eastern part of the corridor and is thus a major destination. It is also close to Cerritos College, community college that serves a large number of low income ~~st~~ d~~e~~ s who need good public transit access I-167-8

5) The Firestone station, w ich is located in an industrial area, needs to move west to Atlantic, which is in a commercial area anchored by a Walmart. This will generate more ridership as Walmart is popular with low income people who often need public transit. I-167-9

Adelman, Charles A. - I-167

Comment ID	Response
I-167-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-167-2	Refer to response CR-GEN-4 regarding grade separation. Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identified corridor for the Project. Appendix A of the Draft EIS/EIR provides information on alternatives that were previously studied and eliminated. As included in Chapter 3, Section 3.4.2.4 of the Draft EIS/EIR, regional travel forecasts conducted for the Project for a future year of 2042 estimate approximately 9,200 new daily transit trips in LA County with implementation of the Project. These new daily transit trips represent a net increase in all transit trips, including bus and rail, across LA County with the Project.
I-167-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The parcels referenced in the comment will not be acquired in support of the LPA.
I-167-4	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and CR-GEN-7 regarding Alternative 2. The LPA would provide connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.
I-167-5	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Although access to jobs, activity centers, and transfer points is informative to the LPA decision, there are other considerations in the identification of the LPA, including funding, community support, and meeting stated project objectives.
I-167-6	As stated in response to comment I-167-4, LA Union Station was identified as the ultimate northern terminus for the corridor. Headways of 2.5 minutes are not required along the Locally Preferred Alternative nor anticipated for a future extension to LA Union Station.
I-167-7	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Alternative 3 will provide a connection to downtown via transfer at the Slauson/A Line Station to the A Line. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 will provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2. Section 6.2 of the Draft EIS/EIR explains the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus for the corridor. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-167-8	Refer to response CR-GEN-3 regarding the Cut-and-Cover Study completed for aerial portions of the alignment. The aerial alignment at 183rd Street and Gridley Road has been designed not to preclude a future station at this location that can be evaluated at a later date. Chapter 2, Section 2.4.4 of the Draft EIS/EIR summarizes the project refinements that were adopted by the Metro Board in 2018. This includes the elimination of the 183rd/Gridley Station near the Los Cerritos Center due to lack of community support, limited ridership potential, and proximity to the Pioneer Station in the City of Artesia.

Comment ID	Response
I-167-9	As shown in Chapter 3, Table 3.26 of the Draft EIS/EIR, average daily station boardings at the Firestone Station would be approximately 3,834 under Alternative 3, the Locally Preferred Alternative. The Firestone Station was previously studied in the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis prepared by the Southern California Association of Governments in 2013, which noted that this proposed station is located along one of the City of South Gate's busiest thoroughfares, within a major industrial district area intended to be higher-intensity development. This location was developed in coordination with the City of South Gate's Gateway District Specific Plan. Chapter 2, Section 2.4, of the Draft EIS/EIR discusses the development of the Build Alternatives. As noted in this section, since 2010, a number of technical studies and assessments have been prepared to support the development of routes, alignments, and station locations. These studies analyzed transit mode (i.e., bus rapid transit, street car transit, light rail transit, and low speed magnetic levitation [maglev] transit), station locations, alignments, maintenance and storage facility site options, and other ancillary facilities (e.g., radio towers and substations).

Frances Aguilar

I would like the Metro line to go direct to downtown LA. I-202-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

9

Hoja de comentarios

Nombre/Afiliación/Organización: FRANCES AGUILAR

Domicilio: 1601 ARTESIA BLVD. MANHATTAN BEACH.

Télefono/Celular: (310) 308-0679

Correo Electrónico: AZULFRANCES@YAHOO.COM.

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I WOULD LIKE THE METRO LINE TO GO DIRECT TO DOWN TOWN. LA.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Aguilar, Frances - I-202

Comment ID	Response
I-202-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative which would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Dora O. Alarcon

For my personal convenience, I would like this line to go all the way to Downtown Los Angeles, please! I-249-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

20

Nombre/Afiliación/Organización: Dora O. Alarcon

Domicilio: 3614 Randolph pl. Bell CA. 90201

Télefono/Celular: (323) 382-7114

Correo Electrónico: Ralarcon_c21@yahoo.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Por Conveniencia personal me gustaria que esta linea llegue hasta el Centro de Los Angeles por favor!

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Alarcon, Dora O. - I-249

Comment ID	Response
I-249-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Rene Alarcon

I want this line to go all the way to Downtown Los Angeles. I-247-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

25

Hoja de comentarios

Nombre/Afiliación/Organización: Rene Alarcon

Domicilio: 3614 Randolph PL Bell, CA 90201

Télefono/Celular: (323) 394-7156

Correo Electrónico: Ralarcon_c21@yahoo.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Quiero que esta linea llegue hasta el centro de Los Angeles.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Alarcon, Rene - I-247

Comment ID	Response
I-247-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Betsy Alcivar

I strong support the project. Go all the way from Pacific and Randolph to Union Station and Little Tokyo so I can connect to future Gold Lines. I-208-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

29

Nombre/Afiliación/Organización: Betsy C. Alcivar

Domicilio:

Télefono/Celular: (323) 697. 8208

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

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Rondolf. to Union Station
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future golden lines

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Alcivar, Betsy - I-208

Comment ID	Response
I-208-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The northern terminus for the LPA will be at the Slauson/A Line Station and the southern terminus will be at the Pioneer Station.

Merli Alejandre

I support that West Santa ANa Branch. I want the project to extend from Pacific and Randolph to Union Station to Little Tokyo so I can meet new places in Los Angeles. This helps our seniors and elderly people with disabilities. Thank you. I-265-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

28

Nombre/Afiliación/Organización: Merli Alejandre

Domicilio: Bell CA 90201

Télefono/Celular: 323 456-9398 cell

Correo Electrónico: Merlialbizures@yahoo.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I support that west Santa ana Branch. I want that the proyect extent ~~from~~ Pacific and Randolph To Union station to little tokyo. So I can meet New places in Los Angeles. This Help our Seniors and Elders People with desabilities. Thank you for question please call me 323) 456-9398.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Alejandre, Merli - I-265

Comment ID	Response
I-265-1	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. An interim connection to LA Union Station will be possible by transfer at the 7th Street/Metro Center.

I-66
I-66-1

Allen

Hello, I am a resident of LA county, and after watching your video,
I strongly urge you to ONLY consider Alternative 1 or Alternative 2.
These alternatives add more stations in DTLA, which will increase ridership and all the benefits of it. The rest of them leave DTLA with the same stations it has and can hurt ridership. Alternative 4 is THE worst one, since it requires too many transfers to get to south east county, not to mention neglecting anything else north of the green/C line
Alternative 1 and 2 might be the most expensive option, but it is the best investment for this project.

Thank you,
-Allen

I-66-2
I-66-3
I-66-4

Allen - I-66

Comment ID	Response
I-66-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-66-2	Your support for Alternatives 1 or 2 has been noted. Refer to CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Chapter 6 of the Draft EIS/EIR considers the trade-offs between Alterative 3 and Alternatives 1 and 2. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus for the corridor.
I-66-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-66-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station.

Reed Alvarado

Please move forward with Alternative 2. As a DTLA resident, there is a lack of transit connections between the core of DLTA and the Arts District. Along with the highest ridership (20,224 new riders), this alternative will allow fast and convenient connections to the Fashion District which is currently a 10 minute walk to the closest MetroRail station. The regional connector and the B/D Lines will allow for a quick and convenient method to get riders to Union Station once they arrive downtown, with the fastest headways in the system. I-153-1

Alvarado, Reed - I-153

Comment ID	Response
I-153-1	Your support for Alternative 2 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to the Fashion District will continue to require walking or bus transfer from the 7th Street/Metro Center. The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, a connection to the Arts District is provided by walking or bus transfer from Little Tokyo.

Eduardo Alvarez

After reading through the draft, I believe that alternative 2 would be the best option for people living within the area that the WSAB would serve. While alternative 3 is definitely an option that has a comparatively lower cost and lower impact, it also clearly has a lower utilization and ridership compared to alternatives 1 and 2. What makes alternatives 1 and 2 such valuable alternatives is a direct line from the slauson station to downtown. Additionally, it continues to provide riders with the option to transfer to the A (blue) line in order to reach stops along the way to downtown. Additionally, alternatives 1 and 2 create more stations in the arts district and open up more options to travel around several areas of interest to explore for riders across los angeles. I-27-2 I-27-3 I-27-4

Alternative 3, while financially better, would not be sufficient enough to convince me as a local to utilize the WSAB. I would love to use the line to travel south and explore local attractions in south gate, and have the opportunity to travel to Cerritos, but I without the option to travel to downtown bypassing the A lines multiple stops to reach downtown without expanding the options to reach other areas of interest on the eastern side of central los angeles, I wont be as inclined to utilize the line. I believe others in my community would feel the same way, as evidenced by the stark difference in ridership demonstrated in the environmental study. I-27-5

Alternative 4 should not be considered at all in my opinion, given that it avoids almost the entirety of communities this project originally set out to serve. It would be a significant use of funds for no significant additional benefit to the communities along the WSAB in alternatives 1,2,3. I-27-6

Alvarez, Eduardo - I-27

Comment ID	Response
I-27-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-27-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-27-3	Chapter 6 of the Draft EIS/EIR considers the trade-offs between Alterative 3 and Alternatives 1 and 2. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the Locally Preferred Alternative, but LA Union Station was identified as the ultimate northern terminus for the corridor.
I-27-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. Alternative 3 would provide connection to downtown via transfer at the Slauson/A Line Station to the A Line. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2. Approximately 7,000 daily transfers are projected to occur between the WSAB and the A Line.
I-27-5	Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 1. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the Locally Preferred Alternative (LPA), but LA Union Station was identified as the ultimate northern terminus for the corridor. Table 3.25 in Chapter 3 of the Draft EIS/EIR indicates that Alternative 3, the identified LPA, is projected to have approximately 31,000 daily transit boardings in the year 2042.
I-27-6	Your objection to Alternative 4 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The LPA's northern terminus will be at the Slauson/A Line Station.

Kevin Amador

Good Evening,I personally prefer option 1. 2 is great as well. Any direct line to a downtown in any cityaround the globe is almost like a requirement. Also, I would imagine the longer lines willbenefit the local job market. With the increasing threat of global warming, I see this project asa major win for the environment/life. I definitely believe this will make a huge dent on thecurrent traffic congestion. What are some things that would help speed up the construction ofthis line? Also, if there are some, what can we the people do to help speed it up? I appreciatethe work Metro is doing for the community. Thank you in advance and I hope our citybecomes even greater!-Kevin

I-194-2
I-194-3
I-194-4
I-194-5
I-194-6
I-194-7

Amador, Kevin - I-194

Comment ID	Response
I-194-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-194-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-194-3	See response CR-GEN-7 regarding Alternative 2.
I-194-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Chapter 4, Section 4.17.3 of the Draft EIS/EIR discusses the jobs and income estimated from operation of the LPA. As stated in Table 4-17.4, approximately 190 annual jobs are estimated to be created by operation of Alternative 3. The LPA will provide access to the downtown business core through direct connections to the A Line at the proposed Slauson/A Line Station. The Project would benefit businesses by increasing access to a broader labor market with a diverse set of skills that is served by the Project. Potential employees who are transit-dependent would have access to a larger labor market, which may provide greater economic opportunities.
I-194-5	The comment regarding the benefits of the Project is acknowledged.
I-194-6	An updated construction timeframe is included in Chapter 2, Section 2.5.2.7 of the Final EIS/EIR. The construction schedule may be refined upon identification of a construction contractor. Availability of labor, materials, and system and vehicle manufacturer backlogs have all affected project construction schedules in recent years.
I-194-7	Your support for the Project is noted.

Joseph Ancewicz

It is a shame that alternatives 1 AND 2 cannot be built. Adding more alternatives for the downtown corridor would be great. However, alternative 1 makes the most sense and should be chosen due to covering the most area and not bottlenecking on the A line.

I-31-2
I-31-3

Ancewicz, Joseph - I-31

Comment ID	Response
I-31-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-31-2	Your support for Alternative 1 and Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus. The LPA would provide a connection to downtown LA via transfer at the Slauson/A Line Station to the A Line.
I-31-3	The comment was written prior to the start of Regional Connector service. See response to comment I-31-2. Operations on the Metro A (Blue) Line have changed since the Regional Connector opened in June 2023. Ridership forecasting conducted by Metro in support of planning for the WSAB Project shows increased ridership for the A Line as a result of opening of the Locally Preferred Alternative, but the increased peak hour loads fit within the loads standard for the planned A Line service.

Mario Anderson

I submitted a recommendation before and I have read the EIR further and have some suggestions. I-67-1

1) The connection downtown is not still useful from the Union Station alignment. The designs having it in front or directly adjacent to the rear are disruptive and less than necessary. The station is not near many amenities and the A-Line is slated to go to both Little Tokyo and Union. I-67-2

2) The Fashion District station is amazing and connects a new part of the city to the rail network. Also, the connection to 7th and Metro is well thought out underground. This makes it a more effective transfer station and facilitates the future expansion of WSAB. The joining stations would be a world-class addition to the city. I-67-3

2B) If money is not there for the entire route, built to Slauson station. I-67-4

3) Align the tracks on the above-grade section at Slauson to allow for interchanges regardless of terminus. I-67-5

4) In the southern section, there are few flaws. I live near Paramount and Rosecrans and this will serve as improving access. Bellflower is good as well. the station at the 105 is a long transfer and needs more First/Last mile improvements to help connectivity. I-67-6

5) Issues abound at the 183/Gridley intersection especially considering Gridley is in the air (between ariel and underground). Cost seems to dictate above grade and if so, please please please please add a station. Living in Compton (near Paramount and Rosecrans) it is very difficult to reach stores like the ones at Cerritos Mall. Connectivity is important and I feel would help my community. I-67-7

Thank you for taking my input and I look forward to this project being built.

Anderson, Mario - I-67

Comment ID	Response
I-67-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-67-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. The Metro Board identified LA Union Station as the ultimate northern terminus for the corridor.
I-67-3	See response to comment I-67-2.
I-67-4	See response to comment I-67-2.
I-67-5	See response to comment I-67-2.The WSAB Slauson/A Line terminus station allows for direct transfers to the A Line station via pedestrian bridges, facilitating access to and from Downtown Los Angeles. Interlining the WSAB and A Lines would create unreliable operating conditions due to the headways projected for both lines.
I-67-6	Metro will continue to coordinate with local jurisdictions regarding First/Last Mile (FLM) improvements, including pedestrian and bicycle connections, in accordance with the Metro First/Last Mile Guidelines. Cities are responsible for advancing the design, environmental clearance, construction, and maintenance of the FLM improvements.
I-67-7	Chapter 2, Section 2.4.4 of the Draft EIS/EIR summarizes the project refinements that were adopted by the Metro Board in 2018. This includes the elimination of the 183rd/Gridley Station near the Los Cerritos Center due to lack of community support, limited ridership potential, and proximity to the Pioneer Station in the City of Artesia. The aerial alignment at the 183rd Street and Gridley Road crossing has been designed not to preclude a future station at this location.

I-197-1

Mario Anderson

Greetings,I am a concerned member of the public who lives near the ROW for the WSAB. I would like to voice support for the project. I would like to support Alternative 2, ending at 7th/Metro Center Station. Alternative 3 is also agreeable. Please do not go with Alternatives 4 or 1. Union Station is not the right option for this project. Also I would like to recommend stations at 186th/Gridley and Washington on the A Line. Thank you for your time. Sincerely,MJ Anderson

I-197-2
I-197-3
I-197-4
I-197-5

Anderson, Mario - I-197

Comment ID	Response
I-197-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-197-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-197-3	Your general support of Alternative 3 has been noted.
I-197-4	Your opposition to Alternative 4 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. The Metro Board identified LA Union Station as the ultimate northern terminus for the corridor.
I-197-5	Although a station at 186th/Gridley has not been under consideration, previous studies evaluated a station at 183rd/Gridley. Chapter 2, Section 2.4.4 of the Draft EIS/EIR summarizes the project refinements that were adopted by the Metro Board in 2018. This includes the elimination of the 183rd/Gridley Station near the Los Cerritos Center due to lack of community support, limited ridership potential, and proximity to the Pioneer Station in the City of Artesia. However, the aerial alignment at the 183rd Street and Gridley Road crossing has been designed not to preclude a future station at this location that can be evaluated at a later date. Regarding the Washington Street Station, as stated in Chapter 2, Table 2.1 in the Draft EIS/EIR, the Washington Station was considered and eliminated by the Metro Board in 2018 due to low projected ridership and duplicative service into downtown LA from the Metro A (Blue) Line. Additionally, eliminating the station would improve travel time along the WSAB alignment.

Nick Andert

Hello, I'd like to write in support of the 7th/Metro terminus option for the West Santa Ana Branch line. It has the best ridership, sends riders where they need to go, includes a critical Fashion District station, can help relieve pressure on the Washington/Flower junction, and has the best extension potential, allowing the the line to be extended in the future to City West, Echo Park, Atwater Village, and Glendale. I also support the Metro board choosing the 7th/Metro alternative despite staff only recommending the Slauson to Pioneer corridor.

I-52-1

Andert, Nick - I-52

Comment ID	Response
I-52-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-7 regarding Alternative 2.

Anonymous Anonymous

I honestly do not feel like the metro would be a great plan for Huntington Park. Like many know, outside of any metro stations there's plenty of homelessness as well as safety issues. This metro station will be next to a high school that already is causing traffic when school starts and make it extremely chaotic for students and parents. Huntington Park needs improvements and this will not help the city.

I-9-2

I-9-3

Anonymous - I-9

Comment ID	Response
I-9-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-9-2	See response CR-SAF-1 regarding safety and security and response CR-SAF-2 regarding homelessness on the Metro system.
I-9-3	Refer to response CR-SAF-4 regarding pedestrian and driver safety at at-grade crossings.

Anonymous Anonymous

Hello, I'm a resident of Savoy and would like to voice my objection to this project. To proposed line on Alameda and metro station at the LADPW lot would be enormously disruptive to my life here and potentially bring down the value of my property. The expected noise and crowds this project would bring would insufferable—especially now that companies are letting more employees such as myself work from home. And this doesn't include the many years of construction all residents would have to face. I urge you to please find an alternate route/location that will not disturb private residents and homeowners. I-12-1

Anonymous - I-12

Comment ID	Response
I-12-1	Your objection to the Project has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-6 regarding the proximity of the Project to Little Tokyo.

Anonymous Anonymous

—HRT is better
While I understand that the project is far along enough that the entire branch can not be built as heavy rail/HRT, I believe that at least for the section between Downtown LA and Slauson station, the line should be built out as an extension of the purple, or "D" line. This would end the debate about whether to serve 7th & Metro or Union Station, as the purple line serves both. It would also still be able to serve the Fashion and Arts districts. You can see what this alignment might look like in the attached figure one. I still believe that, considering the West Santa Ana branch's potential to extend far into Orange County, it should be built as HRT to maintain speedy operations on a line of such length, however, that's neither here nor there. I-83-2

—Direct service between DTLA and LAX/SoFi Stadium
The reason that extending the purple line in this manner is justified is that it would enable HRT to access the Harbor Subdivision, and run direct to the massive complex that includes The Forum, SoFi/Hollywood Park, and the future Clippers Arena. This is area has absolutely massive draw and desperately needs a direct connection to downtown and Union Station, but as of yet has no decent rail access. From there this line could connect to LAX, providing a much needed direct and single-seat ride from Downtown and potentially connecting with the future Sepulveda line. It would also pass through the underserved neighborhood of South Los Angeles, and provide a convenient east-west route far further north of the green line.
I've attached figure two showing how the purple line would branch off at Slauson station onto the subdivision and figure three, showing how the line would serve the stadium complex and LAX. I-83-3

Anonymous - I-83

Comment ID	Response
I-83-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-83-2	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of light rail transit (LRT) technology and the identified corridor. LRT provides sufficient capacity to serve future ridership demand in the WSAB corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated.
I-83-3	See response to comment I-83-2. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2.

Anonymous Anonymous

The line should be built to 7th Street/Metro Center, not Union Station. The whole line should be built as one project. I-99-1

Anonymous - I-99

Comment ID	Response
I-99-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-7 regarding Alternative 2. A financially constrained funding plan is currently not available to extend north of the Slauson/A Line Station.

I-127

Anonymous Anonymous

Meghna Khanna, Project Manager
Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

Dear Ms. Khanna,

I appreciate the extensive work done to research, analyze, and inform the public on WSAB Transit Corridor project.

However, I am against this project for several reasons.

The main reason why we moved to the suburbs and away from Los Angeles was precisely to move away from the high population density, air, water, and noise pollution, high traffic congestion, crime, and disease that comes with having this corridor. My family and neighbors are not alone in seeking a better environment for our families, as history has proven the migration out of cities to suburbs time after time. It saddens me that our beautiful, peaceful, and highly enjoyable suburbs will be destroyed.

I-127-2

Additionally, the high cost to build this project is astronomical and is only an estimate which means it will end up costing much more, not to mention the additional funds required to maintain and upgrade the system through the years. Furthermore, the cost for additional security personnel, security systems, first-line workers (i.e. police, fire, trash service, other service workers, etc.) and pedestrian utility rooms (i.e. restrooms, baby changing areas, etc.) to support the influx in population, further drives the cost of the project even higher. Our tax dollars can be put to better and higher use.

I-127-3

Lastly, alleviating freeway congestion is already occurring with the current employment trend of working from home. Working from home is here to stay (for various reasons) and makes this project obsolete. More and more employees are not willing to go back to the office and would rather work from home, even if they have to find another job. The need to commute to Los Angeles for work no longer exists for a large number of current and future suburbanites. Freeway traffic for business purposes, such as shopping or entertainment is seasonal and does not justify the cost of building and maintaining a corridor.

I-127-4

Thank you for taking the time to consider my opinion on the matter.

Anonymous - I-127

Comment ID	Response
I-127-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-127-2	Your opposition to the WSAB Project has been noted. The purpose and goals of the Project are to improve mobility and access of the Affected Area and measures have been taken to address the commenter's concerns to provide a quality public transit system for the affected communities. The Locally Preferred Alternative (LPA) is a transit infrastructure project that will serve the growing population of the region and will not directly create population growth. Project impacts are evaluated in Chapters 3 and 4 of the Draft EIS/EIR. The LPA is not expected to increase population density, will not adversely affect air and water quality, will implement measures to reduce noise levels associated with the Project, will reduce traffic congestion in the region, and will not adversely affect safety and security in the communities in which the LPA will be located.
I-127-3	Please note that Metro has planned for the cost to operate and maintain the WSAB Project in its Long Range Transportation Plan financial forecast. In this financial plan, funding is designated to operate the rail line based on the service plan and to maintain it based on the average cost to maintain comparable Metro assets. The funding is expected to come from existing local, state, and federal funding sources. The WSAB Project is part of the voter-approved Measure M program. Additionally, several processes are in place to review and monitor project costs. The Federal Transit Administration will provide financial oversight of the Project. Metro's project controls will track the Project's expenditures and provide an audit of the Project that will be available to the public. Security on the WSAB line, including at stations, will be provided by Metro's law enforcement and its contractors and will not be resourced from local jurisdictions. No public restrooms will be provided at any of the proposed stations.
I-127-4	While a reduction in freeway congestion is not a specific goal of the Project, the Project will reduce vehicle miles traveled, as shown in Table 3.48 in Chapter 3, Section 3.6.2 of the Draft EIS/EIR. For those employees who do travel to a worksite, the Project will provide an additional travel option and reduce travel times for transit users, as illustrated in the discussion of user benefits in Table 6.2 in Chapter 6 of the Draft EIS/EIR.

Anonymous Anonymous

Please address if the EIR has taken into consideration the impact of the WSAB project being included in the 28 by 28 projects and what kind of impact this will have on the surrounding communities. Currently this project is listed with a target completion date of 2028 in time for the Olympics. Based on other similar Metro projects in heavy urban areas such as Purple Line Extensions and Regional Connector whose Final EIR was approved in 2012 and none of those projects are yet to be completed over 9 years later. It will be very difficult to complete this project by the target date of 2028 based on this comparison. What this means is that the projects will propose ways to accelerate the project which will likely mean extended months long continuous closures, increased construction noise levels, extended construction work hours well above and beyond the impacts that the Regional Connector project imposed. All of these acceleration measures will be at the expense of the existing residents and the community who live here. I would strongly request that this impact be thoroughly addressed in the EIR and that it be recommended that this project be removed from the 28 by 28 project list.

I-178-1

ATTACHMENT A: DRAFT TWENTY-EIGHT BY '28 PROJECT LIST

Project	Target Completion Date	Current Completion Date	Sub-region
1. Crenshaw/LAX Line	2019	2019	cc, sb
2. MicroTransit **	2019	2019	TBD
3. Regional Connector	2021	2021	cc
4. New Bus Rapid Transit Corridors (Phase 1)	2022	2022	TBD
5. Orange and Red Lines to Gold Line Transit Connector (North Hollywood to Pasadena)	2022	2022	sf, av
6. Airport Metro Connector Station	2023	2023	sb
7. I-5 North County Capacity Enhancements	2023	2023	nc
8. North San Fernando Valley	2023	2023	sf
9. Purple Line Extension Section 1	2023	2023	cc
10. Gold Line Foothill Extension to Claremont (with ability to extend to Montclair)	2025	2025	sg
11. LA River Waterway & System Bike Path	2025	2025	cc, gc
12. LA River Bike Path and Mobility Hub – San Fernando Valley	2025	2025	sf
13. Orange Line Travel Time and Safety Improvements	2025	2025	sf
14. Purple Line Extension Section 2	2025	2025	cc, w
15. Purple Line Extension Section 3	2026	2026	w
16. Sepulveda Pass ExpressLanes	2026	2026	sf, w
17. East San Fernando Valley	2027	2027	sf
*18. I-105 ExpressLanes**	2027	2029	cc, gc, sb
*19. I-710 South Corridor Early Action**	2027	2032	gc
*20. South Bay Light Rail Extension**	2027	2030	sb
21. Blue Line Signal and Washington/Flower Junction Improvements**	2028	2028	cc
*22. I-10 ExpressLanes I-605 to San Bernardino Line***	2028	2030	gc, sg
*23. SR-57/60 Interchange Improvements**	2028	2031	sg
24. Vermont Transit Corridor	2028	2028	cc
*25. Sepulveda Transit Corridor**	2028	2033	sf, w
*26. Gold Line Eastside Extension to Whittier or South El Monte**	2028	2035	gc, sg
*27. West Santa Ana Branch**	2028	2041	cc, gc
*28. I-405 South Bay Curve Improvements**	2028	2047	sb

* *accelerated project*
** non-Measure R nor Measure M project

Anonymous - I-178

Comment ID	Response
I-178-1	The construction schedule for the Project has been updated since circulation of the Draft EIS/EIR. As noted in Section 2.5.2.7 in Chapter 2 of the Final EIS/EIR, revenue service for the Locally Preferred Alternative is anticipated to begin in 2035. Temporary roadway closures are addressed in Chapter 3, Section 3.7.3.2 of the Final EIS/EIR.

Anonymous Anonymous

As a resident of Downtown LA I am in favor of Alternative 2 which runs along the 7th street corridor. Being a resident of Downtown LA I can tell you that Alternative 1 will not serve the residents of the downtown area. Currently there is no transit service to get from the east side to the west side of downtown. You have to take a Metro Bus or LADOT Dash which are very slow due to the traffic congestion along 7th street. I think an option to get from 7th st station to the Arts District would be very beneficial and provide a mode of transportation to residents and visitors in an area that is under served. I-179-1

Anonymous - I-179

Comment ID	Response
I-179-1	Your support for Alternative 2 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, connection to the Arts District is provided by walking or bus transfer from Little Tokyo.

Anonymous Anonymous

My opinion is that we should visually decongest because we will see lots of busses, Metro, vehicles, and DASH and that is too much contamination visually and of the environment. I-228-1

Next stop: your input.

DATE / *FECHA* / 日付 / 날짜: 9/15/2021

LOCATION / *LOCALIZACIÓN* / 場所 / 위치: HP Farmers Market

We welcome your feedback on / *Agradecemos sus comentarios sobre*
私たちはあなたのご意見を歓迎します / 여러분의피드백을기다립니다

Mi opinión es que debemos descongestionar visualmente porque se verá mucho bas + metro + autos + dash. = mucha contaminacion visual y del medio ambiente

Gracias

NAME / *NOMBRE* / お名前 / 이름

EMAIL / *CORREO ELECTRÓNICO* / Eメール / 이메일

ORGANIZATION / *ORGANIZACIÓN* / 会社・団体名 / 조직

MAILING ADDRESS / *DIRECCIÓN* / 郵送先住所 / 주소

PHONE / *TELÉFONO* / 電話番号 / 전화번호

CITY, STATE, ZIP / *CIUDAD, ESTADO, CÓDIGO POSTAL*
市、州、ZIPコード / 시, 주, 집코드

Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.
お客様の声が、私達の未来を作ります。ご意見ありがとうございます。
여러분의 목소리가 우리의 미래를 만듭니다. 의견 감사합니다.

Anonymous - I-228

Comment ID	Response
I-228-1	Chapter 4, Section 4.4.3 of the Draft EIS/EIR provides an analysis of the potential impacts the Project will have on visual and aesthetics. As discussed in this section, the Project components will not detract from the visual character and quality of the Affected Area and the Project alignment will not result in adverse effects related to visual character and quality. In addition, the aerial structures will follow the Metro Rail Design Criteria (MRDC) or equivalent criteria. The MRDC requires that the materials and surface textures of aerial structures be selected in accordance with generally accepted architectural principles, in collaboration with project stakeholders, to achieve an effective integration between structures and the surrounding environment. Landscaping will be used, as appropriate and as practicable, to achieve this integration. The MRDC also requires the use of landscaping on soundwalls and retaining walls, as appropriate, for graffiti management. The LPA will also follow the West Santa Ana Branch Transit Corridor Urban Design Guide, and will include landscaping, such as vines or a landscape buffer, on or along mechanically stabilized earth walls and soundwalls, where feasible. Such landscaping presents opportunities for local identification of vine material and/or plant selection, which can vary by community. Landscape design and coordination will be refined as design advances. Metro will coordinate with city staff per an executed Master Cooperative Agreement. The Master Cooperative Agreements provide cities the opportunity to review design packages and provide comments.

Anonymous Anonymous

Thank you for this opportunity. I just want to say that on behalf of all of the Spanish speakers over here in this community and the communities that are nearby, I just want to say thank you. Thank you so much. We are very happy that you are bringing this project over here to us. This is going to be something wonderful for us, because this is going to really open the eyes over here in our community. There's there's going to be a lot of improvement, especially for the people that live over here, which the majority are Latin people because the majority that live over here are in Huntington Park, and Cudahy and Bell [sic]. Bringing this public transportation over here is going to be something wonderful because a lot of us that live over here, we work late at night, and by bringing in this project, this is really going to help out our neighborhood, and bringing more transportation over here. I-337-2

Also, I just want to say something else, that with regards to the compensation, with regards to the compensation for the homes, I think it's only fair if you pay what is fair, what is fair for the communities. For example, like in Los Angeles, communities and homes in Hollywood pay them what is fair and not just less because we are over here in this other area and there's a lot of Latins. I just want to say that we are very happy with all this and please just pay what is fair, and thank you because you are not leaving us behind. I-337-3

Anonymous - I-337

Comment ID	Response
I-337-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-337-2	Your support of the Project is noted.
I-337-3	See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act. Metro will appraise any project-required right-of-way to determine the fair market value and set just compensation. Just compensation will not be less than the approved appraised value.

Anonymous Anonymous

The Metro system is great for people who need public transportation and the fact that it is accessible for people who can't afford is great. My concern is for the people who don't appreciate it. Often it is not clean or sanitary and I feel for the drivers. Nonetheless, any public transportation is vital and needed. I-363-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: FFCD

Domicilio: 7017 MIRAMONTE BLVD, LA

Télefono/Celular: (323) 353 5314

Correo Electrónico: patymc72@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

THE METRO SYSTEM IS GREAT FOR PEOPLE WHO NEED PUBLIC TRANSPORTATION AND THE FACT THAT IT IS ACCESSIBLE FOR PEOPLE WHO CAN'T AFFORD IS GREAT. MY CONCERN IS FOR THE PEOPLE WHO DON'T APPRECIATE IT. OFTEN IT IS NOT CLEAN OR SANITARY AND I FEEL FOR THE DRIVERS. NONETHELESS, ANY PUBLIC TRANSPORTATION IS VITAL & NEEDED.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Anonymous - I-363

Comment ID	Response
I-363-1	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. Metro procures a contractor for regular maintenance and clean-up services, such as clearing trash and illegal dumping for Metro right-of-way, facilities, parking lots, and parcel properties. The Metro Customer Code of Conduct states dumping is prohibited in, on, or in close proximity to Metro facilities and vehicles. Littering or dumping is a Metro violation and can result in a monetary fine, ejection from Metro property, and exclusion for 90 days from Metro property. Rail Custodial Services provides each station with cleaning services twice per day. These services include trash removal, sweeping, mopping elevators, odor mitigation, and disinfecting escalator/staircase handrails, ticket machines, seating areas, and elevator buttons.

Faraz Aqil

Summary:
#1) Please reduce (or better yet completely eliminate) all At Grade crossings with Rail Train tracks (see attachment #1 for Letter). I-129-2
#2) Preferred Maintenance & Storage Facility (MSF): Bellflower MSF option (see text below this summary). I-129-3
#3) Preferred Alternative Choice: Alternative 1, Design 2 (with Little Tokyo Station). See attachment #3 for Letter. I-129-4
#4) At the I-105/C Line Station: Please make an accessibility walkway between the Arthur Ave. Bridge & Paramount Blvd. There was no mention of one in the Draft EIS report and I'm worried LA Metro is going to cut accessibility for people who live/travel along the Paramount Blvd side of the 105 FWY from accessing the new station. I-129-5

#2): I support the MSF site to be at the Bellflower option (and not the Paramount option).

*I strongly support preserving the Paramount Swapmeet & Paramount Drive-In Theater. The Paramount Swapmeet is one of a very few swapmeets left in the South-East LA County region and helps to create hundreds of small businesses. And with the Paramount Drive-In Theater, drive-in theaters are a rare business in LA County (much rarer than the paintball sports business in Bellflower), so it's important that we preserve it (rather than destroy it).

*Furthermore, I strongly disagree with LA Metro assessment that the drive-in theater, Swapmeet & sports business "do not serve especially important social, religious or cultural functions" (4-873/page: 1219). Swapmeets have a big cultural & social impact (especially in South-East LA) with their diversity of businesses (mostly Hispanic/minority themed) and opportunities for young entrepreneurs to start their own businesses (including personally with me and my family's Swapmeet business, selling Sport Memorabilia). And even the Bellflower Sports/Paintball business serves as a significant social/cultural function for many young people and their community. If Metro chooses the Paramount as the MSF, they will be displacing hundreds of small businesses and cause (from what I estimate) the loss of a thousand jobs (while choosing the Bellflower MSF would displace the 1 sport business). I-129-6

*Other Reasons why the Bellflower Option is the Better Option:
-The Bellflower option costs lower than the Paramount option
-Bellflower option would require less displaced businesses than the Paramount Option (2 vs 5)
-Bellflower option would displace 0 Residential Units, while the Paramount Option would displace 7 Residential Units
-Bellflower MSF has about 2 Parcels with Acquisitions (while Paramount MSF has around a shocking 44 Parcels with acquisitions). I-129-7
-"...the Bellflower MSF site would require fewer acquisitions, displace
fewer businesses, and have lower capital cost compared to the Paramount MSF site." (S-78/pg: 114, WSAB Draft EIS).
-Less Noise Impacting Residents: "The Paramount MSF site option would result in adverse noise

effects related to the MSF lead tracks at the residential neighborhood.... The Bellflower MSF site option would not result in additional adverse noise effects at residential areas." (4-874~4-875/page: 1220-1221)

I-129-7

***Safety & Security:** I counted about 35 Streets with At Grade Crossings with Cars/Pedestrians.

I would like LA Metro to please reduce (or better yet) completely eliminate At Grade car crossings (by making the crossings either Aerial or Underground). That will allow for no car/pedestrian intersection collisions like we see in other LA Metro Rail Lines. As a bonus, it will increase the speed & improve the travel time it takes for trains to travel to their destinations. I-129-8

*If that's not possible, and LA Metro insists on using At Grade crossings, then my suggestion would be to either close off the crossings to cars/pedestrian traffic (by using a barrier). But for main/busy street that need cars/pedestrians to pass through, I highly recommend using an underground tunnel that goes underneath the rail tracks so that cars/pedestrians never come in contact with the train (or you can build a bridge that goes over the train tracks if LA Metro prefers).

*A great example of an LA Metro Rail with no At Grade crossings is the Metro C (Green) Rail Line.

*At Grade Crossings List (Starting at Artesia):

-Pioneer Blvd (to prepare for a future rail with Orange County, which I strongly support)
-186th St.
-Studbaker Rd.
-Artesia Blvd.
-Bellflower Blvd.
-Alondra Blvd.
-Clark Ave./Flora Vista/Rendalia St. Intersection
-Lakewood Blvd.
-Somerset Blvd.
-Century Blvd.
-Main St.
-Gardendale St.
-Southern Ave.
-Rayo Ave.
-Ardine St.
-Santa Ana St.
-Otis Ave.
-Florence Ave.
-Bell Ave.
-Gage Ave.
-State St.
-Randolph St.
-Arbutus Ave.
-Miles Ave.
-Seville Ave.
~~-Rita Ave~~
-Pacific Blvd
~~-Rugby Ave~~

I-129-9

-Malabar St.
-Santa Fe Ave.
~~-Albany St.~~
~~-Regent St.~~
-Alameda St.
~~-Wilmington Ave~~
-Holmes Ave

End of At Grade Crossings (Slauson Station)

I-129-9

*The good news is that on the WSAB Draft EIS (2-23/page: 157), these intersections will be modified so that the At Grade crossings at these intersections are eliminated:

*Wilmington Ave
*Regent St.
*Albany St.
*Rugby Ave
*Rita Avenue

In all, I hope LA Metro will continue to work on reducing the amount of At Grade crossings in order to improve people's safety and improve travel time on the West Santa Ana Line.

#3) I support the Alternative Choice to be Alternative #1 (with Design Option #2 Little Tokyo Station):

Alternative 1 opens up rail to South-East Downtown LA (something that still has not happened yet), and wouldn't require a transfer with the A (Blue) Line to reach the Union Station. I-129-10



*If by chance LA Metro chooses to go with Alternative #2, what I won't understand is if the Project is meant to increase public transportation's mobility & connectivity for South-East LA County Residents, then why would Metro make it harder for residents to reach the Union Station? If I wanted to travel to 7th Street/West Downtown LA, I would transfer to the Metro A (Blue) Line at Slauson Station (once the West Santa Ana Rail Line connects with the Metro A (Blue) Line). But if I wish to travel to the Union Station, I would have to get off at the 7th Street Station and transfer again (even with the Regional Connecter done). Not to mention, this would create even more congested rail traffic in the South-West Downtown LA area (which from what I remember reading, is already facing delays with how many trains can travel through there at a time). Opening up a path to East Downtown LA for both South-East & Metro A (Blue) Line riders will help alleviate that by reducing the number of riders who have to begrudgingly travel from West Downtown LA to get to East Downtown LA (and vice versa for people who don't want to travel from East Downtown LA to get to West Downtown LA). I-129-11

And even though Metro staff is recommending Alternative #3, I highly advise against that. I-129-12
Please get this project completed while costs are as cheap as they are now & Federal transportation grants/State surplus money are coming in. Not to mention in order to do our part I-129-13
to reducing Climate Change (while we still can), we have to motive people who travel to Downtown LA (on their daily commutes) to use Trains by having a completed line (that gets you there faster/more conveniently than your car). I-129-14

*Other Reasons why Alternative #1 is Better than Alternative #2: I-129-15
-The Capital Cost for Alternative 1 is less than Alternative 2 by approximately a difference of 0.7 billion dollars (even with the bonus Little Tokyo station added)

-The planned California High-Speed Rail coming to Union Station would be greatly helped if the West Santa Ana line connected with it (at Union Station) I-129-16

-Alternative 1 would require less parcels to be acquired than Alternative 2 (220 vs 283) and less business would be taken over with Alternative 1 than Alternative 2 (89 vs 109) I-129-17

-Alternative 1 (including Little Tokyo) has less nearby sites with environment concerns than Alternative 2: I-129-18

The Affected Area contains sites of environmental concern.	**NEPA**: The Build Alternatives would be near a varying number of sites with environmental concerns:	
	Alternative 1	619
	Alternative 2	634
	Design Option 2 (Add Little Tokyo)[1]	1

-Choosing Alternative 1 (with Little Tokyo) will have a greater reduction in energy consumption than Alternative 2: I-129-19

NEPA: Operational energy consumption reduction from the No Build Alternative (MMBTU/year) in 2042:	
Alternative 1	-626,621 (-0.08%)
Alternative 2	-515,569 (-0.06%)
Design Option 2 (Add Little Tokyo)[1]	-618,243 (-0.08%)

-Alternative 1 has more vehicle miles reductions than Alternative 2: I-129-20

Environmental and Social Benefits	Alternative 1	Alternative 2
Vehicle miles traveled reduction (existing plus project compared to existing conditions)	216,100 (-0.05%)	215,000 (-0.05%)

In all, **Alternative 1, Design Option #2** would be a much more beneficial route for us residents in South East LA County, as we wish to have an easier way of connecting to Union Station than transferring from the Metro A (Blue) Line just to get there (and currently, we also have to transfer from the Red/Purple Line, but this is before the Regional Connector is complete). Plus, East Downtown LA would greatly benefit from finally having their own Rail line and Little I-129-21

Tokyo businesses would greatly benefit by having a station that we South East LA residents can more easily visit. I-129-21

Aqil, Faraz - I-129

Comment ID	Response
I-129-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-129-2	See response CR-GEN-4 regarding grade separation.
I-129-3	Your preference for the Bellflower Maintenance and Storage Facility (MSF) Option has been noted. See response CR-GEN-2 regarding identification of the Bellflower MSF site.
I-129-4	Your preference for Alternative 1, with Design Option 2, has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station inclusive of a station in Little Tokyo.
I-129-5	As shown in Figure 2-16 in Chapter 2, Section 2.5.2 of the Draft EIS/EIR, new sidewalk access will be provided to connect to the communities south and west of the I-105/C Line Station to the station. Metro completed a Transfers Design Guide in 2018 to help improve the transfer experience for customers. The Transfers Design Guide includes a Design Checklist and Design Toolbox to improve existing, and plan for new, transfer stops and stations.
I-129-6	See response CR-GEN-2 regarding identification of the Bellflower Maintenance and Storage Facility site.
I-129-7	See response CR-GEN-2 regarding identification of the Bellflower Maintenance and Storage Facility site.
I-129-8	See response CR-GEN-4 regarding grade separation.
I-129-9	Refer to the response CR-GEN-4 regarding how grade separations are determined for Metro projects. Since circulation of the Draft EIS/EIR, the locations of at-grade crossings in the City of Huntington Park have been modified in coordination with the jurisdiction. Based on coordination, Albany Street and Rugby Boulevard will be at-grade crossings that are open to vehicular and pedestrian traffic while Malabar Street and Arbutus Avenue will be closed to vehicular and pedestrian traffic across the light rail transit tracks. In addition, the following will occur: ▪ Open previously closed crossings at Albany Street and Rugby Boulevard ▪ Close previously open crossings at Malabar Street and Arbutus Avenue ▪ Implement left-turn restrictions at Santa Fe Avenue, Pacific Boulevard, Miles Avenue, and State Street Additionally, the Final EIS/EIR includes a design option that would close 186th Street but would open 187th Street to vehicular and pedestrian traffic.
I-129-10	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
I-129-11	Your objections to Alternative 2 have been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Comment ID	Response
I-129-12	Your opposition to Alternative 3 has been noted. Alternative 3 would provide a connection to downtown via transfer at the Slauson/A Line Station to the A Line. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2. Section 6.2 of the Draft EIS/EIR explains the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-129-13	The comment regarding the benefits of the Project is acknowledged.
I-129-14	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Metro is dedicated to expanding the regional transit network thereby reducing auto trips and their associated greenhouse gas emissions. Improving transit options to Downtown Los Angeles and LA Union Station is an important component of reducing passenger vehicle use because of the robust existing transit network at LA Union Station (e.g., Metro light rail, heavy rail, and bus; Amtrak, and Metrolink service). To this extent, the Metro Board identified LA Union Station as the ultimate northern terminus for the corridor. Metro is committed to increasing transit ridership to serve Los Angeles, as indicated by Metro CEO Wiggins statements that "Our system will be noticeably cleaner, safer, and more reliable to you, our customers, so that you can have confidence in choosing Metro" and in establishing a goal to restore ridership to pre-pandemic levels in 2023. As of October 2022, Metro's ridership had rebounded to approximately 72 percent of pre-pandemic levels, and consistent progress has been made to achieve the goal of reaching 100 percent of pre-pandemic levels by July 2023. Metro is committed to various programs to spur increases in ridership through improving safety and increasing service frequency and reliability. Although Alternative 3 was identified as the LPA, Metro will continue to explore opportunities to enhance rail transit service to the Downtown LA area from the south to supplement the existing bus line network and the Metrolink rail system.
I-129-15	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-129-16	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
I-129-17	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-129-18	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Neither Alternative 1 nor Alterative 2 was identified as the LPA. As discussed in Chapter 4, Sections 4.10.3 and 4.19.3.10 of the Draft EIS/EIR, no adverse effects related to environmental concern sites would occur under any of the alternatives evaluated in the Draft EIS/EIR.
I-129-19	The comment correctly states that the Draft EIS/EIR concluded that Alternative 1 would result in a greater reduction of energy consumption than Alternative 2. See Response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-129-20	As shown in Chapter 6, Table 6.2, relative to existing conditions, Alternative 1 would reduce vehicle miles traveled to a slightly greater degree than Alternative 2 (a difference of 1,100 vehicle miles). Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Comment ID	Response
I-129-21	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

William Arellano

If you guys care about reducing traffic you would make the trip as efficient as possible and not add a useless stop like the proposed gardendale station in the middle of nowhere which will get very little use and do nothing but increase trip time. I-116-1

Arellano, William - I-116

Comment ID	Response
I-116-1	As shown in Chapter 3, Table 3.26 of the Draft EIS/EIR, 1,000 average daily station boardings are anticipated at the Gardendale Station under Alternative 3, the Locally Preferred Alternative. While the Gardendale Station boardings would be less than the other stations, the station serves areas that are isolated from nearby stations by the Los Angeles River and the I-105 Freeway. The Gardendale Station was previously studied in the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis prepared by the Southern California Association of Governments in 2013, which noted that this proposed station falls within a dynamic area of the City of Downey where redevelopment and revitalization plans are creating a visionary mixed-use regional employment and destination center.

Doug Arseneault

I just actually had a question, not a comment. Could you go over the downtown alignments and the downtown improvements one more time? I know it was kind of mixed in with the other alternatives -- discussion around the alternatives.

I-317-1

Arseneault, Doug - I-317

Comment ID	Response
I-317-1	Chapter 2, Section 2.5.2 of the Draft EIS/EIR describes the four Build Alternatives. The alignments were depicted on Figure 2-3 in Chapter 2 of the Draft EIS/EIR. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Galilea Arvizu

It seems to me a fantastic project, it will help us young people to transport us more easily to new jobs, College. It will also help our community to have more commerce, more vigilance, it will reveal us to other communities. I-117-1

Arvizu, Galilea - I-117

Comment ID	Response
I-117-1	Your support for the Project has been noted. Chapter 4, Section 4.17.3.2, under the subheading "Regional Mobility and Connectivity," of the Draft EIS/EIR discusses the impact the Locally Preferred Alternative is expected to have on the region. The Project would benefit local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent would have access to a larger labor market, which may provide greater economic opportunities.

Mirna Arvizu

I strongly support the option that sees the whole project built in one phase to 7th/Metro Center. It is crucial to serve dense and growing communities in SE LA and the Arts District, and to maximize connectivity by connecting to Downtown instead of Union Station. Also, although not under consideration, the ridership potential and largely already grade separated nature of the whole line should merit the construction of heavy rail rather than light rail. Either way, send this to Downtown and don't force multiple transfers for SE LA customers to access the rest of the region's transit.
I will help our communities grow and vigilance, less homeless and people in the ares of the rails.

I-113-2
I-113-3
I-113-4

Arvizu, Mirna - I-113

Comment ID	Response
I-113-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-113-2	Your support for Alternative 2 (7th Street/Metro Center to Pioneer Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. A financially constrained funding plan is currently not available to extend north of the Slauson/A Line Station.
I-113-3	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of light rail transit (LRT) technology and the identified corridor. LRT provides sufficient capacity to serve future ridership demand in the WSAB corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated. The Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis Initial Screening Report prepared by the Southern California Association of Governments in May 2011 identified and evaluated a conceptual set of alternatives to best meet the identified project goals and criteria. The report states that heavy rail was not identified for consideration because it would not generate a consistently high level of ridership necessary to support the need for a heavy rail system. The report notes that land use patterns are typically more suburban in character, and that current and forecasted transit ridership and travel demand patterns identified by the corridor-based travel demand model did not support consideration of a heavy rail system that typically serves over 100,000 daily boardings. As noted in Chapter 3, Section 3.4.2.4 of the Draft EIS/EIR, Alternative 3 is projected to result in approximately 31,000 daily boardings in 2042. Refer also to response CR-GEN-3 regarding an underground alignment and response CR-GEN-4 regarding grade separation.
I-113-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Mirna Arvizu

I strongly support the option that sees the whole project built in one phase to 7th/Metro Center. It is crucial to serve dense and growing communities in SE LA and the Arts District, and to maximize connectivity by connecting to Downtown instead of Union Station. Also, although not under consideration, the ridership potential and largely already grade separated nature of the whole line should merit the construction of heavy rail rather than light rail. Either way, send this to Downtown and don't force multiple transfers for SE LA customers to access the rest of the region's transit. I will help our communities grow and vigilance, less homeless and people in the ares of the rails.

I-224-2
I-224-3
I-224-4

Arvizu, Mirna - I-224

Comment ID	Response
I-224-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-224-2	Your support for Alternative 2 (7th Street/Metro Center to Pioneer Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. A financially constrained funding plan is currently not available for the extension north of the Slauson/A Line Station.
I-224-3	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of light rail transit (LRT) technology and the identified corridor. LRT provides sufficient capacity to serve future ridership demand in the WSAB corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated. The Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis Initial Screening Report prepared by the Southern California Association of Governments in May 2011 identified and evaluated a conceptual set of alternatives to best meet the identified project goals and criteria. The report states that heavy rail was not identified for consideration because it would not generate a consistently high level of ridership necessary to support the need for a heavy rail system. The report notes that land use patterns are typically more suburban in character, and that current and forecasted transit ridership and travel demand patterns identified by the corridor-based travel demand model did not support consideration of a heavy rail system that typically serves over 100,000 daily boardings. As noted in Chapter 3, Section 3.4.2.4 of the Draft EIS/EIR, Alternative 3 is projected to result in approximately 31,000 daily boardings in 2042.
I-224-4	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response to comment I-224-2. See response CR-SAF-2 regarding homelessness on Metro facilities.

Tammy Ashton

West Santa Ana Branch

Please ensure this line goes from Union Station to Pioneer.
This will better serve the Gateway Community and allow access to Jobs and Education. This is giving equity to a low socio economic area that needs help!
Thank you, Tammy Ashton

I-5-1

Ashton, Tammy - I-5

Comment ID	Response
I-5-1	Your preference for an alignment from LA Union Station to the Pioneer Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.

Austin

PLEASE CONSIDER going forward with the Alternative 2 Alignment. This alignment has the opportunity to provide more coverage in DTLA with a new station in the Fashion District, and Arts/Industrial District. This will likely encourage more people to want to take the train if they live, work, or play in those two districts. It also means more economic opportunity in the heart of DTLA by creating transit-oriented communities that will make DTLA a place you would WANT to live in. I-81-1

Austin- I-81

Comment ID	Response
I-81-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to the Fashion District will continue to require walking or bus transfer from the 7th Street/Metro Center. The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, connection to the Arts District is provided by walking or bus transfer from Little Tokyo.

Ezequiel Avila

Metro user, projects that help users at needed stations, like Little Tokyo and Union Station, should continue. The same for the ones that pass through Huntington Park. I-351-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: FFCO/EZEQUIEL AVILA

Domicilio:

Télefono/Celular: (323) 807-1782

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

USUARIO DEL METRO, QUE SIGAN CON PROYECTOS PARA AYUDAR A LOS USUARIOS DE EL QUE LAS ESTACIONES QUE SE NECESITAN COMO LITTLE TOKIO & UNION STATION. Y LO MISMO CON LAS QUE PASARAN POR HUNTINGTON PARK.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Avila, Ezequiel - I-351

Comment ID	Response
I-351-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Hilda Baltazar

I want the West Santa Branch Transit line to go to at least Union Station. I work in Anaheim, and it takes me a long time to take a bus to get there. With that line I could get there faster. For me it is important since I could spend more time doing activities with my children, because as a single mom I do not want anything bad to happen to them. I-263-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

56

Name/Affiliation/Organization: Hilda Baltazar

Address: 606 N Marianna ave LA 90063

Phone/Cell: 323-780 6681

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Yo quiero que la linea west Santa Ana Brahch Transit llegue minimo a union station. yo trabajo en Anaheim y es mucho tiempo para mi ir en camion hasta alla. con esa linea yo puedo llegar mas rapido. para mi es importante ya que me podria dedicar mas tiempo en las actividades de mis hijos que como madre soltera no quiero que les pase nada malo.

Hilda Baltazar

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Baltazar, Hilda - I-263

Comment ID	Response
I-263-1	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 1.

Kathryn Bannai

Attached are two documents that show opposition to Alternative 1. One is a letter to Ms. Khanna written by me as an affected property owner and resident, as well as a Japanese American and a Little Tokyo community member. The other is a survey of Mura HOA and Savoy HOA households; I am a member of the Mura HOA.

I-165-1

Kathryn Bannai
629 Traction Ave., Unit 456
Los Angeles, CA 90013
kbannai@gmail.com

September 28, 2021

Meghna Khanna
Project Manager
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012

RE: Opposition to Alternative 1 – WSAB DEIR

Dear Ms. Khanna,

I am a condominium owner and resident of Mura, 629 Traction Avenue, Los Angeles, 90013 ("Mura"). The points I cover below relate to my opposition to Alternative 1 based on my status as:

- A property owner and resident next to a proposed Alternative 1 construction and station/portal site in Little Tokyo (see, e.g., Survey below);
- A Japanese American and Little Tokyo community member.

I-165-2

Survey: Mura and Savoy households oppose Alternative 1

Mura is essentially next to Alternative 1's proposed station and portal at the DWP site, with shared boundaries of Rose Street, East Second Street, and Traction Avenue.

Howard Ming, a Mura owner and resident, authored a survey of Mura households (190 households) and Savoy households (303 households). Savoy's shared boundaries with the DWP site are South Alameda Street and East Second Street. Of the 145 respondents, **80% of the residents opposed Alternative 1**. I have attached the survey. I concur with fellow residents who oppose Alternative 1 for reasons that include:

I-165-3

- Construction (88%)
- Safety (83%)
- Pollution (75%)
- Other concerns such as: Alternative 1 would fundamentally alter the character of the neighborhood by increasing visitors and noise; it would disrupt the environmental and social conditions of this unique neighborhood.

Additional reasons for opposition to Alternative 1 related to property and residence

My condominium unit would be directly and adversely affected because it faces the DWP lot on Rose Street, and is in close proximity to the proposed tunneling on South Alameda Street. When there is noise or activity on South Alameda or the DWP site (site of the proposed portal), it is very disruptive.

I-165-4

Mitigations

I-165-5

If Alternative 1 proceeds, no mitigations will prevent irreparable risk of harm to safety and security, exposure to noise pollution, vibrations; and potential economic loss. However, if Metro decides to proceed with Alternative 1, I request:

Transparency and accountability by Metro and its contractors

Metro and its contractors need to monitor in real time and inform Mura (management, Security staff, and residents) and Savoy (management, Security staff, and residents) of incidents of and risks related to safety and security; exposure to noise, pollution, vibrations, and other environmental harms and risks; and closures or restricted access that affect those buildings and adjacent buildings. I-165-5

Metro needs to design and implement an effective plan to accept, resolve, and document complaints from residents and owners.

Metro needs to publish a readily-accessible regular report (e.g., online) that sets forth Metro's plan for transparency and accountability regarding its construction and operation of any station (or portals) as it affects residents and owners in Little Tokyo. It should consult with the Mura HOA and the Savoy HOA in the design and implementation of these efforts. I-165-6

Rose Street: no Metro use of Rose Street

Mura has 190 households. One half the households use deeded parking spaces that are accessed from Rose Street. There is no alternative entrance or exit. Accordingly, any activity by Metro that impairs use or access – e.g., use as a hauling route, use as parking, closure – will adversely affect Mura residents. I-165-7

Beyond the impacts to safety, security, noise, pollution, vibrations, the lack of access has the potential to impact Mura owners and residents economically through impact on ability to work from home and their ability to enjoy their residences.

East Second Street and Traction Avenue: no Metro use that affects access to Rose Street; Opposition to use of Traction Avenue for WSAB purposes

East Second Street and Traction Avenue provide access to Rose Street. For the reasons above stated, it is important that access to Rose Street not be blocked or otherwise disrupted. I-165-8

In addition, as I stated in a letter to Metro dated August 3, 2017 (regarding WSAB EIR Scoping Period Public Comment), I also oppose a portal at Traction Avenue. I-165-9

Opposition to Alternative 1 as a Japanese American who is concerned about sustaining Little Tokyo as a historic, ethnic, and cultural center

In addition to being a Little Tokyo resident and property owner, I am a Japanese American. My late husband and I moved to Little Tokyo in 2015 because it is a nationally significant Japantown, which is known for its history, arts and culture, and vibrant community life. And, generations of my family have ties to Little Tokyo. I-165-10

Little Tokyo is only one of four Japantowns remaining in the United States. Little Tokyo is a singular and treasured historic, ethnic, and cultural community. I-165-11

Were Metro to proceed with Alternative 1, it will lead to harm and instability in the long-term as well as the short-term for Little Tokyo. It would compound the harm and disruption that Metro has caused through the Regional Connector. I-165-11

In addition to the adverse impacts of construction involving tunnelling or other work that Alternative 1 would necessitate, **a second station would increase gentrification** by bringing more visitors directly into Little Tokyo and by increasing development pressures on Little Tokyo (e.g., rent increases for existing small businesses and others) **that will be harmful to Little Tokyo,** which – even in pre-Covid times – has had to fight hard to maintain its integrity and sustain itself as a historic and cultural center. It will threaten the long-term sustainability of Little Tokyo. I-165-12

For the foregoing reasons, I urge you to not select Alternative 1.

Sincerely,

Kathryn Bannai

Attachment: WSAB Sentiment Survey, July 20, 2021

Thank You

For more information regarding our survey please reach out to

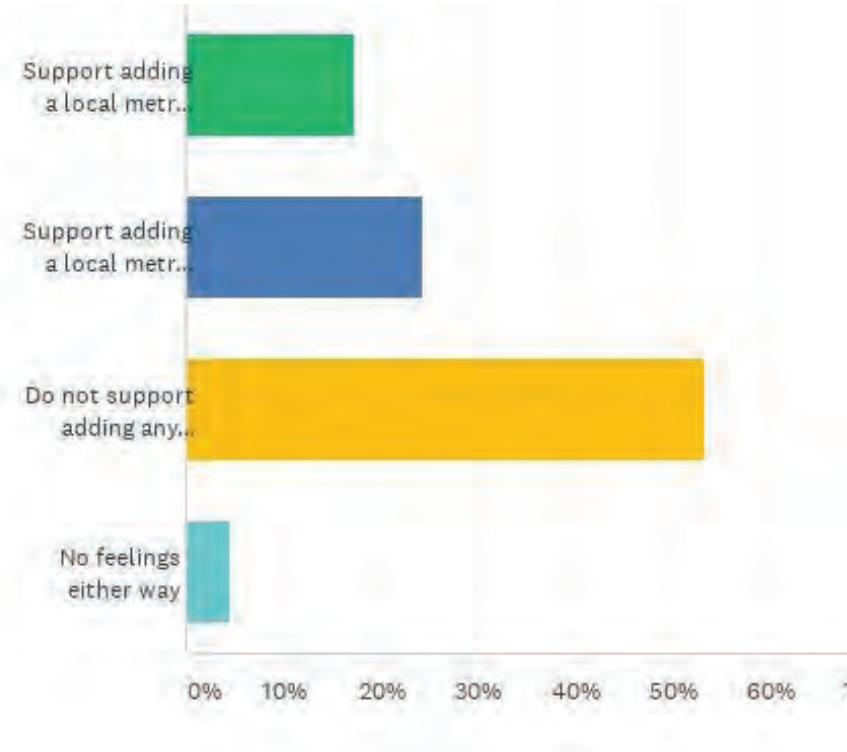
Howard Ming

Howard.ming.nc@gmail.com

Strong opposition to a local portal

"If Alternative 1 (Running under Alameda) is chosen would you support a local metro s

- 52% do NOT support a local portal in the neighborhood
- 28% support a local portal but NOT at DWP lot
- 15% support a local portal at DWP lot



Other concerns: Neighborhood chara

- "The addition of another major rail line would not only subject the neighborhood to a decade of disruption from construction projects but **fundamentally alter the characte area** due to increased population of visitors. If you've ever visited the Arts District / Lit than it's clear what makes these areas so special is their small town feel which I believ negatively impacted by the addition of this major rail project. I am however supportive alignment which visits the South Park area which is better equipped to handle an influ visitors."
- "Adverse change in neighborhood character due to noise, more visitors, less stability; t with Regional Connector at 1st and Alameda (essentially one block away), it will result increase in disruptive environmental and social conditions to the neighborhood"
- "Continued outside pressures on a distinct neighborhood, altering its character"

Other concerns: Construction Fatigue

- "We already have had SO much construction & foot traffic is already going to increase due to other changes going on in the immediate area"
- "Already non-stop constructions 10+ yrs next to Savoy(Little Tokyo Gold-Line Station 1s St/Alameda St)"
- "The mitigation for the current project at 1st and Alameda have been terrible. I have h and complain about noise issues so many times over the years."
- We already have enough construction going on, and have multiple lines that will be rig us. It seems unnecessary when option 2 will be using already existing options and crea less disturbance.

Top Issues: Construction and Safety

"What types of concerns do you have about WSAB Alternative 1 (Running by Mura, Sa
surrounding communities)?"

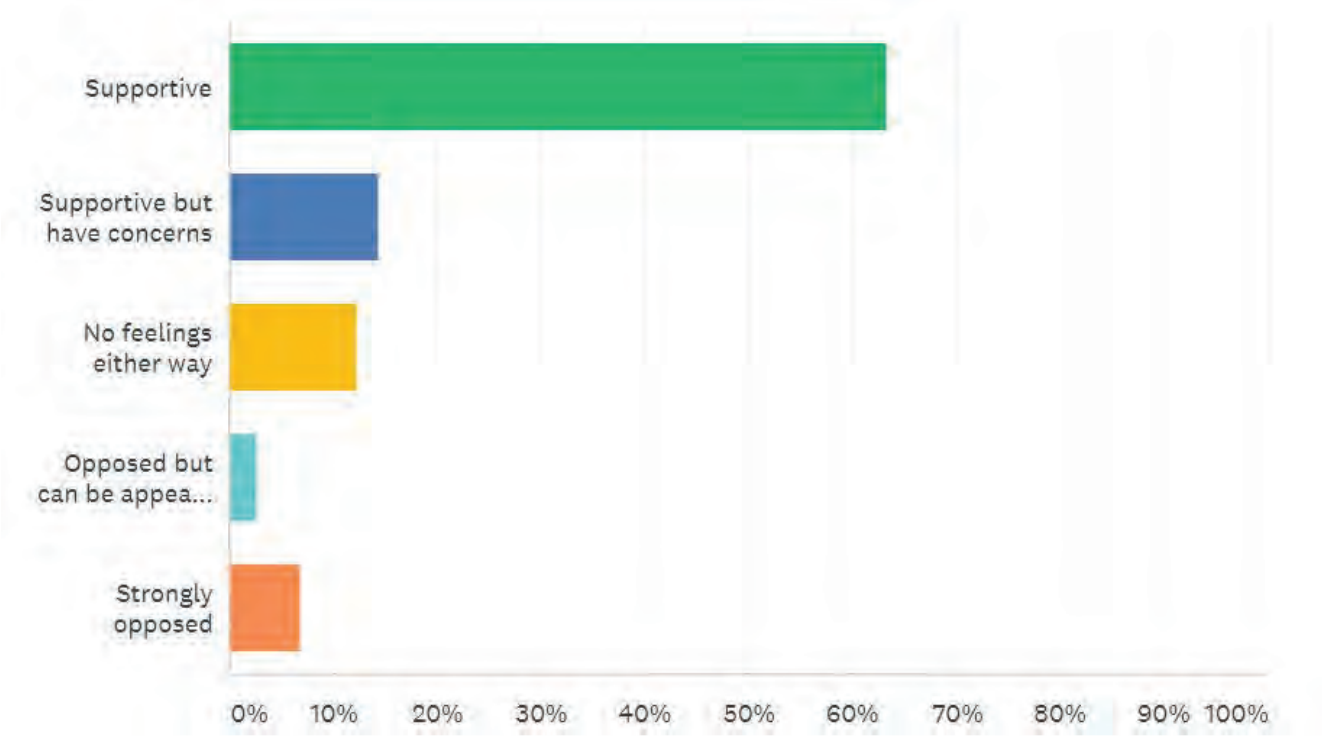
- 88% Concerned with Construction
- 83% Concerned with Safety
- 75% Concerned with Pollution



ANSWER CHOICES	
None of the above	
Construction - Noise	
Construction - Traffic/Street Closures	
Construction - Duration	
Pollution	
Increased foot traffic	
Potential property value changes	
Safety and security	
Other (please specify)	Responses
Total Respondents: 145	

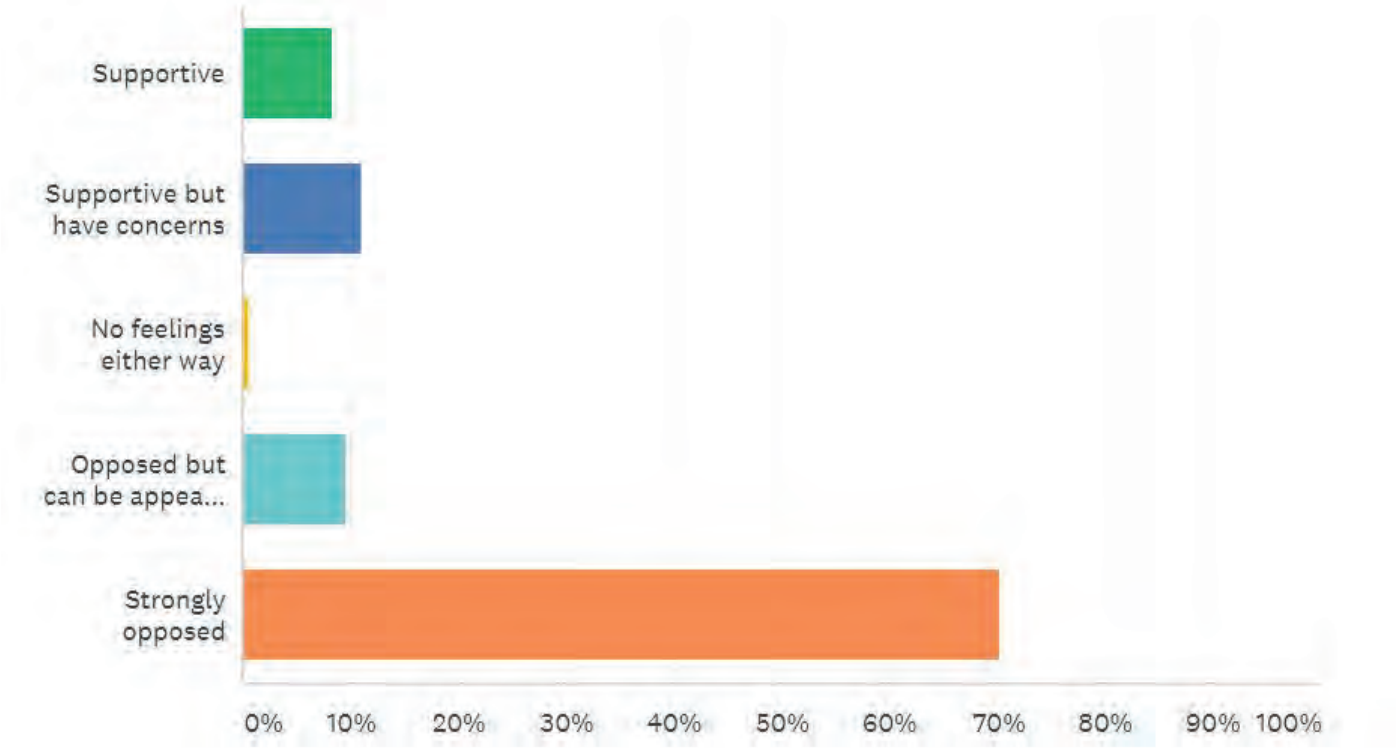
78% of residents support Alternative or 4

"What are your thoughts on Alternatives 2, 3, 4 (Metro lines connecting South LA to u station via existing rail lines NOT running by Mura, Savoy, and other local communities



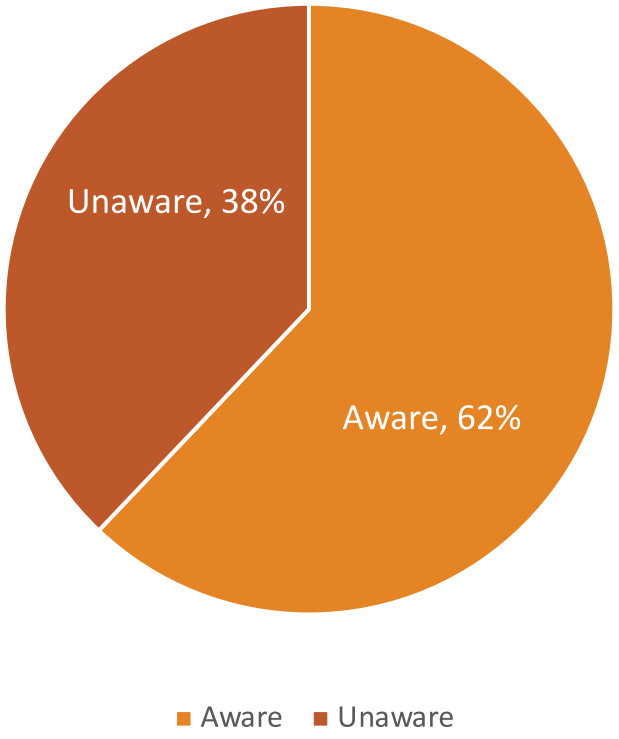
80% of residents oppose Alternative 1

"What are your thoughts on Alternative 1 (Metro line running past MURA, Savoy, and surrounding communities)?"



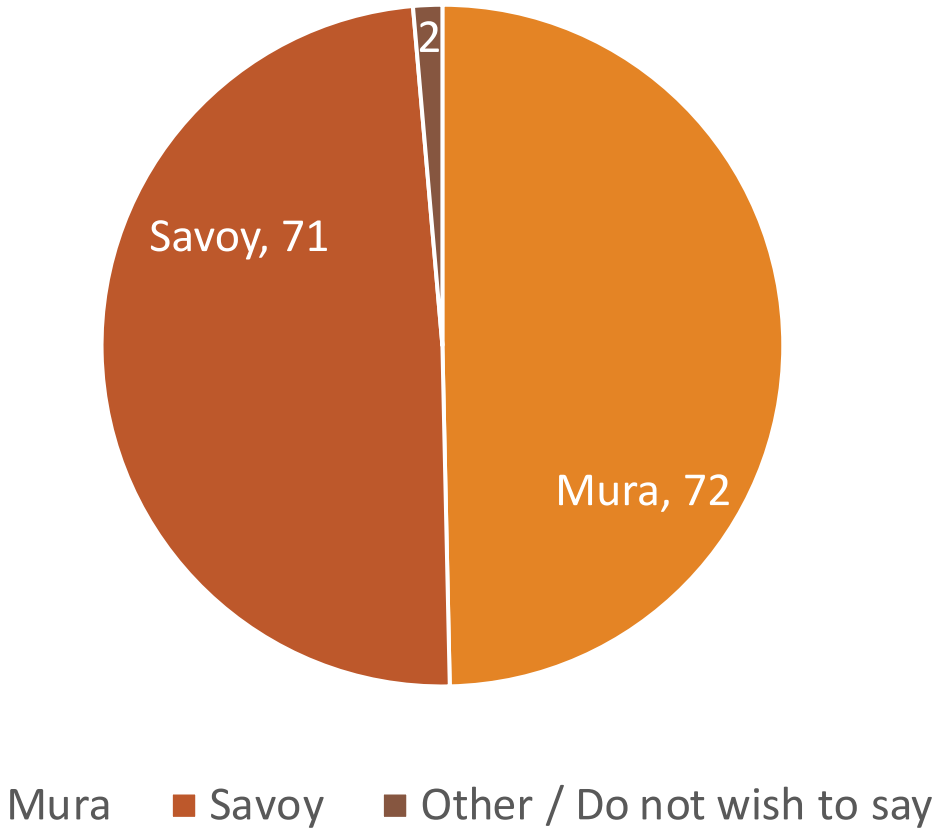
Awareness

"Were you aware of the proposed light rail development: WSAB?"



Respondents

145 total respondents



Objective

To understand local resident opinions regarding WSAB's proposed line extension and th
potential local portal in Little Tokyo.

Who we are

A diverse group of condo owners and renters that live in neighboring communities along the proposed WSAB route (Alternative 1)

Mura – 190 households located at 629 Traction Avenue

Savoy – 303 households located at 100 S. Alameda Street



WSAB Sentiment Survey

HOWARD MING

JULY 20TH, 2021

Bannai, Kathryn - I-165

Comment ID	Response
I-165-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-165-2	Your opposition to Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-165-3	See response to I-165-2.
I-165-4	See response to I-165-2.
I-165-5	See response to I-165-2.
I-165-6	See response to I-165-2. Metro has several programs that provide transparency and accountability in its operations, including a Public Safety Advisory Committee, Ethics Department, and publication of annual budgets and financial reports.
I-165-7	The comment is in regard to Alternative 1. See response to I-165-2. The operational impacts of Alternative 1 regarding transportation, air quality, noise and vibration, and safety and security are detailed in Chapter 3, and Chapter 4, Sections 4.5, 4.7, and 4.18, respectively, in the Draft EIS/EIR.
I-165-8	The comment is in regard to Alternative 1. See response to I-165-2.
I-165-9	The comment is in regard to Alternative 1. See response to I-165-2.
I-165-10	Your opposition to Alternative 1 is noted. See response to I-165-2.
I-165-11	See response to I-165-2.
I-165-12	See response to I-165-2. The impacts of Alternative 1 on communities and neighborhoods are addressed in Chapter 4, Section 4.2 of the Draft EIS/EIR.

Oscar Armando Barahona

Hello my name is Oscar and I don't believe running a metro rail down Randolph would be a good idea. It would create more noise aside from the cargo trains would create more traffic and finally create more crime and homeless encampments. I-266-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Oscar armando baraona

Domicilio: 6112 Malabar st. Huntington park CA 90255

Télefono/Celular: 323-568-7279

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Hello my name is oscar ; I don't believe running a metro rail down randolph would be a good idea it would create more noise aside from the cargo trains would create more traffic ~, finally create more crime and homeless encampments.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Barahona, Oscar Armando - I-266

Comment ID	Response
I-266-1	See response CR-NOI-1 regarding noise analysis for the Locally Preferred Alternative. In the City of Huntington Park, soundwalls will be installed on the south side of the La Habra Branch right-of-way on Randolph Street between Cottage Street and Pacific Boulevard, Rita Avenue and Miles Avenue, Miles Avenue and Boyle Avenue/State Street, and east of Boyle Avenue/State Street. Soundwalls will be installed on the north side of the La Habra Branch right-of-way on Randolph Street between Santa Fe Avenue and Rugby Avenue, Seville Avenue and Miles Avenue, and East of Miles Avenue and Boyle Avenue/State Street. The soundwalls on Randolph Street were included in response to comments expressing concerns for remaining noise impacts on Randolph Street even after implementation of mitigation measures included in the Draft EIS/EIR, and was coordinated with the City of Huntington Park. The soundwall locations are shown in Figure 4.7-6 (LRT Noise Impacts Remaining After Mitigation, including Soundwalls (Southeast Los Angeles to City of Huntington Park)) and Figure 4.7-7 (LRT Noise Impacts Remaining After Mitigation, including Soundwalls (City of Huntington Park to City of Cudahy)) in Section 4.7.4 (Noise and Vibration) of the Final EIS/EIR. The soundwalls will be placed at locations where the rail right-of-way will be adjacent to noise-sensitive uses. In the City of Huntington Park, noise-sensitive uses include residences, schools, and religious facilities. As part of the modifications to accommodate trains crossing streets at-grade, the adjacent traffic at signalized intersections and the at-grade crossing will be coordinated, and signal timing at these adjacent signalized intersections will be optimized to vehicles traveling through the at-grade crossing. The analysis was documented in the Draft EIS/EIR (Chapter 3, Section 3.4.1). These details are provided in Tables 3.40 and 3.42. See response CR-SAF-1 regarding safety and security along and surrounding the project alignment and at stations and response CR-SAF-2 regarding homelessness.

Cecilia Barajas

I am excited to have this rapid transit going through my community. I live right by the railroad track and would like to request a beautification of the track where the rail line passes. Also, I am asking that the sound be kept to a minimum. Thank you for asking for our input.

I-88-2
I-88-3

Barajas, Cecilia- I-88

Comment ID	Response
I-88-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-88-2	Landscaping will be installed along the rail right-of-way and at stations if adequate space is available. Landscaping will be designed per the Metro Rail Design Criteria or equivalent criteria, Metro's Systemwide Station Design Standard, and Standard/Directive Drawings. Additionally, Project Measures VA PM-1 (Design Standards), VA PM-2 (Public Art), VA PM-3 (Landscaping), and VA PM-4 (Landscaping Screening), discussed in Section 4.4.4.1 in Chapter 4 of the Draft EIS/EIR, will be implemented. The use of landscaping will soften the appearance of the project components and maintain, rather than degrade, the visual character of residential areas.
I-88-3	See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction and operational activities.

Zolia Barajas

Hi, this is Zolia. I live in Paramount. I live right around Paramount and Rosecrans. I just want to mention that for this project that you are considering to put a station at. Also what I want to say is I want to know if you have taken into consideration that in this area where you want to put that station, there are three schools. These schools, the schedule of when the students get out of school is one after the other. Also, I want to let you know that there in Paramount there is a swap meet. It's the Paramount Swap Meet, and the vendors also leave the swap meet right around that same hour. I just want to ask you if you have taken into consideration all this, because there is also a lot of traffic.

I-308-1

Barajas, Zolia - I-308

Comment ID	Response
I-308-1	The existing street network around the Paramount/Rosecrans Station will be largely unchanged by the Project, with the exception of localized closures/modifications. The Project will be grade-separated from many of the major streets in the City of Paramount, including Paramount Boulevard and Rosecrans Avenue. Chapter 3, Section 3.4.1, of the Draft EIS/EIR discusses the traffic operations with the Project in place. The alignment will be located within the Pacific Electric Right-of-Way San Pedro Subdivision and will cross the Paramount/Rosecrans Avenue intersection and Downey Avenue in an aerial configuration. Chapter 4, Section 4.16.2.3, of the Draft EIS/EIR identifies community facilities, including schools. As noted in Section 4.16.3.4, impacts to access points to community facilities would be avoided, and pedestrian and vehicular access to community facilities would be maintained and not impeded. No adverse effects due to the Project were identified at intersections in the City of Paramount. See response CR-GEN-2 regarding identification of the Bellflower Maintenance and Storage Facility (MSF) site, rather than the Paramount MSF site, for inclusion in the Locally Preferred Alternative.

Ivan Barragan

From: Iván Barragan [iv2893an@gmail.com]
Sent: 7/30/2021, 12:31 PM
To: wsab@metro.net
Subject: Public Comment RE: WSAB EIR/EIS

Hello Metro,

Thank you for all the work you have done on the WSAB transit corridor. I strongly support Alternative 2 (ending at 8th & Flower) as the LPA. Alternative 2 seems to have the most ridership potential as it easily connects folks to where they want to go, including the 7th/Metro Center Station. Alternative 1, terminating at Union Station would prove to be expensive and cumbersome for transfers to the A, B, and D lines at Union Station. I also prefer the Bellflower site for the MSF. I-151-2 I-151-3 I-151-4

Thanks!

--
Iván Barragan, MPH
Tel.: 323.352.7718

Barragan, Iván - I-151

Comment ID	Response
I-151-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-151-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.
I-151-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-151-4	Your support for the Bellflower Maintenance and Storage Facility (MSF) site has been noted. See response CR-GEN-2 regarding identification of the MSF site option located in the City of Bellflower.

Josue Barrios

This project is well overdue for the Southeast LA communities. I support Alternative 1, without the Little Tokyo option. I do not support Alternative 3 - it is the lazy option, and disregards potential economic growth for the cities (not LA City) in the northern part of the alignment

I-166-2
I-166-3

Barrios, Josue - I-166

Comment ID	Response
I-166-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-166-2	Your support for Alternative 1 without Design Option 2 (Little Tokyo Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-166-3	Your opposition to Alternative 3 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Alternative 3 will provide a connection to downtown via transfer at the Slauson/A Line Station to the A Line. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 will provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2. Section 6.2 of the Draft EIS/EIR explains the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus for the corridor. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Jose Alfredo Bautista

This project will be very beneficial for all the residents who live in the cities and streets that are close to the location. It will also help create more movement for the businesses that are around us. It will also benefit people because the Metro train will arrive on time since there are already many cars on the streets and therefore there is more traffic and car congestion. I-261-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

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Nombre/Afiliación/Organización: José Alfredo Bautista

Domicilio: 6015 Miles Ave.

Télefono/Celular: (323) 316-6747

Correo Electrónico: alfredobautista06@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Este proyecto será muy benefico para todos los habitantes de las ciudades y calles que estamos cerca de la Locacion. Ademas sera atractivo para generar más movimiento en los negocios que están a nuestro alrededor. También beneficiara á las personas porque el metro-tren llegara mas a tiempo debido que en las calles regulares ya hay muchos carros y por consiguiente hay mas trafico y mas Congestionamiento de carros.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Bautista, Jose Alfredo - I-261

Comment ID	Response
I-261-1	As stated in Chapter 4, Section 4.17.3.2 of the Draft EIS/EIR, under the subheading "Long Term Impacts on Property Values," the Project is expected to attract continued investment in the areas it serves. The added investment would likely result in increased property values for businesses and residences near station areas. The Locally Preferred Alternative will reduce vehicle miles traveled, as shown in Table 3.48 in Chapter 3, Section 3.6.2 of the Draft EIS/EIR. The Project will also provide an additional travel option and reduce travel times for transit users, as illustrated in the discussion of user benefits in Table 6.2 in Chapter 6 of the Draft EIS/EIR.

Martina Bautista

I would like you to extend the route to Union Station and Little Tokyo and future connections."I do not agree that the last" stop should be at Randolph and Pacific. I-255-2 I-255-3

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

40

Name/Affiliation/Organization: Martina Bautista

Address: 6015 Miles Av. Huntington Park Ca.

Phone/Cell: (323) 316-6886

Email: bautistamartina2015@gmail.com

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Yo quisiera que extiendan la ruta hasta Union Station y little Tokio y futuras Conexiones.

" No estoy de acuerdo que su ultima" parada fuera en Randolph y Pacific.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Bautista, Martina - I-255

Comment ID	Response
I-255-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-255-2	Your support for Alternative 1 (LA Union Station to Pioneer Station) with Design Option 2 (Little Tokyo Station) has been noted See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
I-255-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative whose northern terminus will be at the Slauson/A Line Station and the southern terminus will be at the Pioneer Station.

Martina Bautista

This project will benefit the residents of the city where the Metro train will travel, it will reduce traffic and congestion on our streets where this Metro train will travel. It will also bring security to the houses that are adjacent to the Metro train project. It will also help students that go to nearby schools to get to their classes on time. It will also bring benefits to homeowners since their equity will be high and this will be because of the Metro train project.

I-260-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

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Nombre/Afiliación/Organización: Martina Bautista

Domicilio: 6015 Miles Av. Huntington Park Ca 90255

Télefono/Celular: (323) 316-6886

Correo Electrónico: bautistamartina2015@gmil.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Con este proyecto se beneficiara los habitantes de la Ciudad donde pasara Metro tren. Reducira el trafico y el congestionamiento de nuestras calles donde pasara este metro tren Ademas traera seguridad a las casas que estan antiguas al proyecto metro tren. Ayudara tambien a los estudiantes de las Escuelas Cercanas llegar a tiempo a sus clases Tambien traera beneficios a los dueños de casa ya que su propiedad estara alta y sera debido al proyecto Metro tren.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Bautista, Martina - I-260

Comment ID	Response
I-260-1	The Locally Preferred Alternative will reduce vehicle miles traveled, as shown in Table 3.48 in Chapter 3, Section 3.6.2 of the Draft EIS/EIR. The Project will provide an additional travel option and reduce travel times for residents and students as illustrated in the discussion of user benefits in Table 6.2 in Chapter 6 of the Draft EIS/EIR. See response CR-SAF-1 regarding security along and surrounding the project alignment. As stated in Chapter 4, Section 4.17.3.2 of the Draft EIS/EIR, under the subheading "Long Term Impacts on Property Values," the Project is expected to attract continued investment in the areas it serves. The added investment would likely result in increased property values for businesses and residences near station areas.

Fred Becerra

I really like the idea of this project. Moving people across the southland can only help this region become as strong as the west side of town. I look forward to the time where it only takes 30 min to get to downtown L.A. I-64-2

I am concerned. There is a safety wall & additional safety devices that can withstand the force of either a crashing train or a terrorist activity along the perimeter of the Paramount Petroleum (Clean Air) refinery.(near the Corner of Downey & 3rd street that crosses over Somerset Blvd.) A major tragedy could happen without that kind of architectural support.

As a nearby resident I would greatly appreciate some kind of solution that protects the local residents & the high school from some horrible fate caused by the aforementioned possibility of terrorism or even an earthquake causing the electrical lines to spark the facility ablaze. I hope that those investments can be made to protect the community for years to come! I also hope that gateway residents will be able to have an excellent experience on this excellent light rail line . I-64-3

Thank You!

Becerra, Fred - I-64

Comment ID	Response
I-64-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-64-2	Chapter 4, Section 4.17.3.2, under the subheading "Regional Mobility and Connectivity," of the Draft EIS/EIR discusses the effect the Locally Preferred Alternative (LPA) is expected to have on the region. The LPA would benefit local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent would have access to a larger labor market, which may provide greater economic opportunities. Table 1.7 in Chapter 1 of the Draft EIS/EIR provides information about travel times in the corridor, and Table 6.2 in Chapter 6 discusses user benefits related to travel time savings for the Project.
I-64-3	In this segment, the Locally Preferred Alternative (LPA) will be grade-separated and operate in an aerial configuration above and separated from the freight tracks associated with the World Energy oil refinery from station point 1140+00 to station point 1167+00, as shown on sheets T-236 to T-239 in the Final Advanced Conceptual Alignment Design Part 1 (previously Appendix B of the Draft EIS/EIR). Structures will be designed to meet applicable safety standards. As the Project advances, safety will continue to be a primary consideration as part of design. As shown on sheet TX-206 in the Final Advanced Conceptual Alignment Design Part 1 (previously Appendix B of the Draft EIS/EIR), the LPA will be elevated on a retained fill wall with a fence on top, which separates the light rail transit (LRT) tracks from the freight tracks associated with the refinery. The overhead catenary system poles would be located approximately 27 feet (horizontally) from the nearest storage track and over 80 feet from the right-of-way (ROW) boundary of the World Energy facility. As summarized in Chapter 2, Section 2.5.2.2 of the Draft EIS/EIR and in Chapter 5, Section 5.2.2 of the West Santa Ana Branch Transit Corridor Project Final Safety and Security Impact Analysis Report (previously Appendix F of the Draft EIS/EIR), the Project will also realign a portion of the freight tracks between Downey Avenue and Somerset Boulevard approximately 13 feet from the Project's retained fill wall. This separation and wall will provide safety benefits related to freight operations and the oil refinery. As the design advances, additional features could be identified through coordination with relevant stakeholders. As described in Chapter 4, Section 4.18.3.2 under the subheading "Transit and Freight System Safety," with further detail provided in Section 4.18.4.1 of the Draft EIS/EIR, the Project will be designed in accordance with Federal Railroad Administration and Metro standards and criteria, including the following: ▪ Appropriate track spacing distance between freight and the Project ▪ Protective fencing and barriers installed where appropriate ▪ An intrusion detection system to detect an intrusion into the ROW ▪ Communication protocols established between the railroad and Metro to quickly respond to derailment emergencies ▪ Emergency responder training and drills to respond to derailment emergencies Metro has established operating procedures in the case of a seismic event during operation, which include the following steps that are applicable to the Project: ▪ Metro Rail Operations Center immediately notifies train operators of an earthquake ▪ All trains are stopped at the next station (if not already at one) ▪ Operations staff inspect signaling and electronics to see if the system functions

Comment ID	Response
	Trains are put on restricted speed to allow the train operator to inspect the track for any signs of damage. Metro will also conduct a Threat and Vulnerability Assessment (TVA) during preliminary engineering and create a Fire/Life Safety committee. The TVA and the committee will review the Project and verify countermeasures to increase safety and reduce the potential of collisions during subsequent design phases. As stated in Section 4.18.5.3 of the Draft EIS/EIR, "Alternative 1 would comply with Metro's MRDC [Metro Rail Design Criteria]or equivalent and security plans, incorporate CPTED [Crime Prevention Through Environmental Design] features, and include security patrols to minimize potential security concerns associated with criminal and terrorist activities. Design features, and operational security features and requirements would help prevent crime and terrorism; therefore, it would be a less than significant [impact] for Alternative 1." The conclusions and impact determinations provided for Alternative 1 are also applicable to Alternative 3 for the common segment of the LPA. Mitigation Measure SAF-1 (Encroachment Detection) requires the Project to incorporate a means to detect potential derailments that may occur on Metro ROW. In the event the intrusion detection system detects a possible derailment, all parties operating in the shared ROW corridor will be notified and train traffic (freight and LRT) will not be permitted to enter the area until the detection is investigated and the intrusion, if any, addressed to avoid possible derailments. With implementation of Mitigation Measure SAF-1 (Encroachment Detection), impacts will be minimized and there will not be an adverse effect on the safety of passengers, employees, and the public from the shared ROW with freight operation.

Laura T. Beltran

I think it would be very helpful for the working community if the train project reaches Union Station.The connection with the cities that make up the project is where the vast majority of Hispanic workers have their jobs.For the benefit of the working Hispanic communities please consider this request.Thank youLaura TB

I-256-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

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Name/Affiliation/Organization: Laura T. Beltran

Address: 8181 Madison South Gate CA 90280

Phone/Cell: 323-828-37-37

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Considero que seria de gran utilidad para la comunidad trabajadora que el proyecto del Tren llegue a la Union Station.
La conexion con los ciudades q' integran el proyecto es donde la gran mayoria de personas hispanas trabajadoras tienen sus empleos.
Por el beneficio de las comunidades hispanas trabajadoras consideren la peticion
Gracias.

Laura T. B.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Beltran, Laura T. - I-256

Comment ID	Response
I-256-1	Your support for a terminus at LA Union Station has been noted. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. An interim connection to LA Union Station will be possible by transfer at the 7th Street/Metro Center.

Fred Bercerra

I'm really liking the fact that the train is coming. I am concerned with a couple things. The train is running near the refinery in Paramount near Downey and Somerset. I hope that there is reinforcement, wall -- wall reinforcement with that area so that way -- in case of terrorism or an earthquake, so that way the refinery is protected, the local residents are protected. I-341-2

Also, having formerly worked at the children's hospital, taking the train every day, I used to the take the one -- the green line to the blue line to the red line, there was a big layover at Rosa Parks Station. And what I would see is that -- that those A line trains were absolutely packed. They were like, you know, just sardines in a can, essentially. And if that's the starting place for us to go and intersect with, you know, going to 7th and Metro or to Union Station, a lot of people are probably not going to get space in those trains unless, you know, it's -- it's doubled or tripled in terms of the amount of morning or evening train schedules, like, in terms of scheduled trains to be going out. So I hope that also gets addressed, if -- if the Option 3 is the final option. Although, I -- it would be awesome to have an underground direct route ride in, because I think that people would go out of their way to use a train that didn't have to -- to go through the -- the stoppages that are consistent with Slauson all the way up to -- you know, through the Washington Boulevard area going back up to Pico and whatnot. If those -- if that can be bypassed, I think that the effort, the money, the treasure spent on that would be tremendous. I-341-3 I-341-4

Also, I hope that there is information for local artists to go and submit their conceptual ideas on what a local train station could look like in accordance with what the cities do. I hope that there is a way to go and reach out or find out about how different local artists can submit their -- their concepts for that to represent their cities just a little bit better. Because I really do enjoy a lot of the stations out in Hollywood and Pasadena and whatnot, and I think that it doesn't necessarily have to be expensive, but yet it can still capture the flavor of the particular city. I-341-5

So that's pretty much it. I hope that -- hope this helps, and I hope that -- it's a wonderful project. I can see that a lot of people can be really helped by it. And so thank you, everyone, for being part of the process.

Bercerra, Fred - I-341

Comment ID	Response
I-341-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-341-2	In this segment, the Locally Preferred Alternative (LPA) will be grade-separated and operate in an aerial configuration above and separated from the freight tracks associated with the World Energy oil refinery from station point 1140+00 to station point 1167+00, as shown on sheets T-236 to T-239 in the Final Advanced Conceptual Alignment Design Part 1 (previously Appendix B of the Draft EIS/EIR). The LPA will be structurally designed to withstand major events, such as those cited by the commenter, and avoid impacts to adjacent communities. As shown on sheet TX-206 in the Final Advanced Conceptual Alignment Design Part 1 (previously Appendix B of the Draft EIS/EIR), the Project will be elevated on a retained fill wall with a fence on top, which separates the light rail transit tracks from the freight tracks associated with the refinery. This vertical separation and barrier will provide safety benefits related to freight operations and the oil refinery. As indicated in Section 5.2.2 of the West Santa Ana Branch Transit Corridor Project Final Safety and Security Impact Analysis Report (previously Appendix F of the Draft EIS/EIR), the Project will also realign a portion of the freight tracks between Downey Avenue and Somerset Boulevard approximately 30 feet away from the Project's retained fill wall. This horizontal separation and wall will provide safety benefits related to any operational hazards with the freight operations and the oil refinery. As the design advances, additional features could be identified through coordination with relevant stakeholders. As described in Chapter 4, Section 4.18.3.2 under the subheading "Transit and Freight System Safety" with further detail provided in Section 4.18.4.1 of the Draft EIS/EIR, the Project will be designed in accordance with Federal Railroad Administration and Metro standards and criteria, including the following: ▪ Appropriate track spacing distance between freight and the Project ▪ Protective fencing and barriers installed where appropriate ▪ An intrusion detection system to detect an intrusion into the right-of-way (ROW) ▪ Communication protocols established between the railroad and Metro to quickly respond to derailment emergencies ▪ Emergency responder training and drills to respond to derailment emergencies Metro will also conduct a Threat and Vulnerability Assessment (TVA) during preliminary engineering and create a Fire/Life Safety committee. The TVA and the committee will review the Project and verify countermeasures to increase safety and reduce the potential of collisions during subsequent design phases. As stated in Section 4.18.5.3 of the Draft EIS/EIR, "Alternative 1 would comply with Metro's MRDC [Metro Rail Design Criteria] or equivalent and security plans, incorporate CPTED [Crime Prevention Through Environmental Design] features, and include security patrols to minimize potential security concerns associated with criminal and terrorist activities. Design features, and operational security features and requirements would help prevent crime and terrorism; therefore, it would be a less than significant [impact] for Alternative 1." The conclusions and impact determinations provided for Alternative 1 are also applicable to Alternative 3, which has been identified as the LPA. As indicated in Section 4.18.3.2 under the subheading "Transit and Freight System Safety" of the Draft EIS/EIR, with further details provided in Section 5.2.6 of the West Santa Ana Branch Transit Corridor Project Final Safety and Security Impact Analysis Report (previously Appendix F of the Draft EIS/EIR), Metro has established operating procedures in the case of

Comment ID	Response
	a seismic event during operation, which includes the following steps applicable to the Project: ▪ Metro Rail Operations Center immediately notifies train operators of an earthquake ▪ All trains are stopped at the next station (if not already at one) ▪ Operations staff inspect signaling and electronics to see if the system functions ▪ Trains are put on restricted speed to allow the train operator to inspect the track for any signs of damage Mitigation Measure SAF-1 (Encroachment Detection) will detect potential derailments that may occur on Metro ROW. In the event the intrusion detection system detects a possible derailment, all parties operating in the shared ROW corridor will be notified and train traffic (freight and light rail transit) will not be permitted to enter the area until the detection is investigated and the intrusion, if any, addressed to avoid possible derailments. With implementation of Mitigation Measure SAF-1 (Encroachment Detection), impacts will be minimized and there will not be an adverse effect on the safety of passengers, employees, and the public from the shared ROW with freight operation.
I-341-3	The comment was written prior to the start of Regional Connector service. Operations on the Metro A (Blue) Line have changed with opening of the Regional Connector. The ridership information included in the Final EIS/EIR and the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report reflects conditions in the horizon year of 2042, inclusive of changes in the transportation network (including the Regional Connector) and growth in population and employment. The WSAB Project will begin revenue service in 2035. Ridership levels on the A Line at the start of WSAB revenue service would be subject to a number of factors, including headways on both the WSAB and the A Lines, population and employment in the service area, and travel patterns and demand. These variables are subject to change by the start of revenue service compared to current conditions. Additionally, it is unknown to what degree the lingering effects of the COVID pandemic may have on ridership levels in 2035. Therefore, the potential for WSAB to impact ridership on the A Line such that it would affect the overall performance of that line is unknown and speculative. Metro routinely monitors ridership on lines to determine if passenger loads (defined as the number of passengers per vehicle) during peak periods exceed established thresholds. These thresholds consider the design of the vehicle, including the space available for standing or sitting. If loads are exceeded, Metro identifies means to shift the demand to other transit services (such as by introducing a bus route that parallels the rail line) or to accommodate the demand (for instance, increasing headways). Metro will monitor passenger loads on the A Line after the start of revenue service of WSAB. If the thresholds applicable at that time are exceeded, Metro will identify ways to accommodate the demand to avoid impacts to the operation of the A Line. It should be noted that ridership forecasting conducted by Metro in support of planning for the WSAB Project shows increased ridership for the A Line as a result of opening of the Locally Preferred Alternative, but the increased peak hour loads fit within the loads standard for the planned A Line service.
I-341-4	Refer to the response CR-GEN-4 regarding grade separation.

Comment ID	Response
I-341-5	As discussed in Chapter 4, Section 4.4.4.1 of the Draft EIS/EIR, Project Measure VA PM-2 (Public Art) will be implemented, which states that "public art will be installed at station areas and will follow the Metro Art Program Policy, or equivalent criteria." Metro will work closely with local community arts and culture representatives throughout the implementation of the project art program. An art review panel, which will include arts professionals connected to project corridor communities, will make recommendations for the commission of artists.

Mike Bernstein

The WSAB rail line is an important part of the Metro's rail network. I support Alternative 2 - a full build out of the line from Metro Center to Pioneer - even if that is ultimately achieved with an initial operating segment terminating at the Green line. It is important to ultimately terminate the line at Metro Center because Metro's own ridership analysis shows that vast majority of WASB riders are going to the Wholesale/Garment district and the Financial district near Metro Center, as well as transfer to E and D line heading further West to USC, Century City, and Santa Monica. Alternative 2 will add a new station in the Wholesale/Garment district with high job density and transit dependency, which adds utility to the overall Metro rail system. Alternative 2 also will ensure all riders going beyond Downtown LA has equitable 1-seat transfer. Other alternatives, such as Union Station terminal will mean inconvenient backtrack travel for vast majority riders and potential unequal transfer equity with some riders required to walk long distance and taking 2-transfers to reach their destinations.

I-79-2

I-79-3

Bernstein, Mike - I-79

Comment ID	Response
I-79-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-79-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.
I-79-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2.

Jose Bonilla

My comment is that by making this line, it will really benefit the communities transportation from one county to another. But what would not actually be as good is if the traffic flow on the main avenues is not prevented the communities will be affected by it. I-271-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

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Télefono/Celular:

Correo Electrónico: Josebonilla.40@Yahoo.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Mi comentario es que el hacer esta linea que va identificar muchas de las comunidades por el transporte de un condado a otro. Pero lo que no va estar bien es que si no se preveen como hacer que las avenidas principales no efecte a las comunidades los circulacion de trafico.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Bonilla, Jose - I-271

Comment ID	Response
I-271-1	The Draft EIS/EIR included analysis of traffic operations of intersections near the train crossings and stations. The analysis was updated for the Final EIS/EIR in Chapter 3, Section 3.4.1.2. For intersections where the Project will result in adverse impacts, mitigation measures have been identified. A collective approach that includes Project Measure TR PM-2 (Lane Configurations) (improvements to existing lane configurations near the at-grade crossings that will be modified at the respective crossings to operate the pre-signals or queue-cutter signals as required by regulations) and Mitigation Measures TRA-1 to TRA-17 will maintain optimal traffic operations on streets with train crossings. The mitigation measures for transportation are provided in Chapter 3, Section 3.5.2 of the Draft EIS/EIR. The measures have been updated for the Final EIS/EIR and are included in Chapter 3, Section 3.5.2.1.

Richard Bourne

The station interchange with the C line near the 105 requires passengers to walk too far. The station should be moved further south to shorten the distance. Also moving the station south would lessen noise and dispruption to the local community north and west of the station. I-176-2

The station interchange with the BD line is too far for passengers to walk, particularly underground with what will likely amount to many sets of stairs. Either Metro needs to find a way to go directly under the property south of 7th all the way to 8th or they should consider terminating the line at Pershing Square instead of Metro Center. I-176-3

Bourne, Richard - I-176

Comment ID	Response
I-176-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-176-2	The design included in the Draft and Final EIS/EIR will require an approximate 700-foot walk between the I-105/C Line Station north of Century Boulevard and the infill C Line station in the median of the I-105. Elevators, escalators, and stairs will be provided to support transfers between the I-105/C Line Station and infill C Line station. The I-105/C Line Station is proposed north of Century Boulevard due to right-of-way constraints both north and south of I-105 and to avoid property impacts/acquisitions south of the I-105 freeway. Locating an elevated WSAB station over the C Line Station below would have resulted in a wider footprint, which would have required shifting the existing freight track farther west and increasing right-of-way acquisitions. Metro completed a Transfers Design Guide in 2018 to help improve the transfer experience for customers. The Transfers Design Guide includes a Design Checklist and Design Toolbox to improve existing, and plan for new, transfer stops and stations.
I-176-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. The Metro Board identified LA Union Station as the ultimate northern terminus for the corridor. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Alex Calazo

Very important for the community to help people with no transportation. I-374-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Alex Cortez / FFCO

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Télefono/Celular: 323. 802 5372

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Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Very important for the community, to help people with no transportion.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Calazo, Alex - 1-374

Comment ID	Response
I-374-1	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities.

I-161
I-161-1

George Campos



September 27, 2021

RE: West Santa Ana Branch EIS/EIR Public Review & Comment

Dear Metro Board Members,

My name is George Campos, Director of the Tokyo Villa, HOA. I am writing on behalf of the residents of Tokyo Villa. Tokyo Villa is a residential condominium complex with over 300 long-time residents/ owners. Tokyo Villa residents consist of many elderly individuals as well as families with children and babies. Tokyo Villa is located on 3rd and Alameda and will be directly affected by the West Santa Ana Branch light rail.

The residents of Tokyo Villa are very concerned about the noise, safety and hygiene problems that will occur if the optional Little Tokyo station will be built on Alameda Street between first and second street due to the West Santa Ana Branch's (WSAB) alternative 1 plan. I-161-2

Without assurances from Metro that future problems in Little Tokyo will be remedied, the residents of Little Tokyo **will not support** a station to be built in Little Tokyo. Future problems envisioned by the residents are the increase of noise, criminal activities, homeless persons, and unsanitary conditions, brought forth from a WSAB light rail station.

The residents are fully aware that when businesses close their stores and go home, the residents are left to deal with the problems. Hence, it is the residents that will be burdened with any problems 24 hours/7 days a week. Also, Tokyo Villa remembers that one of our elderly resident was killed because a homeless person pushed the resident from the Little Tokyo Arts District Metro Station unto the rail tracks. We have not forgotten this horrific tragedy that occurred to the Little Tokyo Community. I-161-3

If it is decided by Metro that the WSAB line's destination be Union Station and that a Little Tokyo station be built, the residents of Little Tokyo suggests that: I-161-4

1. A **permanent LAPD or Metro Police Station be built on site** of the proposed Little Tokyo station to combat any criminal activity and help prevent any future problems with homeless persons.
2. A **residential interruption fund be established** to help residents minimize the noise and disturbances caused by the WSAB construction on Alameda Street. Many elderly, families with babies that stay at home and individuals that work from home would be directly affected by the pollution and loud noise levels. Payment for mitigation actions such as installing double pane windows should be implemented. I-161-5
3. The **entrance to the WSAB Meto line be built on the regional connector plaza** rather than the proposed Office Depot site or the DWP location. This will ensure that the entrances will be as far away I-161-6

as possible from the condominiums of not only Tokyo Villa, but also, Savoy and Mura safeguarding the quiet enjoyment of the residents. In addition, this will save Metro the cost of buying the DWP property and acquiring a parcel of the Office Depot. And finally, I-161-6

4. **Restroom facilities be built** either:

   a. In the Little Tokyo Station, in close proximity to the law enforcement station mentioned in number 1 above, or

   b. Establish a dedicated train car equipped with restroom facilities.

Tokyo Villa believes that more people will be inclined to use the Metro trains if they are safe and clean. I-161-7

Without the guarantee from the Metro Board that the recommendations mentioned above be implemented, or if the Metro Board determines that the above recommendations will not be realized, then the residents of Tokyo Villa would prefer that no station be built in Little Tokyo (Alternative 1 with no station, option 1) or that the WSAB Metro Line not run through Little Tokyo via Alameda, but rather, it travels from Pioneer Station in Artesia to the 7th St/Metro Center Station (Alternative 2). I-161-8

Sincerely,

George Campos

George Campos
Director, Tokyo Villa HOA

Campos, George - 1-161

Comment ID	Response
I-161-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-161-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding the proximity of the Project to Little Tokyo.
I-161-3	See response to comment I-161-2.
I-161-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. Refer to response CR-SAF-3 regarding law enforcement.
I-161-5	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-161-6	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-161-7	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Public restrooms are not proposed as part of the Project, either at stations or on train cars.
I-161-8	See response to comment I-161-2.

George Campos

My name is George Campos. I'm the director of the HOA board in Tokyo Villa, and I would like to take this opportunity to make a few comments from the residents here in Little Tokyo. We did take a survey, and we got the input and concerns of the residents here. "The residents," I mean, the ones that are going to be directly affected from this potential building of the route going through Alameda Street all the way to Union Station, and it would be three, basically: Savoy Condominiums, Tokyo Villa Condominiums, and -- (audio failure). And the residents' big concern is -- And the concerns basically here are safety and cleanliness of the potential stations that you may build here in Little Tokyo.

I'm here at the Japanese Catholic Center hearing your presentation, and while we were here, a homeless -- got track that a homeless, who came and raved and carried on and screamed and was really crazy, and he went across the street, and he started hitting a car. And that kind of highlights what we find now with Metro that we have a problem here. And the residents are very concerned that these portals, you know, entrances, and station is going to attract the homelessness and put many of the residents, those who are going to be using a Metro line, in jeopardy.

So safety and concern is very important, and some of the comments we've received is that if you can, perhaps, think of putting a permanent LAPD or, you know, a Metro police station in these stations here. And also perhaps -- they like to use the stations for bathrooms. So perhaps maybe you could either put bathrooms only accessible to the patrons that are going to be using the line or maybe even in the Metro trains, you know, they build one train, two bathrooms, because that's a big problem, not just if you put one here in Little Tokyo, but we've noticed in all the other stations that we go to.

So those are big concerns here in Little Tokyo: The security and the cleanliness of these stations. And that's why the residents here really are not happy about putting a station in one of the areas that you pointed out, which was going to be the VWP Station, and they really would like to have you put the station in the Regional Connector Plaza, if possible, and we would like you to study that and to move in that direction.

I-342-2

I-342-3

I-342-4

Campos, George - I-342

Comment ID	Response
I-342-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-342-2	Your comment and concerns have been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-342-3	Public restrooms are not proposed as part of the Project, either at stations or on trains.
I-342-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. As stated in that response, a separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Nora Canales

It will be great and I don't have to paid parking when I go shopping. Reduce the smog and traffic. I-207-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

22

Hoja de comentarios

Nombre/Afiliación/Organización: Nora Canales.

Domicilio: 2880 E. Gage Hp 90255

Télefono/Celular: 323 826 5796

Correo Electrónico: ~~e~~

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

It will loe great. and I don't have to. paid parking when I go shoping. reduce the smog and traffic.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Canales, Nora - I-207

Comment ID	Response
I-207-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. Air quality effects are discussed in Chapter 4, Section 4.5 (operations) of the Draft EIS/EIR. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would reduce regional vehicle traffic.

Kathryn Carlisle

Hello,Can you tell me the status of this project, and when the right of way acquisition andconstruction phases are each expected to begin?West Santa Ana Transit CorridorThanks and hope to hear from you soon!Kat Carlisle

I-193-1

Carlisle, Kathryn - I-193

Comment ID	Response
I-193-1	Metro Board certification of the Locally Preferred Alternative and FTA issuance of the Record of Decision will occur after release of the Final EIS/EIR. The acquisition process will not begin until the Record of Decision is issued. The Project's groundbreaking is anticipated in 2024, with operation of the new line expected in 2035. Latest updates on the Project can be accessed at the project website at: https://www.metro.net/projects/west-santa-ana/

Hector Carreon

To whom it may concern,

Alternative 3 is best option, in my opinion

Money saver and Options OPEN up

1.Connects with set trail to reseda, no need to dig?
2.Route can be a alternative OPTION for future where it runs West/East on Slauson Blvd. Connects Central Los Angeles. Could run down to Westfield Culver City - 6000 Sepulveda Blvd, Culver City, CA 90230

from some one who grew up with the Blue line, Thank you for opening up more options. Gob bless.

Los Angeles Resident

I-73-1

Carreon, Hector - I-73

Comment ID	Response
I-73-1	Your support for Alternative 3 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Hector Carreon

To whom it may concern,

Alternative 3 is best option, in my opinion

Money saver and Options OPEN up

1.Connects with set trail to reseda, no need to dig?
2.Route can be a alternative OPTION for future where it runs West/East on Slauson Blvd. Connects Central Los Angeles. Could run down to Sofi Stadium

from some one who grew up with the Blue line, Thank you for opening up more options. Gob bless.

Los Angeles Resident

I-74-1

Carreon, Hector - I-74

Comment ID	Response
I-74-1	See response to comment I-73-1.

Chris Carrera

There are currently 3 proposed northern endpoints for the West Santa Ana project and only one clearly has the best long term potential for this project and the county.

The project should end at the 7th Street Metro Center Station because many more people will be ending their trips in that vicinity and it will not cause stress on the Blue line traveling north into Downtown. I-22-2

If this project ends at a current Blue Line Station, it will dump many people on a historically full and slow train trip through Downtown and lead to more overcrowding on the Blue line. That is unacceptable and the mass of people being let off at the Blue Line should be Extremely well examined in the Environmental Impact Report. I-22-3

Carrera, Chris - I-22

Comment ID	Response
I-22-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-22-2	Your preference for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-22-3	The comment was written prior to the start of Regional Connector service. Operations on the Metro A (Blue) Line have changed with the start of Regional Connector service. The Slauson/A Line Station and WSAB alignment were designed to avoid operational impacts to A Line trains, as the two lines will operate on separate tracks. Additionally, the stations between the two lines will be connected by two pedestrian bridges in order to disperse riders transferring between the lines, thereby minimizing dwell times and impacts to reliability related to the increased transfer activity. As the Slauson/A Line Station is the northern terminus of the Locally Preferred Alternative (LPA), it is not anticipated that the LPA would affect operation of the A Line where the line is street running between the 7th Street and Washington Street stations. The ridership information included in the Final EIS/EIR and the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report reflects conditions in the horizon year of 2042, inclusive of changes in the transportation network (including the Regional Connector) and growth in population and employment. The WSAB Project will begin revenue service in 2035. Ridership levels on the A Line at the start of WSAB revenue service would be subject to a number of factors, including headways on both the WSAB and the A Lines, population and employment in the service area, and travel patterns and demand. These variables are subject to change by the start of revenue service compared to current conditions. Additionally, it is unknown to what degree the lingering effects of the COVID pandemic may have on ridership levels in 2035. Therefore, the potential for WSAB to impact ridership on the A Line such that it would affect the overall performance of that line is unknown and speculative. Metro routinely monitors ridership on lines to determine if passenger loads (defined as the number of passengers per vehicle) during peak periods exceed established thresholds. These thresholds consider the design of the vehicle, including the space available for standing or sitting. If loads are exceeded, Metro identifies means to shift the demand to other transit services (such as by introducing a bus route that parallels the rail line) or to accommodate the demand (for instance, increasing headways). Metro will monitor passenger loads on the A Line after the start of revenue service of WSAB. If the thresholds applicable at that time are exceeded, Metro will identify ways to accommodate the demand to avoid impacts to the operation of the A Line. It should be noted that ridership forecasting conducted by Metro in support of planning for the WSAB Project shows increased ridership for the A Line as a result of opening of the LPA, but the increased peak hour loads fit within the loads standard for the planned A Line service.

Santa Castellanos

I want the metro to go to Downtown Los Angeles. I-237-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

10

Hoja de comentarios

Nombre/Afiliación/Organización: SANYA CASTELLANOS

Domicilio: 6340 PALM AV. # A BELL CA. 90201

Télefono/Celular: (323) 397-1969

Correo Electrónico: castellanossanta03@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

YO QUIERO QUE EL METRO LLEGUE HASTA EL CENTRO DE LOS ANGELES

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Castellanos, Santa - I-237

Comment ID	Response
I-237-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Maria C Castellon

Because it makes it easier for me to get where I need to go. It also helps avoid congestion on the streets, especially in Downtown Los Angeles. I-242-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

19

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Correo Electrónico: Yashe122@yahoo.com.

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Porque me facilita llegar a donde tengo que ir. Tambien ayuda a evitar el congestionamiento en las calles especialmente para el centro de los angeles.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Castellon, Maria C.- I-242

Comment ID	Response
I-242-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would reduce regional vehicle traffic.

Eric Castillo

I do have four total comments or questions. The first one involves the reduction of lanes. I'm wondering how long that will take along the 105 section, because if the lanes are reduced, how much will the traffic be impacted? I know that area going west during the evenings -- I'm sorry -- east during the evenings, it's very very heavily impacted. So if those are reduced, I wonder how much of more of an impact that is going to contain. I-325-2

My next comment is right around that same area. The demolishing and the reconstruction of those three bridges. One of those bridges, the Facade or the Facade Bridge, is only one of two entrances to that neighborhood in Paramount. My concern is how long it will take because exiting off the 105 Freeway going east at Garfield exit, that is already itself congested, and it's difficult to make a right turn going south on to Garfield if you're existing the freeway coming in through the 710 south. Sometimes I have to make the left, because I can't be making the right and have to use that bridge as an entrance when I come back from work. The hours of those, that's going to create more traffic or an inconvenience noise if it's built at night. I-325-3

Next question. The Paramount MSF, is that going to be an aerial track? Because my understanding is that portion will be aerial. That's one and another one. I know that the central lines are said to be 20-feet apart between the lightrail and the cargo trains. I'm wondering if it's center-to-center track, if the trains itself, that means if they'll be less than 20-feet of distance? Thank you very much. I-325-4

Castillo, Eric - I-325

Comment ID	Response
I-325-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-325-2	Updated information on construction timeframes is included in Chapter 3, Section 3.7 of the Final EIS/EIR in the construction section; more-specific timing information will be determined by the construction contractor(s) prior to the start of construction. Impacts will be in compliance with the Final EIS/EIR. As stated in Mitigation Measure TRA-18 (Transportation Management Plan [TMP]), previously referred to as TRA-20 in the Draft EIS/EIR, a TMP will be developed and coordinated with local jurisdictions. Nonetheless, as concluded in Section 3.7 of the Final EIS/EIR, construction of the Locally Preferred Alternative may result in temporary adverse impacts related to transportation.
I-325-3	Since circulation of the Draft EIS/EIR, it has been determined that the Façade Avenue bridge will not require demolition and reconstruction as part of the Project. Temporary partial closures on the west side of the Façade Avenue bridge would be required during the construction of vertical circulation elements. As stated in Mitigation Measure TRA-18 (Transportation Management Plan [TMP]), previously referred to as TRA-20 in the Draft EIS/EIR, a TMP will be developed and coordinated with local jurisdictions.
I-325-4	Refer to response CR-GEN-2 regarding identification of the maintenance and storage facility (MSF). The at-grade Paramount MSF is no longer under consideration. The 20-foot track spacing is measured as the distance between centerlines of track, so rail cars will be closer than 20 feet from each other. Cross Section AT on TX-206 in Appendix B of the Final EIS/EIR shows the center-to-center track distance of 20 feet.

Eric Castillo

I'm looking through the property acquisition. I live on the Facade side that will be impacted in the City of Paramount. As I'm looking through the EIS/EIR, I'm seeing that there are some of my neighbors are being a potential displacement. It is most of them, as well as others that don't have the dots as a potential displacement. I am wondering if -- my understanding is if they do get displaced, I would think that they would have to be moved to a different location type of situation and that would leave pretty much half a neighborhood, maybe even less, still in this -- in this eastside of Facade Street. If they do move out and those that did not get displaced, this would be leaving gaps in the neighborhood potentially bringing in unwanted people. So is this going to be kind of -- not black and white but some occupied type of neighborhood if those neighbors do get potentially displaced? That was my concern in the sense.

I-339-1

Castillo, Eric - I-339

Comment ID	Response
I-339-1	The West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report (Appendix G of the Draft EIS/EIR) includes an evaluation of displacements, stating that changes to residential properties will not cause residential neighborhoods to become isolated, and that the required displacements will not change the character and cohesion of the affected communities. In the City of Paramount, the affected parcels on Façade Avenue will not result in full or partial acquisitions that will result in the relocation or displacement of residents. As stated in Chapter 4, Section 4.3.3.2 under subheading "Residential Displacements" of the Draft EIS/EIR, "Partial acquisitions of residential properties would be required to accommodate grade crossings, aerial crossings, track alignment, and other ancillary facilities. The partial acquisitions would be primarily in rear yards of properties adjacent to the rail ROW [right-of-way] in which the primary dwelling units are set toward the front of the properties, away from the rail ROW and the area where the acquisition would be required." Approximately 48 parcels in the City of Paramount will be permanently affected by the Locally Preferred Alternative. This includes 3 permanent full acquisitions required for the Paramount/Rosecrans parking facility and 54 permanent partial acquisitions required for pedestrian access and access roads, permanent aerial easements, columns, grade crossings, traction power substations, and track. Approximately 37 parcels will be affected by construction activities. This includes 3 permanent full acquisitions for construction laydown areas (that will also be used as the site for the Paramount/Rosecrans parking facility) and 37 temporary construction easements required for pedestrian access and construction easements. It should be noted that "parcels" is not a total sum of the full and partial acquisitions. More than one partial acquisition may occur on a single parcel. See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act. Through the relocation process, Metro will work with property owners and continue to coordinate with affected jurisdictions. Appendix B in the Final EIS/EIR includes right-of-way plans for the Locally Preferred Alternative.

Jesus Ceja

I want an extension to Union Station or as an alternative to Little Tokyo so I can truly use public transportation. I-287-1

West Santa Ana Branch Transit Corridor (WSAB)
Draft Environmental Impact Statement/Environmental Impact Report
August - September 2021
Comment Sheet

Name/Affiliation/Organization: Jesus Ceja

Address: 3631 E. 57 St Apt A Maywood Ca 90270

Phone/Cell: (323) 578-8139

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I want a extension to union station or as an alternative to Little Tokyo so I can truly use public transportation.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Ceja, Jesus - I-287

Comment ID	Response
I-287-1	Your support for a northern terminus at LA Union Station and/or a Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Jose Ceja

I want an extension to Union Station or as an alternative to Little Tokyo I can truly use public transportation. Come on now. I-286-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

Name/Affiliation/Organization: Jose Ceja

Address: 3637 E. 57th St. Maywood Ca. 90270

Phone/Cell: (323) 635-3826

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I want an extention to union station or as an alternative to little Tokyo so I can truly use public transportation. Come on now.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Ceja, Jose - I-286

Comment ID	Response
I-286-1	Your support for a northern terminus at LA Union Station and/or a Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Lizzette Ceja

I want an extension to Union Station or as an alternative to Little Tokyo so we can truly use public transportation. I-281-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

Name/Affiliation/Organization: Lizzette Ceja

Address: 6637 King Ave. Bell, CA. 90201

Phone/Cell: (323) 434-2769

Email: lizzetteceja@yahoo.com

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I want an extention to union station or as an alternative to little tokyo so we can truly use public transportation.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Ceja, Lizzette - I-281

Comment ID	Response
I-281-1	Your support for a northern terminus at LA Union Station and/or a Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Salvador Ceja

I want an extension to Union Station or as an alternative to Little Tokyo so you can really use public transportation. I-285-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

Name/Affiliation/Organization: Salvador Ceja

Address: 3637 E. 57th St. Maywood, CA. 90270

Phone/Cell: (323) 420-7616

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Quiero una extensión a Union Station como alternativa al Little Tokyo para que realmente podamos usar el transporte publico

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Ceja, Salvador - I-285

Comment ID	Response
I-285-1	Your support for a northern terminus at LA Union Station and/or a Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Catherine Chang

Hello,
My understanding is that Metro is looking to put a station in Little Tokyo at the intersection of Alameda & 2nd Street. My concerns are two fold:
1. During construction:
a. Noise pollution
b. Usage of our already very busy streets. I've seen the current construction at other locations and realize that construction equipment is rather large and would have to be parked somewhere.
c. Rodents and insect infestation due to the construction.
2. Once station is open:
a. Stations by virtue of what they are, draw transients who often tend to stay long term.
b. Crime statistics are likely to increase due to the easy access the neighborhood. I have a young child and dog that I take on daily walks. I see a lot of young couples in the neighborhood. I am extremely concerned about safety.
There are absolutely benefits to having the metro stop by Little Tokyo and I do intend on using the metro more often. But the proximity of a station entrance/exit to residential buildings does not quite make sense.

I-29-2
I-29-3
I-29-4
I-29-5
I-29-6

Thanks,
Catherine

Chang, Catherine - I-29

Comment ID	Response
I-29-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-29-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-29-3	Refer to the response to I-29-2.
I-29-4	Refer to the response to I-29-2.
I-29-5	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. See also responses CR-SAF-1 through CR-GEN-3 regarding security features, homeless outreach, and law enforcement.
I-29-6	Your concerns regarding the location of station entrances and exits in Little Tokyo have been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and the study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. See response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.

Irwin Chen

The WSAB rail line is an important part of the Metro's rail network. I support Alternative 2 - a full build out of the line from Metro Center to Pioneer. It is important to terminate the line at Metro Center because Metro's ridership analysis shows that vast majority of WASB riders are going to the Wholesale/Garment district and the Financial district near Metro Center, as well as transfer to E and D line heading further West to USC, Century City, and Santa Monica. Alternative 2 will add a new station in the Wholesale/Garment district with high job density and transit dependency, which adds utility to the overall Metro rail system. Alternative 2 also will ensure all riders going beyond Downtown LA has equitable 1-seat transfer. Other alternatives, such as Union Station terminal will mean backtrack travel for vast majority riders and potential unequal transfer equity with some riders required to walk long distance and taking 2-transfers to reach their destinations.

I-78-2

I-78-3

Chen, Irwin - I-78

Comment ID	Response
I-78-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-78-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.
I-78-3	Refer to response CR-GEN-1 regarding identification of the LPA and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2.

Cheryl

Hi, I'm Cheryl and I live in Cerritos, California. I am a homeowner between Studebaker and Gridley Road. I understand the train will elevate from Studebaker to cross over Gridley. As a homeowner, I'm concerned that that train will be visible into my house. I'm concerned about the noise of the train going uphill and downhill and also vibrations from my house. I-307-1

Cheryl - I-307

Comment ID	Response
I-307-1	See response CR-NOI-1 and CR-NOI-2 regarding the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction and operational activities. No residual vibration impacts were identified in the City of Cerritos. Vibration levels will be reduced where the light rail transit is located on the aerial structure. Figure 4.7-11 Panel B in Chapter 4, Section 4.7.4.2 of the Draft EIS/EIR depicts predicted noise effects near Studebaker Road and Gridley Avenue along with the locations of proposed soundwalls. Soundwalls will be located both at-grade and on the aerial guideway. Although soundwalls in this area are anticipated to reduce noise levels by approximately 5 to 10 decibels compared to unmitigated noise levels, impacts will still range from moderate to severe in some locations. Additional analysis has been prepared since the Draft EIS/EIR to identify additional noise-reduction measures, which is included in Sections 4.7.3 and 4.7.4 of the Final EIS/EIR. The introduction of Section 4.7 includes a summary of analysis changes that have been implemented since completion of the Draft EIS/EIR. Project measures and mitigation measures are included in Section 4.7.4. Corresponding edits have been made in the West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report (previously Appendix M of the Draft EIS/EIR). The aerial structure at 183rd Street/Gridley Road will be supported by retaining walls and columns northwest of 183rd Street/Gridley Road. Soundwalls on the aerial structure will block views of light rail vehicles from residences. Soundwalls will be 10 to-12 feet high along the aerial structure. Although residents of these properties will be able to see the retaining wall and/or columns and soundwalls from their backyards, as discussed under "Aerial Structures" in Table 4.4.8 in Chapter 4, Section 4.4.3.2 of the Draft EIS/EIR, the aerial structure will be visible to residents, and the scale and massing will be consistent with the surrounding structures and fit with the character and context of the area. A rendering of the aerial structure at the 183rd Street/Gridley Road intersection has been added to the Visual and Aesthetics Section of the Final EIS/EIR. Project Measure VA PM-8 (Residential Screening for Aerial Structures) has been added to Chapter 4, Section 4.4.4.1 of the Final EIS/EIR, as well as Section 8.1.1 of the West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report, to provide screening elements to limit views of project components on the aerial structures from residential backyards. Because soundwalls in this area will be 10 to 12 feet in height and will block views into residential properties, privacy screening will not be required. As discussed in Table 4.4.8 in Chapter 4, Section 4.4.3.2 of the Draft EIS/EIR, the light rail transit tracks, overhead contact system poles, and overhead wires will be consistent with the existing visual character of the Pacific Electric Right-of-Way, which currently consists of remnants of freight tracks and wide strips of unpaved land around 183rd Street and Gridley Road. The visual character and quality of the Affected Area will not change since similar visual elements exist in the Affected Area.

I-174
I-174-1

TC Chet

From: TC Chet [itcchet@gmail.com]
Sent: 9/13/2021, 10:32 PM
To: wsab@metro.net
Subject: W Santa Ana Branch Transit Corridor - Suggestions from Artesia residents

Hi Meghna, we are pleased to hear about the development of the transit from Artesia to Downtown LA. I've been a resident in Artesia for about 20 years and after speaking to a majority of residents, here are some questions/thoughts from all of us.

Alternative 2 Route seems to be the perfect route for everyone living in the greater Los Angeles area.

I-174-2

Since Artesia will be the last stop for this metro, our concern is that the station will be located near a commercial and residential area. Is there a plan to make sure that excessive noise, vibration, debris, and traffic won't affect the area? Pioneer Blvd is also a very busy street due to all the businesses. We hope the station hub is built in a way that residents living nearby won't be affected. Please feel free to share your thoughts.

I-174-3

Thank you,

Chet, TC - I-174

Comment ID	Response
I-174-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-174-2	Your support for Alternative 2 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-174-3	The Locally Preferred Alternative (LPA) will implement the project measures and mitigation measures identified in the Draft EIS/EIR to reduce and minimize adverse effects. Noise and vibration effects are discussed in Sections 4.7 and 4.19.3.7 of the Draft EIS/EIR and in the West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report (Appendix M to the Draft EIS/EIR). Air quality effects are discussed in Sections 4.5 and 4.19.3.5 of the Draft EIS/EIR and in the West Santa Ana Branch Transit Corridor Project Final Air Quality Impact Analysis Report (Appendix J to the Draft EIS/EIR). Traffic effects are discussed in Chapter 3 (Transportation) of the Draft EIS/EIR and in the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report (Appendix D to the Draft EIS/EIR). Traffic-related project measures are also included as part of the LPA to minimize or avoid adverse effects associated with traffic. Where the LPA will result in adverse effects, mitigation measures are provided and will be implemented to reduce or eliminate these adverse effects. However, even with implementation of feasible mitigation, the LPA will result in adverse impacts with respect to traffic operations and construction and operational noise. Refer to response CR-GEN-5 regarding mitigation measures and significant and unavoidable impacts. Metro Rail Custodial Services provides each station with cleaning services twice per day. These services include trash removal, sweeping, mopping elevators, odor mitigation, and disinfecting escalator/staircase handrails, ticket machines, seating areas, and elevator buttons.

JUNGEUN CHOI

** Residents of Mura Condo, located at 629 Traction Ave, met together and resolved to oppose the installation of the WSAB line Portal on the LADWP Lot, and commented on our opinions as follows. ** I-61-2

It is our determined opinion.

1. The WSAB Line's Station (Portal) is too close to the condos or apartments where many people live. The Portal will be located close to 60 - 70 feet. Construction will be built for years and certainly be delayed. This will affect our quality of life for a very long time. I-61-3

2. Construction noise and pollution will affect our building since a station at the LADWP lot will require heavy machinery. I-61-4

3. Once completed the line will attract more non-resident foot traffic to come to our area and add to the noise we hear every Friday and Saturday night from the local bars. I-61-5

4. Increased foot traffic will lead to more security issues, especially for the first floor residents facing Rose street. I-61-6

5. There are better options for WSAB to go through downtown, away from Alameda street. These options cost less money and have more potential riders. I-61-7

6. Construction will equal more traffic as they shut down certain lanes of Alameda and 2nd to accommodate equipment storage, parking, and staging. I-61-8

7. Active construction will almost certainly decrease our property values for the short term and potentially longer if the security concerns become a reality. I-61-9

For the reasons mentioned above, it is strongly recommended to select an area other than the LADWP lot and not a resident area. I-61-10

Choi, Jungeun - I-61

Comment ID	Response
I-61-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-61-2	Your opposition to the Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-6 regarding the proximity of the project to Little Tokyo.
I-61-3	See response CR-GEN-1 regarding LPA identification. The LPA is not in the Little Tokyo community.
I-61-4	See response CR-GEN-1 regarding LPA identification and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-61-5	See response CR-GEN-1 regarding LPA identification. The LPA is not in the Little Tokyo community.
I-61-6	See response CR-GEN-1 regarding identification of the LPA. See responses CR-SAF-1 and CR-SAF-3 for information regarding safety and security at stations.
I-61-7	See response to comment I-61-2.
I-61-8	The comment is in regard to Alternative 1, which is not the identified LPA. Refer to response CR-GEN-1. Construction effects of Alternative 1 on transportation are discussed in Chapter 3, Sections 3.7.3.2 and 3.7.4.1 of the Draft EIS/EIR.
I-61-9	The Metro Board of Directors identified Alternative 3 as the LPA. This comment is made in reference to a condominium complex located at 629 Traction Ave, a specific location affected by Alternative 1 in the Draft EIS/EIR but would not be affected by the LPA. See response CR-GEN-1 regarding identification of the LPA and response CR-GEN-6 regarding construction activities in the Little Tokyo community. The LPA will not result in construction effects in proximity to the location specified in the comment. For additional information regarding property values and Alternative 1, refer to Chapter 4, Section 4.17.3 of the Draft EIS/EIR.
I-61-10	See response to comment I-61-2.

Chris

I have read that it is possible for Metro to combine operation of the A Line and the WSAB in order to facillatate a better running A Line. It doesn't appear anywhere that Metro board member, Metro Staff or any of it's consultants have either studied this issue or commented about this in public.

Specifically, fixing the Washington/Flower junction to include in the WSAB study for a A/Blue Line rail connection where tracks can connect to the A/Blue Line and WSAB for interoperability to get added trains to downtown LA at eliminate a problem junction at Washington/Flower. And by that extension studying a tunnel tie in from the 8th Street subway to the Flower Street subway to enable Blue Line trains to continue through to Regional Connector and Pasadena Gold Line Branch. I-76-1

The WSAB branch should join up with A/Blue Line and end at 7 Street Metro Station with Blue line continuing to Union Station. The WSAB and the A Line merger would also help the Green Line and fundamentally make the system better all around.

Chris - I-76

Comment ID	Response
I-76-1	Interlining the WSAB and A Lines would create unreliable operating conditions with the headways proposed on both lines.

I-6
I-6-1

Chase Cohen

- Build alternative 2 I-6-2
- extend one day north to silver lake I-6-3
- adding stations through DTLA is a huge benefit I-6-4

Cohen, Chase - I-6

Comment ID	Response
I-6-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-6-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-7 regarding Alternative 2.
I-6-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-7 regarding Alternative 2.
I-6-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Chase Cohen

From: Chase Cohen [chase_alt@icloud.com]
Sent: 8/2/2021, 1:02 PM
To: wsab@metro.net
Subject: Build Alternative 2!

Hello,

Please build alternative 2 for the West Santa Ana Branch Corridor. There is no reason to stop the line short of going to DTLA and alternative 2 adds the best value for DTLA with additional stops in places that need them and makes it easy to extend further north towards silver lake one day.

Thanks,
Chase

I-131-1

Cohen, Chase - I-131

Comment ID	Response
I-131-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.

Ingrid Colocho

In my opinion I wouldn't not want a metro line running right next to my house I like my nice quite neighborhood where my children come out to ride their bike I have enough to worry about with cars speeding since there are no speed bumps here to add a train to my case . Train stations also means it attracts strangers and homeless people to the community and to the schools around our area ! I-11-1

Colocho, Ingrid - I-11

Comment ID	Response
I-11-1	See response CR-SAF-1 regarding safety and security at and surrounding stations.

Deborah Conecia

Bus rider, like this project WSAB. Just make sure the project has an effective result with riders needs. I-358-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: FFCO / DEBORAH GARCIA

Domicilio:

Télefono/Celular: (818) 573-3451

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

BUS RIDER, LIKE THIS PROYECT WSAB. JUST MAKE SURE THE PROJECT HAS AN EFFECTIVE RESULT WITH RIDERS NEEDS.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Conecia, Deborah - I-358

Comment ID	Response
I-358-1	Your interest in the Project is noted. Ridership on the Locally Preferred Alternative (LPA) is shown in Table 3.26 in Chapter 3 of the Draft EIS/EIR. Benefits of the LPA are also shown in Table 6.2 in Chapter 6 of the Draft EIS/EIR.

Ivonne Correa

This project can be beneficial to our communities. We would be making progress in terms of transportation. On what corner of Randolph and Pacific would the station be? I suggest you could use the corner of NORTH-EAST. I would like to see a POSITIVE change, cleaning-security, lighting, a number where users can call in case of emergency. If they are going to build housing units, they can have businesses on the bottom floor and housing units on the upper floors, 3- or 5-story buildings. Operations schedule. New constructions in this area.How much participation have the business owners had in providing opinions or suggestions related to this project?

I-276-2
I-276-3
I-276-4
I-276-5
I-276-6
I-276-7

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Ivonne CORREA - H-P.W. CLUB

Domicilio: 6126 MIDDLETON. ST

Télefono/Celular: 323- 449- 7221

Correo Electrónico: hP_ CORREA @ Yahoo. com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

ESTE PROYECTO Puede ser beNeFicioSO para nuestras comunidades. Estaremos avanzando en lo que es la transportacion, en Que esquina de Rondolph x Pacific sera la estación, Sobre el podrían seser la esquina de NORTH-EAST, me gustaría Ver un cambio POSITIVO, LiMPieza - seguridad. Alumbrado, un numero donde llamar en caso de emergencia, si van aser construccion de Viviendas, Puede ser negocios abajo y Viviendas arriba, Edificios de. 3 o 5 pisos. horas de Operacion, Nuevas contrucciones en este area.

Que tanta Participacion Pueden tenido los dueños de negocios en OPiniones, o sugerencias sobre este Proyecto.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Correa, Ivonne - I-276

Comment ID	Response
I-276-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-276-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic.
I-276-3	As noted in Chapter 2, Section 2.5.2.2 of the Draft EIS/EIR, the aerial Paramount/Rosecrans Station will be located west of Paramount Boulevard and north of Rosecrans Avenue. The station location is depicted on Figure 2.17 in Chapter 2 of the Draft EIS/EIR.
I-276-4	See responses CR-SAF-1 regarding safety and security and CR-SAF-3 regarding security patrols and enforcement. Rail Custodial Services provides each station with cleaning services twice per day. These services include trash removal, sweeping, mopping elevators, odor mitigation, and disinfecting escalator/staircase handrails, ticket machines, seating areas, and elevator buttons. Each station is pressure washed at least once per week, with some existing stations washed up to three times per week. Emergency cleaning response services are provided for materials and substances that can pose health and safety concerns for patrons. Supervisors are assigned to each line for dedicated coverage, including station inspections.
I-276-5	The Project is a light rail transit alignment and does not include construction of housing, commercial, or mixed-use developments.
I-276-6	The operation characteristics for the Project was included in Chapter 2, Section 2.5.5 of the Draft EIS/EIR. As stated in that section, the Project would operate from approximately 4:00 a.m. to 2:00 a.m., 7 days per week. Headways by time of day were included in Chapter 2, Table 2.6 of the Draft EIS/EIR.
I-276-7	Chapter 7 of the Draft and Final EIS/EIR summarize public outreach for the WSAB Project. Multifaceted community outreach that includes business, schools, and other stakeholders was conducted via emails, mailers, and phone calls. Community outreach, including with business owners, will continue as design of the Project advances.

Danilo Cortez

I would like this project to be completed until Downtown Los Angeles to avoid congestion in our city, in addition to having a cleaner city and eliminating pollution. I-241-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

18

Hoja de comentarios

Nombre/Afiliación/Organización: Danilo Ortez

Domicilio: 6000 Arbutus Av. #46 HP 90255

Télefono/Celular: (323) 708-7006

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Me gustaria que esté proyecto se termine hasta el centro de los Angeles para evitar congestionamientos en nuestra ciudad, ademas de una ciudad mas limpia y eliminar contaminación.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
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tinyurl.com/wsabcomments

metro.net/wsab

Cortez, Danilo - I-241

Comment ID	Response
I-241-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would reduce regional vehicle traffic. Air quality environmental benefits are discussed in Chapter 4, Sections 4.5 (operations) of the Draft EIS/EIR.

Laura Cortez

My name Laura Cortez. I live in the City of Bell Gardens, a Southeast LA resident. I had four comments/questions, and I'll go through all four so that they may be addressed later. The first is the freight right-of-way that is being proposed to be shared in this project is concerning because of the safety issues that that causes. The freight is actually bringing -- can even have oil production. If there was an emergency if something were to explode, what are the safety precautions that are being taken, is my first comment. I-323-2

The second is around acquisitions and the number of residential properties. I did hear the tool, which I'm glad exists to look at the residential acquisitions, and I'm wondering if there's in-city relocation options, if that is being talked to with the various cities. Then in the mitigation section, I did see that there was a no on the mitigation needs around acquisitions, and I'm wondering how that was defined. I-323-3

My third comment is around traffic at the Atlantic, Firestone stop. There's a significant amount of traffic that already exists at Atlantic and Firestone. It is extremely industrial. There are a lot of trucks that already cause traffic. So, one, that is super concerning, but, two, I guess to try to work around the issue looking at other entrances that are off of Atlantic and will get people off of that street that's already causing a lot of significant issues. I-323-4

Then my last comment is generally gentrification, which is not an EIR issue and I'm fully aware of that. Nonetheless, it is a huge housing issue for our community, that we know that where rail comes, gentrification is likely to follow unless cities start implementing rent control along with other policies, which I'm wondering if Metro is taking that extra step to work with the City to implement permeant rent control in all of the cities that it will be impacting. That's it. Thank you very much. I-323-5

Cortez, Laura - I-323

Comment ID	Response
I-323-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-323-2	As described in Chapter 4, Section 4.18.3.2 under the subheading "Transit and Freight System Safety" and Section 4.18.4.1 of the Draft EIS/EIR, Metro will conduct a Threat and Vulnerability Assessment (TVA) during preliminary engineering and create a Fire/Life Safety committee. The TVA and the committee will review the Project and verify countermeasures to increase safety and reduce the potential of collisions during subsequent design phases. To avoid derailments, the Project will be designed in accordance with Federal Railroad Administration and Metro standards and criteria, including the following: ▪ Appropriate track spacing distance between freight and the Project ▪ Protective fencing and barriers installed where appropriate ▪ An intrusion detection system to detect an intrusion into the right-of-way (ROW) ▪ Communication protocols established between the railroad and Metro to quickly respond to derailment emergencies ▪ Emergency responder training and drills to respond to derailment emergencies As described in Chapter 4, Section 4.18.3.2 under the subheading "Transit and Freight System Safety" of the Draft EIS/EIR with further details provided in Section 4.18.4.2 of the Draft EIS/EIR, Mitigation Measure SAF-1 (Encroachment Detection) will detect potential derailments that may occur on Metro ROW. With implementation of Mitigation Measure SAF-1 (Encroachment Detection), impacts will be minimized and there will not be an adverse effect on the safety of passengers, employees, and the public from the shared ROW with freight operation. Therefore, the Project will not result in adverse effects related to safety and security.
I-323-3	In-city relocation of businesses and residences was analyzed in the Draft EIS/EIR. As discussed in Chapter 4, Section 4.3.3.8, under the subheading "Replacement and Relocation," a gap analysis was "conducted to identify available replacement sites for lease and sale within each city and 6 miles of each affected property based on market conditions and vacancy as of June/July 2020. Table 4.3.7 summarizes the gap analysis, which determined that a sufficient number of comparable replacement sites may not be available within displacement cities, specifically for automotive businesses in the Cities of Los Angeles, Cudahy, South Gate, and Artesia; and a hotel in the City of Huntington Park. These uses may not be able to relocate within the same city; however, expanding the search to nearby cities shows that a sufficient number of replacement sites are available within 6 miles of the affected business." Chapter 4, Section 4.3.3.6 of the Final EIS/EIR, which includes an updated gap analysis, also states that comparable replacement sites are not available for a plant nursery in the City of South Gate and recreational sports park in the City of Bellflower. As discussed in Chapter 4, Section 4.3.3.6 and Section 4.3.4, "Metro would provide relocation assistance and compensation for eligible displaced businesses and residences as required under the Uniform Act, California Relocation Act, and other applicable regulations." See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act.
I-323-4	The project alignment will be grade-separated at Atlantic Avenue and Firestone Boulevard to minimize disruption to vehicle traffic circulation. Section 3.3.4 of the Draft EIS/EIR discusses the intersections around the Firestone Station. At that location, the Project will not result in an adverse effect from vehicles traveling to and from the station.

Comment ID	Response
I-323-5	Development and rent control policies in the area surrounding the Locally Preferred Alternative will be at the discretion and are subject to the approval of the local jurisdiction. Metro encourages and supports the development of affordable housing in the area surrounding transit stations. Provision of housing and rent control is outside of Metro's authority and beyond the scope and purpose of the Project.

I-20-1

john crandell

My understanding is that (prior to the Pandemic), Metro Center/7th Street station in downtown was packed with people during rush hour, that trains would come and go and that it was not possible to get onboard because multiple trains were packed solid with passengers.

Now, with the approaching operation of the Downtown Connector and as well, with the start of operation of the subway to the West L A Veteran's Hospital, I have a very hard time seeing why serious consideration has been given to a northern terminus of the WSAB LRT project at Metro Center/7th Street. I-20-2

My recommendation is that this project be routed on the east side of downtown and that it connect with the subway system so that overloading of the connecting station would not have to be suffered by passengers/Metro operations permanently - going forward and forever. The layout and spaciousness of Union Station is much more compatible, would better accommodate a WSAB connection. I-20-3

Rather than routing the LRT line along Alameda Street with its dual, pressurized and heated oil pipelines buried underneath, I wish to suggest that Central Avenue be considered. Stations could be established on the west side of ROW LA, south of the Fourth Street intersection and south of the First Street intersection. If a station were to be built fronting Union Station, passengers wishing to transfer to a subway line or another LRT line would much more enjoy walking thru the waiting room of Union Station than walking through a narrow/cramped tunnel under Flower Street. As well, a station beneath Central south of First would be far more easy to interface with the soon to be completed Connector station as opposed to having a station beneath Alameda north of First. Engineers are aware how dangerous those oil pipelines are. I-20-4

Finally, I feel that in the distant future, the WSAB line ought to be extendable towards the north - to include a Kirk Gibson Memorial Station at Dodger Stadium, a station in Atwater and a terminal station in downtown Glendale. I-20-5

The distinct problem of overcrowding of Metro Center/7th Street Station vastly outweighs the time advantages of having the project be routed under Eighth Street in downtown. I-20-6

Crandell, John - I-20

Comment ID	Response
I-20-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-20-2	As shown in Tables 4.7 and 4.8 of the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report (Appendix D to the Draft EIS/EIR), in 2016 the average weekday ridership on the A Line was 78,754 passengers and on the B Line was 143,422 passengers. Many of those passengers traveled through 7th Street/Metro Center. After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the Locally Preferred Alternative (LPA). Alternative 3 will provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. When the Metro Board identified Alternative 3 as the LPA, they identified LA Union Station as the ultimate northern terminus. For additional information regarding the identification of the LPA and a future terminus at the LA Union Station, refer to response CR-GEN-1.
I-20-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-20-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of cost-effective alignments between LA Union Station and the Slauson/A Line Station.
I-20-5	Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-20-6	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.

john crandell

Given the selection of the alternative of routing the WSAB LRT line along Eighth Street in downtown Los Angeles, I am concerned that once the line is complete and in conjunction with a completed Purple Line running west to Sawtelle, that rush hour traffic at 7th/Metro station will be an irresolvable horror story that passengers will have to bear and live with permanently. Whether by an added station engaginng the present Blue Line at Eighth and Flower or else via a pedestrian tunnel from Eighth north to 7th/Metro, this solution tieing the WSAB project to the downtown financial district appears hair-brained and disjointed. I recommend a route selection which would connect the WSAB project with Union Station. Such a solution could in the distant future be extended to serve Dodger Stadium, Atwater and downtown Glendale.

I-138-2

I-138-3

Crandell, John - I-138

Comment ID	Response
I-138-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-138-2	The comment is in regard to Alternative 2, which is not the identified Locally Preferred Alternative. Refer to response CR-GEN-1. Your opposition to a station at the 7th Street/Metro Center has been noted. For information regarding traffic level-of-service impacts of Alternative 2, refer to Chapter 3, Section 3.4.1.3 of the Draft EIS/EIR.
I-138-3	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

I-377-1

Felicia Cutter

I support WSAB corridor with the alternative to continue the line all the way to Union Station the opportunity to transfer to other places and to LA County. I-377-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021

Hoja de comentarios

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Domicilio:
Télefono/Celular: 323 294-8138.
Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I Support WSAB Corridor with the alternative to Continue the line all the way to Union Station the Opportunity to transfer to Other Plan and to LA County.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

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tinyurl.com/wsabcomments

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Cutter, Felicia - I-377

Comment ID	Response
I-377-1	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. The LPA will also accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project.

David

I am writing my comment in support of Alternative 2 for the WSAB line. I-82-2

Alternatives 1 and 2 are superior to Alternatives 3 and 4 because they provide a one-seat ride to DTLA, whereas the other alternatives require a transfer to get to DTLA. Alternatives 1 and 2 would provide greater ridership and utility to the overall network, by providing a greater number of one-seat transfers than Alternatives 3 and 4, and increasing overall coverage of the network. If cost is an issue, Metro should study Alternatives 1 and 2, even if the initial operating segment ends up being Alternative 3 or 4, to allow for the line to secure future funding for completion. I-82-3

Alternative 1 would have a better DTLA transfer at 7th/Metro, as all lines would converge at that one station, whereas alternate 2 would have separate transfers at Union Station and Little Tokyo. Additionally, the underground connection between the WSAB station at 8th street and the current 7th St/Metro Center is preferred and more intuitive than having separate stations. I-82-4

The Little Tokyo Station seems to be generating community opposition, and does not seem to be particularly well designed. This transfer seems to require a rider leave one Little Tokyo Station and walk to an adjacent Little Tokyo station. There should be a direct, underground connection between the two stations, and would fix a major flaw with Alternative 2. I-82-5

David - I-82

Comment ID	Response
I-82-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-82-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-82-3	See response to comment I-82-3.
I-82-4	Within the Draft EIS/EIR, Alternative 1 had a northern terminus at LA Union Station and a southern terminus at the Pioneer Station. Alternative 2 had a northern terminus at 7th/Metro and a southern terminus at the Pioneer Station. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-82-5	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.

Kenyon Dawson

I work in downtown Los Angeles and it would be convenient for me to take the train from Artesia to the 7th and Figueroa downtown station. I-219-1

Dawson, Kenyon - I-219

Comment ID	Response
I-219-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Bryant De La Cruz

Hi Metro Team! I am writing this comment in support of Alternative 2 for WSAB. It is imperative that Metro selects Alternative 2 (or 1) and builds it all at once. In Alternative 2, the station in the Fashion District needs to be reevaluated. Many people work in this area and I believe that the location is very important to the success of this line.

I-65-2

I-65-3

The gateway communities deserve access to transit and it will help close the inequality gap. Most people who ride Metro are from underserved communities. These communities depend on Metro to go from Point A to Point B. As we saw during the pandemic, it was crucial that Metro operated its lines as it was a lifeline for essential workers. Now is not the time to do half of the project, but to actually finish the entire line in one go.

I-65-4

De La Cruz, Bryant - I-65

Comment ID	Response
I-65-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-65-2	Your preference for Alternatives 1 and 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process.
I-65-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. The Metro Board identified LA Union Station as the ultimate northern terminus for the corridor.
I-65-4	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station.

Elsa de Loera

I support that the Metro line should reach Los Angeles, since it would really benefit all the people who use this means of transportation, since not having to transfer would save the user a lot of time and money. I-232-1
Thank you

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

5

Hoja de comentarios

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Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

YO APOYO QUE LA LINEA DE METRO PUEDA LLEGAR HASTA LOS ANGELES, YA QUE SERIA DE MUCHO MAS BENEFICIO PARA TODAS LAS PERSONAS QUE USAN ESTE MEDIO DE TRANSPORTE, EL NO TENER QUE TRANSBORDAR AHORRARIA MUCHISIMO TIEMPO Y DINERO AL USUARIO.

GRACIAS

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

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de Loera, Elsa - I-232

Comment ID	Response
I-232-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Table 1.7 in Chapter 1 of the Draft EIS/EIR provides information about travel times in the corridor, and Table 6.2 in Chapter 6 discusses user benefits related to travel time savings for the Project.

Eric Denial

My name is Eric Denial. I'm also a member -- or a resident of South Gate, and I'm so happy that Metro is finally coming to our area. I have been taking rapid transit for 20 years when I worked. Now I'm retired, so I am different. But I totally agree, anybody in South Gate, in Cerritos, the one goal they have is to get as quick as they can to Union Station. These other stations are interesting and, you know, so forth. Union Station is far better than any other station you've got on your whole map, because that is a hub. I can get Amtrack there. I can do a whole lot of things if I can just get to that station. I-295-2

Secondly, I noticed especially during COVID the ridership has been down a significant percentage for obvious reasons, all the Metro busses and trains. So the key is as we pull out of this slump, is to get people excited about taking the Metro. That means there are two major factors. One is safety. Many people who take Metrolink, who take buses are happy to do it, but after dark it's a different world. If I've learned anything yet, it's to give extra safety on the trains, because let's just say the clientele that you are seeking to get would definitely ask for much more presence of law enforcement, of security guards, and so forth riding the trains regularly, whether they're badged or plainclothesmen. I-295-3

Finally, my last comment is the name. I understand you probably inherited this name from some place last year, the Santa Ana Branch doesn't communicate a thing to the average new rider. If you can name it something else, maybe, the Artesia Direct or something else. I-295-4

Denial, Eric - I-295

Comment ID	Response
I-295-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-295-2	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Table 1.7 in Chapter 1 the Draft EIS/EIR provides information about travel times in the corridor, and Table 6.2 in Chapter 6 discusses user benefits related to travel time savings for the Project.
I-295-3	See responses CR-SAF-1 regarding safety and security and CR-SAF-3 regarding security patrols and enforcement.
I-295-4	West Santa Ana Branch is the name of the former Pacific Electric line that ran until the mid-1950s with right-of-way from Bellflower to Santa Ana. The Southern California Association of Governments initiated the Pacific Electric Right-of-Way/West Santa Ana Branch Alternative Analysis Study to evaluate a wide variety of transit connections and modes for a corridor from LA Union Station in Downtown Los Angeles to the City of Santa Ana. Following this study, Metro completed a Technical Refinement Study of the West Santa Ana Branch Corridor and the name has continued. On March 15, 2023, the Metro Board approved a motion that included a recommendation to rename the Project with more of a local context. Metro launched a renaming campaign in August 2023 to get community input on names that are representative of the cultural and demographic communities along the alignment. Metro received over 1,200 submissions with over 900 unique name recommendations during the renaming contest. A panel selected the top 12 names for the public voting process and over 4,500 votes were received. On January 22, 2024, Southeast Gateway Line was unveiled as the new name for the Project. When the Project is implemented, the alignment will receive an operating line name that will be consistent with Metro's current practices of using letter names for all rail and rapid bus lines.

JOSE DENNIS ALABASO

Regarding to the West Santa Ana Branch Corridor, does anyone think it's necessary to connect with both Long Beach Transit and Orange County Transportation Authority by transferring to the newly proposed Pioneer Station? And if it does, how long does it start to build into the new proposed line with the help of trying to connect into the C Line (Green) between Norwalk/I-105 and the proposed Torrance Park and Ride Regional Terminal (465 Crenshaw Blvd., Torrance, CA)? Also, there's only one major concern about the upcoming completion about the Metro K Line (Crenshaw/LAX). So when do you think that the completion of the Metro K Line going to take place regarding with the connection of the Metro C Line (Green)? I-106-1

Dennis Alabaso, Jose - I-106

Comment ID	Response
I-106-1	Orange County Transit Authority (OCTA) buses currently serve the future Pioneer Boulevard Station with service on South Street. Long Beach Transit can be reached through transfer to the Metro A Line (Blue). Section 4.3 of the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report discusses the existing Long Beach transit and OCTA bus service in the vicinity of the Locally Preferred Alternative. The Metro K line opened on October 7, 2022, and will be reachable through transfer to the Metro C Line (Green) at the time of WSAB opening.

Coralia Dolmuz

As a resident the idea is very good, but I would like to see some positive changes in my community. For example, I would like to see green areas, clear signs in Spanish for the community that does not speak/understand English. I would also like to see buildings built along the road that are accessible and affordable for low-income households.I hope you consider my suggestions as a member of this Hispanic community. I-270-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

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Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Como residente la idea es muy buena, pero me gustaria ver ciertos cambios positivos para mi comunidad. Por ejemplo me gustaria ver areas verdes, señalamientos claros en Español para la comunidad que no habla/entiende el idioma Ingles. Tambien me gustaria que si van a construir edificios a la orilla de la ruta, que sean accesibles y asequibles para personas de bajos recursos.

Espero que tomen en cuenta mis sugerencias como miembro de esta comunidad Hispana.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

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Dolmuz, Coralia - I-270

Comment ID	Response
I-270-1	Landscaping will be installed along the rail right-of-way, at stations, at drop off/pick up areas, and park-and-ride facilities where adequate space is available. Landscaping will be designed per the Metro Rail Design Criteria or equivalent criteria, Metro's Systemwide Station Design Standard, and the West Santa Ana Branch Transit Corridor Urban Design Guide. Design of landscaping shall be responsive to the micro-climate of each area and provide shade in activated station areas. As noted in Section 3.4.3 of the Draft EIS/EIR, where new pedestrian trips will occur between stations and parking areas, pedestrian facilities will be enhanced with improved signing and lighting. The West Santa Ana Branch Transit Corridor Urban Design Guide includes guidelines for signage and wayfinding consistent with the design principles under Metro's Systemwide Station Design Standards and Metro's Signage Standards, and will include universal symbols and Spanish translations where appropriate to equitably serve all riders. Customer station wayfinding information will be included to integrate with station architecture and enhance passenger usability. Wayfinding signage will direct customers between platforms and out of the station at their desired exit point. Signage will follow the Metro Rail Design Criteria, which requires signs to be integrated into the design of stations, canopies, and other structures or elements that are part of the Project. The Locally Preferred Alternative could provide opportunities to develop affordable housing in the vicinity of the alignment. However, affordable housing development will be at the discretion and are subject to the approval of the local jurisdiction. Provision of housing, community development, or green space outside of the rail right-of-way is beyond the scope and purpose of the Project.

Mario Dominguez, Jr.

Hello, I want to petition the Metro Board Of Supervisors to vote for Alternative One for the West Santa Ana Branch Transit Corridor. I am a resident of South Gate and we desperately need to be plugged into the body or system of the Metro Transit System. For years we have been ignored, forgotten, passed over. Shown no consideration for development. Received no love or attention from Metro. Meanwhile you've had no problem connecting the Valley to Los Angeles. And no problem connecting Downtown Los Angeles to the West or beach cities. And no problem developing the Northern portion of Los Angeles and seeing that it gets connected to the rest of the Metro system. And still my region gets nothing. You have abandoned us. Shame on you Metro for allowing this to go on for years. Our time is now. Damn the costs. To hell with how long it's going to take to get it done. Just make it happen. Give us Alternative One. Its what we need. And its about time. This is your opportunity to make things right. Show us you care. Show us the same love that you did for the rest of Los Angeles. Again this is your chance to right a wrong. Don't blow it by giving us a lesser Alternative. Give us Alternative One now. Thank you. I-90-1

Dominguez, Mario Jr.- I-90

Comment ID	Response
I-90-1	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Mario Dominguez, Jr.

My name is Mario Dominguez Jr. I'm a resident of South Gate. When I first received this e-mail, I tried contacting Ms. Khanna, and I called the phone number and it was, like, one of those voice automated things. I ended up leaving a message and the lady that ended up calling me back this week -- earlier -- was Ms. Yvette Ximenez of Arellano Associates. Ms. Khanna, my question to you first is: Can I have your work number and your work e-mail, so that way if I have any other questions, I can contact you directly? I-294-2

Well, Metro has spent, like, the past 20 years developing the northern side of Los Angeles and connecting, like, the Valley to Downtown LA. I have a bit of chip on my shoulder with Metro. I mean, you guys have completely neglected us and overlooked us, and you've done some projects, but you haven't really gone far enough to connect us with Downtown LA or other parts of LA County. I don't think it's even worth pursuing Option 3 or Option 4, no one is going to really care. What we want is to get into LA and to have access to Union Station. That is like the central nervous system, and we'll be able to hopscotch and zigzag all over LA County if you could just plug us into Union Station. So, yeah, just focus on Option 1 is what I really want and get it down as quickly as you can, please. I-294-3

Dominguez, Mario Jr.- I-294

Comment ID	Response
I-294-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-294-2	Contact information for FTA and Metro was provided in the abstract for the Draft EIS/EIR. Any comments or questions left for any of the identified contacts are responded to.
I-294-3	Your support for Alternative 1 and opposition to Alternatives 3 and 4 have been noted. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process. The LPA would serve downtown through a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. Chapter 6 of the Draft EIS/EIR considers the trade-offs between alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 and 2.

Mario Dominguez, Jr.

Yes, I just had another statement I just wanted to to make. You know, we're about to enter what I call the golden age of construction. The president signed -- I forget what it's called. I'm not sure if it's 1.2 trillion dollars, something like that, that infrastructure bill that he signed off on. You guys have to go after that infrastructure money. I mean, you guys have to really chase after it and hunt it down, and also the Governor, Newsom, he's been saying how California has all this surplus. So even California has, like, a surplus for infrastructure. Again, go after that money. Get that money. Make that happen. I-306-2

The previous speaker was talking about security. I just have one quick question: Are there going to be cameras on board these train compartments, surveillance cameras monitoring us? So people can see and monitor what's happening in real-time? I-306-3

Dominguez, Mario Jr.- I-306

Comment ID	Response
I-306-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-306-2	Metro has applied for and was granted $300 million from the State of California through the Transit and Intercity Rail Capital Program for the Project in 2018. The grant will be used for construction of the Locally Preferred Alternative. Since circulation of the Draft EIS/EIR, the Project has also entered the Capital Investment Grant Program and is seeking New Starts funding.
I-306-3	Metro's security features include surveillance cameras. See response CR-SAF-1 regarding safety and security.

Mario Dominguez, Jr.

Mr. Dierking, could you just clarify for me, is Metro going to have any, like, question and answer sessions, I mean, like -- so you guys are just taking comments? You guys aren't going to take any questions? I-310-1

Dominguez, Mario Jr.- I-310

Comment ID	Response
I-310-1	This comment was received as part of the Draft EIS/EIR comment process. As stated in the Notice of Availability of the Draft EIS/EIR, the Final EIS/EIR will provide responses to substantive comments raised on the Draft EIS/EIR. Public hearings were held during the Draft EIS/EIR public comment period to receive comments on the Draft EIS/EIR; responses to those comments appear in Appendix D of the Final EIS/EIR. Metro has separately held information sessions as summarized in Chapter 7 of the Draft EIS/EIR.

Mario Dominguez, Jr.

Mr. Dierking, I don't mean to be rude, but do you really expect people to read a 1,300-page document? I mean, I'm not an engineer. Am I going to be able to understand this? Well, I'm glad you're making it public, but I don't know if I'm going to get all the jargon that's in there. Also, the one request I'd like to make is if you guys could make it this -- if you guys could find a way to include a question and answer segment. Like one question I would like to ask Ms. Khanna is: What is the total cost estimate for Option 1? I mean, I went down on the website, and it's in the billions. I mean, it's frightening to look at these numbers. I'm, like, holy cow. This thing is going -- you would need an act of congress to fund this project. I don't know how on earth you guys are going to get this money, this tremendous sum that you guys are looking at. Then also, if you wanted to do Option 1, another question I would like to ask Ms. Khanna is: Well, when do you estimate the completion date for Option 1 if you were to pursue that, like when would it be done? I mean, I'm 45 years old. It kills me that I didn't have this in the '90s when I was a teenager, my cousins and my brothers and I were driving around on our bikes all over South Gate, we would have loved to have had this back in the '90s. Who drafted up this project? Why did it take so long for you guys to finally get around to doing this? So, yeah, when would be the actual completion date if you were to pursue Option 1 is another big question I would like to ask.

I-312-2

I-312-3

I-312-4

Dominguez, Mario Jr.- I-312

Comment ID	Response
I-312-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-312-2	The Draft EIS/EIR was written to meet all FTA National Environmental Policy Act and California Environmental Quality Act (CEQA) requirements, which collectively result in a large record. The Executive Summary provides a succinct synopsis of project effects, which are further detailed in the Draft EIS/EIR chapters and appended technical studies. Pursuant to CEQA Guidelines, section 15105, the standard period for review of Draft EIRs submitted to the State Clearinghouse is 45 days; this document review period was extended beyond this duration to 60 days.
I-312-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The Draft EIS/EIR identified the cost of the LPA (referred to as Alternative 3 in the Draft EIS/EIR) at $4.9 billion in 2020 dollars, inclusive of the maintenance and storage facility. The cost for Alternative 1 was $8.5 billion inclusive of the maintenance and storage facility. The cost for the LPA has been updated for the Final EIS/EIR to reflect project changes and escalate the cost to 2023 dollars. Cost for the LPA is approximately $6.2 billion in 2023 dollars. Appendix R: Funding and Financing for the West Santa Ana Branch Project of the Draft EIS/EIR provides information on the funding sources and financing for the Project, including funding commitments and potential additional funding and financing in the event that actual construction costs for the Staff Preferred Alternative are greater than the initial Measure M Expenditure Plan estimates. Since circulation of the Draft EIS/EIR, the Project has also entered the Capital Investment Grant Program and is seeking New Starts funding.
I-312-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified. Chapter 2, Section 2.4, of the Draft EIS/EIR discusses the development of the Build Alternatives in support of the Project. Studies in support of the Project first began in 1989. Additionally, since 2010, technical studies have been prepared to support the development of routes, alignments, and station locations. These studies analyzed transit mode (i.e., bus rapid transit, street car transit, light rail transit, and low speed magnetic levitation [maglev] transit), station locations, alignments, maintenance and storage facility site options, and other ancillary facilities (e.g., radio towers and substations).

Mario Dominguez, Jr.

I attended last Thursday's meeting, and I just wanted -- the reason why I attended today's meeting is because you guys packed so much information in the presentation, I really wanted to listen and absorb as much as I could. I just wanted to say, Option 3 and Option 4, I don't even think that's even necessary. I have a bus pass and a bicycle. I can maneuver around those parts of LA County very easily. What I need, desperately, is to get into Downtown LA. That's why I'm really pushing you guys and the board members to give serious consideration in giving us Option 1. That's going to plug us right into the main body of the Metro system, and like I said last week, we can zig zag and hopscotch all over LA County, that is desperately what we need. I wish you guys had put this up back in the '90s, when I was a teenager. I mean, I would have loved to have had this then. I'm in my mid 40s now and it kills me that by the time this thing is built, I'll be an old man, and, yeah. That is, really, should be the goal. I mean, to mess around with Option 3 or Option 4, I mean, it's completely unnecessary. Really, just connect us to the rest of the Metro system. That's really what I want.

I-319-2

I-319-3

I-319-4

I want to say the name, West Santa Ana Branch, I don't know who came up with that name, but you're going to have to do some rebranding. It doesn't connect with -- we have a street in South Gate called Santa Ana, and I don't think it intersects with that, and then it doesn't even connect with the City of Santa Ana. So I suggest a new name.

I-319-5

Like I said, I have some resentment toward Metro because you guys have spent all this time developing the northern portion of Los Angeles and connecting Los Angeles to San Fernando Valley and LA to the Westside of Los Angeles, but us southerner's here, we get no love, no attention, all the years of being overlooked and neglected and just being ignored, that bothers me. I really urge the Board to give serious consideration to Option 1.

I-319-6

Dominguez, Mario Jr.- I-319

Comment ID	Response
I-319-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-319-2	The comment regarding the Project is acknowledged.
I-319-3	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would serve downtown through a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 and 2. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-319-4	Refer to the response to comment I-319-3.
I-319-5	West Santa Ana Branch is the name of the former Pacific Electric line that ran until the mid-1950s with right-of-way from Bellflower to Santa Ana. The Southern California Association of Governments initiated the Pacific Electric Right-of-Way/West Santa Ana Branch Alternative Analysis Study to evaluate a wide variety of transit connections and modes for a corridor from LA Union Station in Downtown Los Angeles to the City of Santa Ana. Following this study, Metro completed a Technical Refinement Study of the West Santa Ana Branch Corridor and the name has continued. On March 15, 2023, the Metro Board approved a motion that included a recommendation to rename the Project with more of a local context. Metro launched a renaming campaign in August 2023 to get community input on names that are representative of the cultural and demographic communities along the alignment. Metro received over 1,200 submissions with over 900 unique name recommendations during the renaming contest. A panel selected the top 12 names for the public voting process and over 4,500 votes were received. On January 22, 2024, Southeast Gateway Line was unveiled as the new name for the Project. When the Project is implemented, the alignment will receive an operating line name that will be consistent with Metro's current practices of using letter names for all rail and rapid bus lines.
I-319-6	Refer to the response to comment I-319-3.

Mario Dominguez, Jr.

Mr. Dierking, could you or Mr. Gutierrez explain what that video presentation was that I just saw? I mean, because, I mean, here you're showing me all this stuff here, and I'm, like, yeah, I want that, I want that, I want that, give me this, give me that, give me this, I want it all. So, like, how can you show me all this stuff when you still have Option 3 and Option 4? It's, like, "Okay. This is what you could get. This is what you might have if we go with Option 1." Like how can you tease me with all this great stuff but then there's Option 3 and Option 4 that could take away all this stuff that you were just showing me? I mean, I just -- I find it very frustrating that you show me all this great stuff, but, like, it only comes with Option 1. So what was the video?· What was that? I-320-1

Dominguez, Mario Jr.- I-320

Comment ID	Response
I-320-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 1. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Mario Dominguez, Jr.

The reason I was attending today's Zoom meeting is because I was hoping you guys would have that feature with the breakout rooms. I fell in love with that. I thought that was the best way to go, the best format where you guys are able to answer the residents' questions. And, if you can, try to squeeze one in before the public comment ends, and I just wanted to say I hope that the board, itself, the board members, themselves, are reading these public comments that are being submitted through the forms. I've already submitted mine, and these are earnest, sincere pleas, and I really do hope that the board members are going through them and reviewing them and taking them into consideration. I-345-1

Dominguez, Mario Jr.- I-345

Comment ID	Response
I-345-1	Your preference for breakout rooms in online workshops for the Project is noted. Chapter 7 of the Draft EIS/EIR summarized public outreach for the Project. Different outreach techniques have been used at different stages in the Project. Information on the number and format of public hearings during the Draft EIS/EIR comment period is included in Chapter 7 of the Final EIS/EIR.

Cindy Donis

I'm a community member from the City of South Gate, CA - a city where this proposed project will be passing through. I'm concerned about the following:Gentrification and displacement of local community members and small businesses - Metro should work with the cities to incorporate tenant protections and rent controlSafety - cities should work together with Metro to ensure the street lights are coordinated - this currently hasn't happened to my knowledgeBuses expansion - this is great however buses shouldn't be eliminated, they should remain and expand lines for continued connectivity. In the past, lines have been eliminated, adding more travel time or making it more difficult for transit dependent ridersPolicing & criminalization - the stops need to be well lit, with adequate seating and good service hours - all of this helps increase public safety without the need of increased policing for people of color,

I-292-2

I-292-3

I-292-4

I-292-5

Next stop: your input.

DATE / FECHA / 日付 / 날짜:

LOCATION / *LOCALIZACIÓN* / 場所 / 위치:

We welcome your feedback on / *Agradecemos sus comentarios sobre*
私たちはあなたのご意見を歓迎します / 여러분의피드백을기다립니다

I'm a community member from the City of South Gate, CA - a city where this proposed project will be passing through. I'm concerned about the following:

- Gentrification and Displacement of local community members and small businesses - Metro should work with the cities to incorporate tenant protections and rent control.
- Safety - Cities ~~should~~ should work together w/ metro to ensure the street lights are coordinated - this currently hasn't happened to my knowledge
- Buses expansion - this is great however buses shouldn't be eliminated, they should remain and expand lines for continued connectivity. In the past, lines have been eliminated adding more travel time or making it more difficult for transit dependent riders.
- Policing & Criminalization - the stops need to be well lit, with adequate seating and good service hours. - all of this helps increase public safety w/out the need of increase policing of people of color.

CINDY DONIS

NAME / *NOMBRE* / お名前 / 이름

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Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.
お客様の声が、私達の未来を作ります。ご意見ありがとうございます。
여러분의 목소리가 우리의 미래를 만듭니다. 의견 감사합니다.

Donis, Cindy - I-292

Comment ID	Response
I-292-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-292-2	The Locally Preferred Alternative (LPA) will permanently affect approximately 56 parcels in the City of South Gate. Specifically, 15 permanent full acquisitions and 53 permanent partial acquisitions are required to support the LPA. It should be noted that "parcels" is not a total sum of the full and partial acquisitions. More than one partial acquisition may occur on a single parcel. Approximately 19 businesses will be permanently affected by the LPA. Construction activities will temporarily affect approximately 60 parcels in the City of South Gate, comprised of 10 full acquisitions and 62 temporary construction easements for construction laydown, construction easements, and temporary pedestrian access. Land use controls within the station areas lie with the local jurisdictions. The Project is a regional light rail transit system that will connect southeast LA County with other portions of LA County, serving cities and communities along the alignment and jurisdictions directly surrounding the alignment. The Project will provide local jurisdictions opportunities to plan future land use patterns locally, including preservation or development goals appropriate for each community. Metro is committed to partnering with cities to support transit-oriented communities (TOC) activities, consistent with Metro's TOC Policy. The Project is consistent with the applicable goals in the Metro TOC Policy in that it would increase transportation ridership and choice in the Affected Area; stabilize and enhance communities surrounding transit; and benefit the communities in the Affected Area. Additionally, Metro has provided and continues to provide extensive coordination and public outreach with the cities in the Affected Area. See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act.
I-292-3	See response CR-SAF-4 regarding motorist, pedestrian, and bicyclist safety. Where the Project requires changes to, or the addition of, traffic signals, traffic signal timing and phasing will be coordinated with the applicable jurisdiction. Modifications to traffic signals that are not required to accommodate operation of the Project are beyond the scope of the Project.
I-292-4	Bus services are continually reviewed and adjusted by regional and local transit agencies, including routes, headways and schedules, in order to meet the needs of transit riders. Prior to opening a new rail transit line, Metro completes a bus-rail interface study. As part of this study, Metro coordinates with other jurisdictions and transit service providers to determine if adjustments are needed to existing or planned bus routes to align with the service provided by the new rail transit line. This study occurs closer to opening in order to ensure that adjustments to bus services reflect the population, employment, and ridership demand in the service area. Preparing that study at this time would be speculative, particularly in light of the lingering effects of the COVID-19 pandemic. Future changes or additions to bus service would follow the requirements of the applicable agency prior to implementation.

Comment ID	Response
I-292-5	See responses CR-SAF-1 regarding security features, CR-SAF-3 regarding law enforcement, and response CR-SAF-4 regarding motorist, pedestrian, and bicyclist safety. The Locally Preferred Alternative will be designed to include security features such as lighting, surveillance, closed-circuit television, access control, and emergency call boxes to reduce the potential for crime. In addition, stations will be consistent with Metro's Systemwide Station Design Standards, which include safety and security guidance as well as guidance on station furnishings. As indicated in Chapter 2, Section 2.5.5 of the Draft EIS/EIR, the Project "would operate approximately 22 hours daily, seven days per week, from about 4:00 a.m. to 2:00 a.m."

I-199
I-199-1 Sameer ud Dowla Khan

From: Sameer ud Dowla Khan [skhan@reed.edu]
Sent: 8/2/2021, 1:03 PM
To: wsab@metro.net
Subject: Comments on WSAB Draft EIS/EIR

Hi WSAB team at Metro,

I'm so excited about the WSAB transit corridor project, and will be an excited rider every time I visit my family in California. I have read through what I could of the Draft EIS/EIR, and I had some comments I wanted to submit officially: I-199-2

1. With unlimited funds, I would love to see both Alternatives 1 and 2 made possible (branching out from the main line north of the Arts/Industrial station), but in all reality, I know that the majority of passengers on this new line would prefer to **go straight to 7th/Metro Center**. 7th/Metro Center would provide connections to A B D E Lines instead of just A B D at Union Station. It would be hugely beneficial to make one easy transfer to the E Line – but having to make two transfers (one at LAUS to A or B/D, and a second at 7MC to E), is really unappealing. Even if the option to transfer at Little Tokyo is made, it requires exiting one underground station, walking a block, and entering another underground station, and even then, you're backtracking from this line to the E to go westbound. I-199-3

2. Aside from the better connectivity and easier transfers, the second huge reason to go with Alternative 2 is that we finally have a **station in the Fashion District**. One of my earliest memories of riding the (then) Blue Line was to go to Santee Alley with family, but that required quite a hike from 7MC or Pico, a walk that we would not do anymore in our older age. But a line that takes us directly to the Fashion District with a station at Santee Alley itself would be a game-changer. I especially enjoy that people like those in my family could take the line from the sari shops in Artesia to the fabric shops in DTLA on a single line, connecting two of their favorite destinations for weekend trips. I-199-4

3. This is more unrelated from the other points – I'm just really confused about the station at Gardendale. With a station just 3000 ft to the south (for the C Line transfer), and with no parking planned, no bus connections, no transit-oriented developments proposed, and no major attractions at that intersection, I'm confused as to **why there's a station planned at Gardendale and NOT further north at Imperial/Garfield**, where there are businesses, industries, major bus connections, etc.? I-199-5

4. Will there be a possibility of **building out stub branches** where the WSAB corridor passes significant rail junctions, for future expansion? The La Habra Branch seems like the most obvious contender, where the WSAB could branch both south onto Salt Lake (as proposed in Alternatives 1/2/3) as well as continue east along the La Habra Branch / Randolph to Maywood, Bell, Bell Gardens, Pico Rivera, and beyond? I-199-6

5. I completely understand why it might appear to a casual observer that running the WSAB along the A Line could look redundant, but even a cursory look into how the A Line operates, with the many at-grade crossings and the interlining with the E Line, shows that there's no way we can put more pressure on the A Line north of Slauson. As such, I know why the WSAB doesn't just continue on the A Line tracks, but I'm stunned that the current Staff Recommendation is Alternative C, where the WSAB trains just stop at Slauson and turn back. The projected number of passengers who would immediately have to transfer to the A Line is staggering, and is only going to necessitate running the A Line at capacity for longer, putting all sorts of stress on the wye at Flower. **Alternative C is a very shortsighted plan, and really needs to be stricken from the options.** I-199-7

6. Having said that, it seems appropriate to at least **start the study of how to grade-separate the A Line** from Slauson on north, most importantly getting rid of the Washington and Flower street-running portions. They were a bad compromise in the 1990s, and they're astronomically worse now with two lines merging partway in. (Until I moved to Portland a few years back, I was a regular Metro Rail rider from Long Beach to Koreatown for work.) With how long the process is from study through construction, this is the time to address how increased Olympics / post-COVID ridership on the E and A Lines is going to cause gridlock at Flower. I-199-8

Thank you,
Sameer

--
Sameer ud Dowla Khan *(he/they)*
Linguistics Department, Reed College
http://academic.reed.edu/linguistics/khan/

Dowla Khan, Sameer ud - I-199

Comment ID	Response
I-199-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-199-2	Your interest in the Project is noted.
I-199-3	Refer to response CR-GEN-1 regarding identified of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-199-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. The Metro Board identified LA Union Station as the ultimate northern terminus for the corridor. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-199-5	As shown in Chapter 3, Table 3.26 of the Draft EIS/EIR, 1,000 average daily station boardings are anticipated at the Gardendale Station under Alternative 3, the Locally Preferred Alternative. While the Gardendale Station boardings would be less than the other stations, the station serves areas that are isolated from nearby stations by the Los Angeles River and I-105 Freeway. The Gardendale Station was previously studied at this location in the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis prepared by the Southern California Association of Governments in 2013, which noted that this proposed station falls within a dynamic area of the City of Downey where redevelopment and revitalization plans are creating a visionary mixed-use regional employment and destination center.
I-199-6	Stub branches are not included as part of the project design.
I-199-7	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. Alternative 3 will provide connection to downtown via transfer at the Slauson/A Line Station to the A Line. Section 6.2 in Chapter 6 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." Approximately 7,000 transfers are projected to occur between the WSAB and the A Line.
I-199-8	Refinements to the Metro A (Blue) Line, other than those needed to accommodate the WSAB project alignment, are outside the scope of this Project.

Aaron Drake

The project is going to be Well Received by the residents of Bellflower. One of the comments and concerns is the hiring of Bellflower residents as the project develops. Also the hiring of Bellflower residents working in various capacities of the MTA Rail Service. The partnership with the MTA and the local businesses is another concern. I would like to explore building the partnership to allow the local businesses to be able to advertise AMD showcase their businesses within the rail operations. That would increase the exposure of the businesses and increase the ridership to utilize the rail systems to get to the City. I-94-1

Drake, Aaron - I-94

Comment ID	Response
I-94-1	Guidelines and eligibility for Metro's Pilot Business Interruption Fund are set by Metro's Board. At present, the Metro Board has not approved the Business Interruption Fund for this Project. When and if the Metro Board considers a Business Interruption Fund for this Project, questions about eligibility and scope can be addressed.

Maria E Mesa

It would be better for the metro to reach Downtown LA. It would be a way to include us in the transportation system.

I-238-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

12

Nombre/Afiliación/Organización: MARÍA E. MESA

Domicilio: 6307 Heliotrope Ave

Télefono/Celular: 213-718-9469

Correo Electrónico: Apostmesa@aol.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Es mejor que el tren llege hasta el Centro de LA Sería una forma de incluirnos en el sistema de transportación

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

E Mesa, Maria - I-238

Comment ID	Response
I-238-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities.

Jorge Echecerria

I'd like to get a rail transportation all the way to downtown LA because there's most of the connection to the rail and transit/ There's also more beneficial to civilian to reduce traffic around Los Angeles but most of all it's time to think about our environment, less cars and cleaner air for everyone.

I-206-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

17

Nombre/Afiliación/Organización: Jorge Echeverria

Domicilio: 5304 crosby st la. P. CA 90255

Télefono/Celular: (323) 491-6506

Correo Electrónico: Jorge2@mail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I'd like to get a rail transportation All the way to Downtown LA because there's most of the connection to rail AND transit. There's also more beneficial to civilian to reduce traffic around Los Angeles but most of All it's time to think about our environment, less cars, AND cleaner air. For every one.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Echecerria, Jorge - I-206

Comment ID	Response
I-206-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative which would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Air quality effects are discussed in Chapter 4, Section 4.5 (operations) of the Draft EIS/EIR.

Antonio Edward

I really hope the following is considered. The above grade section over the blue line, I really hope that you will share the same with the blue line. I do not see why this line does not share the same tracks as the blue line. If you are to build above grade, why not make it so blue line can be above grade as well. Then that will make more sense to have the same lines share the same stations. I-145-2

The extension going to 7th/Metro does not make sense to me. I really feel that the line should share the gold/blue lines with possible new line that can go to the burbank airport. In fact, I really do see why the burbank line is not considered. Then, there will be three lines going through downtown. Santa Monica to East LA/Montebello-future, Pasadena to Long Beach, and Burbank/San Fernando to Cerritos/Santa Ana. Then the Van Nuys line will conntect with the Burbank/San Fernando line making a good connection for those who need it. I-145-3

Having a line go through downtown LA does not make sense to me and will be a big mistake like how the Green Line is. I-145-4

To get the project off the ground, I like to see the Green Line to Cerritos built first. At least that part of the valley has coverage. Then close it in with the extension to Union Station. I-145-5

Union Station option is the best option in my opinion. Thank you. I-145-6

Edward, Antonio - I-145

Comment ID	Response
I-145-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-145-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Interlining the WSAB and A Lines would create unreliable operating conditions with the headways proposed on both lines.
I-145-3	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of the identified corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Metro has studied a potential rail line to Burbank Airport from LA Union Station; however, this is not part of the WSAB Project. Continued analysis of this segment would occur as a separate project. Metro provides service to the Burbank Airport through Metrolink's Antelope Valley Line, which can be accessed through transfer at LA Union Station. Your opposition to Alternative 2 (7th Street/Metro Center to Pioneer Station) has been noted.
I-145-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative, whose northern terminus will be at the Slauson/A Line Station.
I-145-5	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-145-6	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.

Elba

My name is Elba and I am a resident of South Gate near where the new Metro is being planned. I am concerned because this would affect our community's environmental congestion for residents. By constructing this near the train tracks, I believe this may at some point create an accident that could provoke an explosion where many people would be affected, not just within my city, but other adjacent cities too, since there are many people who do not know all the details that could affect them.

I-293-1

Next stop: your input.

DATE / *FECHA* / 日付 / 날짜:

LOCATION / *LOCALIZACIÓN* / 場所 / 위치:

We welcome your feedback on / *Agradecemos sus comentarios sobre*
私たちはあなたのご意見を歓迎します / 여러분의피드백을기다립니다

Mi nombre es Elba y Soy recidente de South Gate por donde esta planeado pasar el metro estoy preocupada ya que, esto afectaria a nuestra Comunidad el conjestionamiento hambiental para los recidente y pal Construirlo Cerca de las vias del tren Creo que produciria en al gun momento un accidente que provocaria alguna explosion donde se vieran afectadas muchas personas no solo de mi Ciuda sino Ciudades circunvecinas puesto que hay muchas personas que no saben o esta al tanto de todos los detalles que nos afectarian

Elba
NAME / *NOMBRE* / お名前 / 이름

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South Gate California 90280
CITY, STATE, ZIP / *CIUDAD, ESTADO, CÓDIGO POSTAL*
市、州、ZIPコード / 시, 주, 집코드

Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.
お客様の声が、私達の未来を作ります。ご意見ありがとうございます。
여러분의 목소리가 우리의 미래를 만듭니다. 의견 감사합니다.

Elba - I-293

Comment ID	Response
I-293-1	As described in Chapter 4, Section 4.18.3.2 under the subheading "Transit and Freight System Safety" and Section 4.18.4.1 of the Draft EIS/EIR, Metro will conduct a Threat and Vulnerability Assessment (TVA) during preliminary engineering and create a Fire/Life Safety committee. The TVA and the committee will review the Project and verify countermeasures to increase safety and reduce the potential of collisions during subsequent design phases. To avoid derailments, the Project will be designed in accordance with Federal Railroad Administration and Metro standards and criteria, including the following: ▪ Appropriate track spacing distance between freight and the Project ▪ Protective fencing and barriers installed where appropriate ▪ An intrusion detection system to detect an intrusion into the right-of-way ▪ Communication protocols established between the railroad and Metro to quickly respond to derailment emergencies ▪ Emergency responder training and drills to respond to derailment emergencies Mitigation Measure SAF-1 (Encroachment Detection) requires the Project to incorporate a means to detect potential derailments that may occur on Metro right-of-way. In the event the intrusion detection system detects a possible derailment, all parties operating in the shared right-of-way corridor will be notified and train traffic (freight and light rail transit) will not be permitted to enter the area until the detection is investigated and the intrusion, if any, addressed to avoid possible derailments. With implementation of Mitigation Measure SAF-1 (Encroachment Detection), impacts will be minimized and there will not be an adverse effect on the safety of passengers, employees, and the public from the shared right-of-way with freight operation.

Jonathan Elie

I would like to see the full build out of the WSAB line withe the 7th/8th St. Metro center terminus option. I don't like how long it takes for these projects to built 7 years on average it too long to wait. The construction companies need to hire 30,000 people and get it done NOW

I-39-2
I-39-3

Elie, Jonathan - I-39

Comment ID	Response
I-39-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-39-2	Your preference for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-39-3	Long linear transportation projects are complex to construct and test, with many activities that must be done in sequence, including grading, laying rail, installing power and signaling systems, obtaining vehicles, and constructing and commissioning the maintenance and storage facility. The various construction activities and an anticipated schedule were included in Section 2.5.6 of the Draft EIS/EIR. The Final EIS/EIR includes an updated schedule discussion in Section 2.5.2.7.

Stefan Elming

Hello. I say no to building a station at 2nd and Alameda.

I feel that this proposed location is impractical, especially since another station is being built only one block away at 1st and Alameda. Why cannnot the lines instead be connected? The foot and vehicle traffic on 2nd St. is increasing at alarmingly rapid rate, as is the vehicle traffic on Alameda. This frequently creates an almost gridlock condition at the intersection of the small and narrow 2nd St. And Alameda. People coming and going from this station will only increase this congestion.

I-152-2

I-152-3

Another concern is the safety and security of the residents of the buildings at and near 2nd St. and Alameda due to increased vehicle and foot traffic and sanitation issues by people who do not live in the neighborhood. Intrusion into the buildings through the slow opening and closing garage gates and a series of recent breakins into home units is already a growing problem which can only become worse with placing a station directly across the street that will draw more non-residents into the direct proximity of the buildings and can also provide a convenient method of rapid escape of suspects after committing planned or opportunity crimes.

I-152-4

Thank you.
Stefan Elming

Elming, Stefan - I-152

Comment ID	Response
I-152-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-152-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-152-3	The comment is in regard to Alternative 1, which is not the identified Locally Preferred Alternative. Refer to response CR-GEN-1. For information regarding the effects of Alternative 1 on traffic and pedestrian circulation, refer to Chapter 3, Section 3.4 of the Draft EIS/EIR.
I-152-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. For further information regarding safety and security impacts of Alternative 1, refer to Chapter 4, Section 4.18 of the Draft EIS/EIR.

I-126

Yasmin Elming

I think the most sensible route is Alternative #3, which uses the Slauson station on the Blue Line: it makes use of existing pathways into DTLA as well as providing rail options to a portion of the city that currently has none (South Gate/Huntington Park). I am vehemently opposed to Alternative #1 due to the ongoing impact that the construction of the Regional Connector and its new station and tracks have had on the Little Tokyo / Arts District neighborhoods and traffic bottlenecks on the major artery that is Alameda between the I-10 and I-101: continuing construction in this area will exacerbate the hardship for residents and workers and negatively impact local businesses further. Moreover, with the new station being built at 1st St and Alameda, building an entirely new station and track lines across the street makes no sense and is a waste of Metro funding, which would be much better spent elsewhere in our sprawling, transit-challenged metropolis. I-126-2 I-126-3 I-126-4

Alternative #2 (7th St/Metro) is also good as it brings travelers to the central part of downtown LA where most businesses and destinations are actually located, not Union Station which still requires a transfer to other lines or nonrail transport. Alternative #4 (Green Line) is not helpful for travel to downtown as it will require at least 2 more transfers (to Green, then to Blue) but would be great for connection west to the South Bay, if that map is to be developed. I-126-5 I-126-6

I urge you to consider the options that have least negative impact and are the most reasonable use of available funding in planning this new line. I hope the voices of the residents in these neighborhoods are heard: those who need more transportation options, and those who don't want to prolong present construction and disturbance. Thank you. I-126-7

Elming, Yasmin - I-126

Comment ID	Response
I-126-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-126-2	Your support for Alternative 3 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. The WSAB Project would include a new aerial station adjacent to the A Line station at Slauson. Transfers between the lines will be accommodated by pedestrian bridges.
I-126-3	Your opposition to Alternative 1 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding construction in Little Tokyo.
I-126-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-126-5	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2.
I-126-6	Refer to the response to comment I-126-5.
I-126-7	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Shadie Elnashai

I would like to register my preference against the Alameda metro, and the route going past the 3rd St/Hewitt intersection. We have a beautifully quiet community and we don't want to compromise that with construction, added foot traffic, or the train itself. Thank you.
-Shadie (Mura Bldg)

I-32-1

Elnashai, Shadie - I-32

Comment ID	Response
I-32-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The LPA's northern terminus will be at the Slauson/A Line Station.

Pete Enkhorn

I believe the best way to start the project is from the south end working northwest as it will be completed early enough to be used at transfer points on existing transfer lines. This will allow other sections to be completed with less time constraints. This follows plans 3 and 4 already approved. If problems or disputes surface the very southeast end would allow the branch to be used. However, I am in favor of a more direct route to LA in the end (plan 1). I-71-2 I-71-3

Secondly, it is my recommendation or my opinion to have raised sections over the boulevards where multiple surface streets intersect thereby eliminating dangerous traffic situations and gridlock in those neighborhoods. After passing these intersections the rail can drop back down to surface level. Under the raised sections can be used for beautification, artwork, historical decor etc..

My family has witnessed these developmental issues throughout the decades as we have lived here since 1937. The last use of the rail was mostly for commercial purposes which seldom caused a problem concerning traffic and safety although there was considerably less street traffic (in the 1950's.) However with more regular light rail the scheduled trains could create an imminent problem if not raised above the intersections. If you care to view the 2010 article in the Wave newspaper you can see our family generations at the train depot in Bellflower. The 1st generation used the red car to go to LA. I-71-4

Should you want to contact me you can reach me at 562-630-1855.
Sincerely, Pete Enkhorn

Enkhorn, Pete - I-71

Comment ID	Response
I-71-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-71-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Neither the LPA (Alternative 3 in the Draft EIS/EIR) nor Alternative 4 has been approved. The Metro Board will consider whether to approve the Project following completion of the Final EIS/EIR.
I-71-3	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and the study of a future extension to LA Union Station.
I-71-4	See response CR-GEN-4 regarding grade separation and CR-SAF-4 regarding motorist safety at at-grade crossings.

Ileana Escobar

To whom it may concern:
I live in the city of Paramount and the West Santa Ana Branch project excites me. But it raises some concerns at the same time.
This project excites me because I can see how many people will benefit from it. I truly believe that it will be bringing progress to many of our communities, but we all know that where there is progress there comes new problems. The City of Paramount is keeping our city clean from the homeless population, having our property so close to a Metro Station where homeless could start gathering is frightening.
I would really appreciate if Metro could increase security in such places. I-122-2
Another concern that directly affects me and my family is not knowing if Metro will be acquiring or renting our property. (7830 Rose St. Paramount, CA 90723) I-122-3
Overall I also will like to give my complements to Metro for having Mrs. Meghna Khanna as Project Manager I am really proud as a woman, mother and immigrant.
Thank You and best wishes for the realization of the Project, I-122-4
Ileana Escobar

Escobar, Ileana - I-122

Comment ID	Response
I-122-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-122-2	See responses CR-SAF-1 regarding safety and security, CR-SAF-2 regarding homelessness on the Metro system, and CR-SAF-3 regarding security patrols and enforcement.
I-122-3	Based on the latest data, the property noted in the comment (7830 Rose Street, Paramount, CA 90723) is not expected to be affected by the Locally Preferred Alternative (LPA). See response CR-DIS-2 regarding the acquisition and displacement data for the LPA.
I-122-4	Your support for Metro's project manager is noted.

Jose Escobar

Hello, I think that Metro's decision to go with alternative 3 is short-sighted. Why would you dump riders onto the slowest segment of the Blue line, forcing them to transfer just to get into dtla?When Alternative 2 is a direct route to the heart of dtla. I also don't think Union Station would be a better terminus. There's not much there right now. Stop putting the rider experience in 2nd place. Even if you're planning to finish the line in the distant future, why not just build it right from the get-go. I support Alternative 2.Thank you, Jose

I-192-2
I-192-3
I-192-4

Escobar, Jose - I-192

Comment ID	Response
I-192-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-192-2	Your opposition to Alternative 3 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Alternative 3 will provide connection to downtown via transfer at the Slauson/A Line Station to the A Line. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 will provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus for the corridor.
I-192-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. Metro is dedicated to expanding the regional transit network. As described in Chapter 6, Section 6.3 and detailed in Table 6.2 of the Draft EIS/EIR, "Each Build Alternative addresses the Purpose and Need/Goals and Objectives, but to varying degrees." The analysis concludes that "[a]ll of the Build Alternatives would achieve the four major elements of the Project's purpose by establishing reliable transit service, accommodating future travel demand, improving access, and addressing mobility and access constraints faced by transit-dependent communities in the corridor."
I-192-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2. A financially constrained funding plan is currently not available for the extension north of the Slauson/A Line Station.

Martha Escobedo

I'm a community leaser through SELA, and live in Florence Firestone Non-incorporated area. I also participated in 14 community groups and love to be a part of any MTA projects. Since I used the bus and Metro on a regular basis.
Like I always say, unfortunately the regular bus riders cannot be a part of these meetings since they work every day in a 8 hour job. We had an event this past Saturday 9/25/2021 at our office and these are the people that I asked, most of them are bus riders. And has surely made a difference not paying bus fare. Are grateful for not having to worry about money for transportation. And also will like to see more accessibility thru Metro services, and be able to transfer at ease when we have the proper stations to do so. I did a commercial almost three years ago with this project. And I'm grateful to do it again tomorrow.
I love Metro! And wish to work to make a better service for us riders.
Sincerely, Martha Escobedo

I-348-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: FFCO/ MARTHA ESCOBEDO

Domicilio: 7910 LOU DILLON AVE

Télefono/Celular: (323) 723-8359

Correo Electrónico: comadre.martha@yahoo.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I'M A COMMUNITY LEADER THRU SELA, AND LIVE IN FLORENCE FIRESTONE NON-INCORPORATED AREA. I ALSO PARTICIPATED IN 14 COMMUNITY GROUPS. AND LOVE TO BE A PART OF ANY MTA PROYECTS. SINCE I USED THE BUS & METRO ON A REGULAR BASIS.

LIKE I ALWAYS SAY. UNFORTUNALY THE REGULAR BUS RIDERS CAN NOT BE A PART OF THESE MEETINGS SINCE THEY WORK EVERYDAY IN A 8 HOUR JOB. WE HAD AN EVENT THIS PAST SATURDAY 9/25/2021. AT OUR OFFICE AND THESE ARE THE PEOPLE THAT I ASKED, MOST OF THEM ARE BUS RIDERS. AND HAS SURELY MADE A DIFFERENCE NOT PAYING BUS FARE. ARE GRATEFUL FOR NOT HAVING TO WORRY ABOUT MONEY FOR TRANSPORTATION. AND ALSO WILL LIKE TO SEE MORE ACCESIBILITY THRU METRO SERVICES, AND BE ABLE TO TRANSFER AT EASE WHEN WE HAVE THE PROPER STATIONS TO DO SO. I DID A COMMERCIAL ALMOST THREE YEARS AGO WITH THIS PROYECT. AND I'M GRATEFUL TO DO IT AGAIN TOMORROW.

I LOVE METRO! AND WISH TO WORK TO MAKE A BETTER SERVICE FOR US RIDERS.

I ENCLOSED 32 PAPERS

SINCERELY,

MARTHA ESCOBEDO

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Metro

Escobedo, Martha - I-348

Comment ID	Response
I-348-1	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent communities.

Susana Espinoza

I’m a daily rider on MTA. I would like to see more Metro lines open up and make them accessible to patrons. I-360-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: FFCO / SUSANA ESPINOZA

Domicilio:

Télefono/Celular: (323) 350-3689

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I'M A DAILY RIDER, ON MTA. WILL LIKE to SEE MORE METRO LINES OPEN UP AND MAKE THEM ACCESIBLE to PATRONS.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Espinoza, Susana - I-360

Comment ID	Response
I-360-1	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities.

Jesús Estrada

1. I agree with having the train stops in Huntington Park as I live close to the proposed Florence stop. However, I want Metro to avoid gentrifying the area. If you want to tear down commercial buildings, do so for actually affordable housing (no market rate). I-163 -2

2. Please choose Bell Gardens for the maintenance yard. The Paramount swap meet supports a lot of family and is important for many communities of color near the area. Unless the paramount swap meet can be moved to a good nearby location, please don't get rid of it. Although I understand the difficulty of the Bell Gardens' business with finding a new place. I-163 -3

3. I live in a liquefaction area and I think the proposed Florence station would too. How does Metro plan to address the dangers with the station and possible developments near to protect against liquefaction? I-163 -4

Estrada, Jesús - I-163

Comment ID	Response
I-163-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-163-2	The Project includes construction of a light rail transit alignment and does not include construction of new housing. See Chapter 4, Section 4.3.3.2 for the identification of acquisitions within Huntington Park. Expected business relocations are presented in Table 4.3.3. Future development that occurs in the Affected Area would be subject to the land use controls of the local jurisdiction. Metro is committed to partnering with cities to support transit-oriented communities (TOC) activities, consistent with Metro's TOC Policy, which includes goals to prioritize development and preservation of transit-adjacent affordable housing.
I-163-3	See response CR-GEN-2 regarding identification of the Bellflower Maintenance and Storage Facility.
I-163-4	As indicated in Figure 4.9-4 in Chapter 4, Section 4.9.2.6 of the Draft EIS/EIR, the Florence Station area is located within a State of California designated Liquefaction Zone of Required Investigation. As part of Project Measure GEO PM-1 (Geotechnical Designs [Operation]), geotechnical designs will be in accordance with the Metro Rail Design Criteria as well as the California Department of Transportation and the County of Los Angeles Building Code design requirements for bridges, aerial structures, and building structures, as applicable. The geotechnical design reports will be based on site-specific geotechnical investigation and provide recommendations to address potential liquefaction settlement. As stated in Chapter 4, Section 4.9.3.2 of the Draft EIS/EIR, under the subheading "Liquefaction/Seismically Induced Settlement," adverse effects would be avoided with implementation of this project measure. For any developments proposed near stations, meeting seismic and liquefaction building code and other requirements would be the responsibility of the entity proposing the development and appropriate permitting agencies.

Adam Faruqi

Alternative routes 1 and 2 are far more useful. 3 and 4 will have very low ridership as they do not offer a connection to downtown. I'd also like to stress the importance of grade separated crossings. Ideally the whole line would be grade separated. I-28-2 I-28-3

Also, regarding your YouTube videos: please don't tell people to email in with public comments if you're not accepting comments through email... I mean come on, that's just common sense. I-28-4

Thank you,

Adam Faruqi
Los Angeles resident

Faruqi, Adam - I-28

Comment ID	Response
I-28-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-28-2	Your preference for Alternatives 1 and 2 has been noted. Refer to CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Table 3.25 in Chapter 3 of the Draft EIS/EIR indicates that Alternative 3, the identified LPA, is projected to have approximately 31,000 daily transit boardings in the year 2042. As illustrated in Chapter 6, Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.
I-28-3	See response CR-GEN-4 regarding grade separation.
I-28-4	The suggestion that Metro did not accept comments on the Draft EIS/EIR through e-mail is mistaken. Comments received through e-mail have been accepted, included in the record, and responded to. The comments and responses appear in Appendix D of the Final EIS/EIR. Comments were also accepted online via a comment form, through the project helpline, by postal mail, at public hearings, and at pop-up information booths at popular community events or destinations.

I-87
I-87-1

Adam Faruqi

Alternative routes 1 and 2 are far more useful. 3 and 4 will have very low ridership as they donot offer a connection to downtown. I'd also like to stress the importance of grade separatedcrossings. Ideally the whole line would be grade separated.Thank you,Adam FaruqiLos Angeles resident

I-87-2
I-87-3

Faruqi, Adam - I-87

Comment ID	Response
I-87-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-87-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Table 3.25 in Chapter 3 of the Draft EIS/EIR indicates that Alternative 3, the identified LPA, is projected to have approximately 31,000 daily transit boardings in the year 2042. As illustrated in Chapter 6, Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.
I-87-3	See response CR-GEN-4 regarding grade separation.

Harlan Felix

My choice for this project would be alternative 1 from pioneer to union station on the front side of Alameda st (forecourt). Alternative 2 sounds good but there's so many bus lines that intersect there already. Honestly, I wouldn't mind alternatives 1 or 2 but it's either now or never. It's best that the entire line gets built in one phase rather than multiple phases. Invest in the future now or suffer later. My only concern is just how we move forward with this project. I would hate to see something similar to what the Crenshaw line is currently dealing with right now having to scrap a certain at-grade section to make it aerial. I'm just hoping everything is set in stone this time around. I like idea of the forecourt as an option because of the opportunities extending it north in the future. A new station at the Los Angeles State Park, following Dodger Stadium, Frogtown (a.k.a. elysian valley, near Fletcher & Riverside) , Atwater Village, Downtown Glendale, Downtown Burbank, with a final destination at Burbank Airport where it would eventually link with the Crenshaw North and possible Red lines respectively. Maybe even a further extension to Sun Valley and Pacoima as an option too. I'm hoping that when the line hits Slauson, that it will either be aerial or underground to avoid bottlenecking with the blue line. I think there should also be consideration of extending it south towards Knotts Berry Farm, Disneyland, with 3 options as a final destination; Chapman University, The Outlets at Orange or Kaiser Permanente in Garden Grove.

I-68-2
I-68-3
I-68-4
I-68-3

Felix, Harlan - I-68

Comment ID	Response
I-68-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-68-2	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process.
I-68-3	Your support for Alternative 2 has been noted. Refer to response CR-GEN-7 regarding Alternative 2.
I-68-4	Refer to the response CR-GEN-4 regarding grade separation.
I-68-5	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. The study is considering where the alignment would connect at LA Union Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Ericson Fello

:First im not happy for this project bec the back of my house is the track.
: Im afraid that house rattle everytime the train pass by
: also my concern is the noise of the train coz i work at night and sleep during the day.
: also we dont have privacy at the back of the house coz passenger of the train see us.

I-137-1

Fello, Ericson - I-137

Comment ID	Response
I-137-1	See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during operational activities. Additionally, Project Measure VA PM-8 (Residential Screening for Aerial Structures) has been added to Chapter 4, Section 4.4.4.1 of the Final EIS/EIR, as well as Section 8.1.1 of the West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report, to provide privacy screening elements (for example, translucent panels or solid panels) to limit views of project components on the aerial structures from residential backyards.

David Fenn

Metro should not be building any parking as part of this project. Any land proposed for parking should be used for uber/lyft/transit/bike share drop off areas or mobility hubs as well as affordable housing. If we are ever going to meet our climate goals we cannot be subsidizing driving and parking, especially in multi-billion dollar transit projects. Providing parking can induce driving to and from stations resulting in traffic, greenhouse gas emissions, traffic collisions, and other negative impacts on surrounding communities. Any parking that is being built as part of this project should be built in a way that would allow future conversion to housing or other spaces for people (ex: flat floor planes, etc.). I-38-1

Fenn, David - I-38

Comment ID	Response
I-38-1	Your opposition to dedicated transit parking is noted. Metro's parking system facilities are designed to serve those Metro riders who must drive to access transit. Table 3.37 in Chapter 3 of the Draft EIS/EIR outlines the projected 2042 parking demand at stations where transit parking is proposed. In January 2018, the Metro Board adopted the Supportive Transit Parking Program Master Plan (Metro 2017b). The Master Plan was developed to create a roadmap for parking management policies, planning, enforcement, operations, maintenance, and the technologies required to improve and maximize the benefits of Metro's parking assets. The plan acknowledges that the default response to all parking-related issues should not be to add parking spaces, and that instead the benefits and efficiencies of qualitative improvements to parking should be considered. The spillover parking analysis in Section 3.4.4.4 of the Draft EIS/EIR considers the potential increase in localized traffic and delay on roadways and at intersections, including idling and increased vehicular emissions, and notes that adverse effects related to spillover parking are unlikely at all proposed stations. New development around the proposed stations, including at the parking facilities, would be solely at the discretion and approval of the local jurisdiction and is not part of the West Santa Ana Branch Transit Corridor Project.

David Fenn

I'm speaking as a car-free downtown resident and daily transit rider. I just want to mention that I don't think parking should be included in a project like this going forward. You know, you're encouraging driving and emissions and it's really contrary to Metro's climate goals. If parking areas are being considered, they should be replaced with stations booths, like stations serving retail, better bus connections, or affordable housing. If it is included, it should be designed to facilitate conversion to transit-oriented development and joint-development housing. I-316-2

I think Alternative 2 is interesting given the additional downtown station hitting an area that's not currently served. I also think Metro should consider the potential for extension beyond the northern terminus as they make the alignment decision. I-316-3

7th Street Metro Center is probably the best connection, but it's already crowded and somewhat rundown with the amount of ridership it's getting. So I think Metro should consider some sort of overall of that station if it is chosen of the connection area. I-316-4

I'd also like to share that I think the project name, while obviously historic, is not informative to lay people. In sharing the flyer we got in the mail for this project with my roommates and others that, you know, aren't as involved in the transit world, they don't know what the West Santa Ana Branch is or what that means. So just a friendly suggestion to, maybe, consider changing the project name to be more descriptive to lay people so they understand what's being proposed because looking at the flyer they had no idea it was about a lightrail project. So anyways, super excited about the project and excited to see it move forward. I-316-5

Fenn, David - I-316

Comment ID	Response
I-316-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-316-2	Your opposition to providing dedicated transit parking has been noted. Metro's parking system serves those Metro riders who must drive to access transit. Table 3.37 in Chapter 3 of the Draft EIS/EIR presents the projected 2042 parking demand at stations where transit parking is proposed. In January 2018, the Metro Board adopted the Supportive Transit Parking Program Master Plan (Metro 2017b). The Master Plan was developed to create a roadmap for parking management policies, planning, enforcement, operations, maintenance, and the technologies required to improve and maximize the benefits of Metro's parking assets. The plan acknowledges that the default response to all parking-related issues should not be to add parking spaces, and that instead the benefits and efficiencies of qualitative improvements to parking should be considered. New development around the proposed stations, including at the parking facilities, would be solely at the discretion and approval of the local jurisdiction and is not part of the WSAB Project.
I-316-3	Your interest in Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and CR-GEN-7 regarding Alternative 2. The LPA would serve downtown through a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.
I-316-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. The Metro Board identified LA Union Station as the ultimate northern terminus for the corridor. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-316-5	West Santa Ana Branch is the name of the former Pacific Electric line that ran until the mid-1950s with right-of-way from Bellflower to Santa Ana. The Southern California Association of Governments initiated the Pacific Electric Right-of-Way/West Santa Ana Branch Alternative Analysis Study to evaluate a wide variety of transit connections and modes for a corridor from LA Union Station in Downtown Los Angeles to the City of Santa Ana. Following this study, Metro completed a Technical Refinement Study of the West Santa Ana Branch Corridor and the name has continued. On March 15, 2023, the Metro Board approved a motion that included a recommendation to rename the Project with more of a local context. Metro launched a renaming campaign in August 2023 to get community input on names that are representative of the cultural and demographic communities along the alignment. Metro received over 1,200 submissions with over 900 unique name recommendations during the renaming contest. A panel selected the top 12 names for the public voting process and over 4,500 votes were received. On January 22, 2024, Southeast Gateway Line was unveiled as the new name for the Project. When the Project is implemented, the alignment will receive an operating line name that will be consistent with Metro's current practices of using letter names for all rail and rapid bus lines.

David Fenn

Just looking through these materials again, it made me think about some of the other connecting lines of this project -- will, you know, connect to, and I would hope that Metro would study the potential impact of additional ridership in the West Santa Ana Branch on those other lines. Since some of them are already expected to require updates, you know, thinking superficially about the Flower Street issue with the Expo and Blue Line, the Green Line and the need for -- the need for expanded platforms on the Crenshaw Line, the need for additional traction power, would just be helpful to understand the impact on all of those lines that already have potential upgrades needed and what the introduction of the West Santa Ana Branch would mean for those other existing lines and their planned extensionsd.

I-318-1

Fenn, David - I-318

Comment ID	Response
I-318-1	Chapter 3 of the Draft EIS/EIR includes a summary of ridership effects of the WSAB Project. Table 3.25 summarizes that daily boardings on other Metro lines are expected to change between 0.4 and 1.1 percent as a result of the WSAB Project. Additional detail may be found in the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report (Appendix D to the Draft EIS/EIR).

David Ferrell

Thanks for sharing info on the progress on this project. I also appreciate the ability to provide feedback on this project. After reviewing the video, it is my opinion that alternative 1 and 2 should be combined. I feel it is important to provide service from Union to the Artesia. This service would be a welcome to all community members. I also feel feel that providing service through the Fashion district to the Arts District would provide a fantastic transit opportunity. This would help connect these parts of the city without having to go through Union Station. It would also provide LA with more specific rail service and create alternatives for driving for people and a better living and working experience. I-30-1

Thank you for all of your hard work on this project. Providing better rail service will help transform LA and our surrounding areas into 21st century cities.

With Sincerity and Gratitude,
Dave Ferrell

Ferrell, David - I-30

Comment ID	Response
I-30-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus for the corridor. The LPA would provide a connection to downtown LA via transfer at the Slauson/A Line Station to the A Line. The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, connection to the Arts District is provided by walking or bus transfer from Little Tokyo.

Jonathan Fields

I think it's a dumb idea to have the West Santa Ana Branch Transit Corridor stop at Pacific/Randolph. You should extend the line to Union Station so people can transfer to all the other metro lines. I-214-2 I-214-3

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

41

Name/Affiliation/Organization: Jonathan Fields

Address: 5664 Fair Ave Apt 16 North Hollywood, CA 91601

Phone/Cell: (805) 587-2941

Email: jfields111779@gmail.com

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I think it's a dumb idea to have the west Santa Ana Branch transit corridor stop at Pacific/Randolph. You should extend the line to union Station so people can transfer to all the other metro lines.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Fields, Jonathan - I-214

Comment ID	Response
I-214-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-214-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative whose northern terminus will be the Slauson/A Line Station and the southern terminus will be the Pioneer Station.
I-214-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connections to other lines will be possible through transfer at the 7th Street/Metro Center.

I-4

I-4-1

Guillermo Flores

I would only be able to use route option to Union Station or 7th Metro Station. I-4-2

A route leading only to slauson will cause the Blue Line to become even more crowded and would cause me travel time be longer. I would rather drive and save unnecessary travel time than use an over crowded and dirty blue line. I-4-3

Flores, Guillermo - I-4

Comment ID	Response
I-4-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-4-2	See response CR-GEN-1 regarding identification of the LPA and study of a future extension to LA Union Station. The Locally Preferred Alternative would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.
I-4-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Alternative 3, the LPA, would provide connection to downtown via transfer at the Slauson/A Line Station to the A Line. As shown in Chapter 6, Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." The ridership information included in the Final EIS/EIR and the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report reflects conditions in the horizon year of 2042, inclusive of changes in the transportation network (including the Regional Connector) and growth in population and employment. The WSAB Project will begin revenue service in 2035. Ridership levels on the A Line at the start of WSAB revenue service would be subject to a number of factors, including headways on both the WSAB and the A Lines, population and employment in the service area, and travel patterns and demand. These variables are subject to change by the start of revenue service compared to current conditions. Additionally, it is unknown to what degree the lingering effects of the COVID pandemic may have on ridership levels in 2035. Therefore, the potential for WSAB to impact ridership on the A Line such that it would affect the overall performance of that line is unknown and speculative. Metro routinely monitors ridership on lines to determine if passenger loads (defined as the number of passengers per vehicle) during peak periods exceed established thresholds. These thresholds consider the design of the vehicle, including the space available for standing or sitting. If loads are exceeded, Metro identifies means to shift the demand to other transit services (such as by introducing a bus route that parallels the rail line) or to accommodate the demand (for instance, increasing headways). Metro will monitor passenger loads on the A Line after the start of revenue service of WSAB. If the thresholds applicable at that time are exceeded, Metro will identify ways to accommodate the demand to avoid impacts to the operation of the A Line. It should be noted that ridership forecasting conducted by Metro in support of planning for the WSAB Project shows increased ridership for the A Line as a result of opening of the LPA, but the increased peak hour loads fit within the loads standard for the planned A Line service.

Joseph Forgiarini

Please ensure transit bus stops with suitable layover space and bus turnarounds plus bus operator facilities including lounge and restrooms are included at Pioneer and Firestone stations. I-378-1

Forgiarini, Joseph - I-378

Comment ID	Response
I-378-1	As noted in Chapter 2, Section 2.5.2 of the Draft EIS/EIR, bus bays along Pioneer Boulevard would be considered as part of the future bus connections at the Pioneer Station. The specific configuration of the bus bays will be determined closer to project opening.

Robert Frampton

My name is Robert Frampton. I live in Pasadena. I am a member of the Transportation Committee of the Sierra Club Angeles Chapter, which includes LA County and Orange County. We've been discussing in our committee meetings this project and its extension into Orange County and Santa Ana, and I think that our committee may be doing a survey of some of the transportation officials in various Orange County cities. So my comment really is that in the southern terminus of your planning that you be sure to ensure that it is done in such a way as to help the extension further into Orange County, hopefully to Santa Ana. I-301-1

Frampton, Robert - I-301

Comment ID	Response
I-301-1	The alignment at the Pioneer Station includes tail tracks that could be extended south if a future extension is identified. Any extension south of the Pioneer Station would be the subject of a future environmental document.

Theresa Francis-Smith

From: Theresa Francis-Smith [theresaalice@gmail.com]
Sent: 9/28/2021, 10:38 AM
tro.net
Subject: Railway Concerns

Attention: Meghna Khanna

Please allow me to introduce myself. My name is Mrs. Theresa Francis-Smith. I am a resident and property owner in the city of Paramount on Arthur Avenue.

I wanted to share my concerns regarding the West Santa Ana Branch Transit Project involvement pertaining to the vibration and noise factor that affects our townhomes. For several years the noise and vibration has seriously shaken the foundation of our property and the common area alongside the railway. Please share how your project will address and assist with the elimination of this problem/issue. Thank you so much. I look forward to hearing from you. I-171-1

Mrs. T. Francis-Smith

Francis-Smith, Theresa - I-171

Comment ID	Response
I-171-1	As shown in Figure 1-2 of the West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report (Appendix M to the Draft EIS/EIR), ground vibration from heavy (freight) railroad activities are higher than for transit operations. The Project will not change the frequency of freight operations but will relocate the freight tracks parallel to Façade Avenue and Arthur Avenue to the west. Freight vibration levels associated with the relocated freight tracks were assessed at sensitive receptors along Façade Avenue and Arthur Avenue. As described in Chapter 4, Section 4.7.3.2 of the Final EIS/EIR, vibration levels associated with the relocated freight tracks will not exceed the vibration impact criteria. Vibration associated with freight trains traveling along the relocated freight tracks would be similar to existing conditions. Light rail transit would generate less vibration than freight trains with each passby. As defined in Section 4.7 of the Draft EIS/EIR, VdB is the metric used to measure groundborne vibration. As shown in Figure 1-2 of the West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report (Appendix M to the Draft EIS/EIR), annoyance occurs at around 80 VdB while difficulty with human tasks occurs at 90 VdB, and minor cosmetic damage to buildings may occur at 100 VdB or greater. As shown in Table 4.7.3 of the Draft EIS/EIR, the Federal Transit Administration groundborne vibration criteria are 72 VdB for frequent events and 80 VdB for infrequent events at residential buildings or other buildings with sleep activities. As shown in Table 4.7.13 of the Draft EIS/EIR, light rail vibration levels near Arthur Avenue in Paramount would not exceed 72 VdB. Light-rail train passbys may be perceptible at these thresholds but would not cause damage. Regarding noise, residences along Façade Avenue and Arthur Avenue were assessed for both freight noise and LRT noise in Chapter 4, Section 4.7.3.2 of the Draft EIS/EIR. Soundwalls for freight noise are required by Draft EIS/EIR Mitigation Measure NOI-7 (Freight Track Relocation Soundwalls) and shown in Figure 4.7-13 in Section 4.7.4 of the Draft EIS/EIR (now included as Mitigation Measure NOI-5 and shown in Figure 4.7-12 of the Final EIS/EIR). The soundwalls will be designed to provide the maximum reduction possible. Heights greater than those evaluated in the Draft EIS/EIR have been considered during preparation of the Final EIS/EIR to account for the greater source height of the freight trains. In particular, the soundwalls to mitigate freight noise related to relocated freight tracks parallel to Façade Avenue are proposed in the Final EIS/EIR at heights of 14 feet to 16 feet on the western side of the right-of-way and 12 to 16 feet on the eastern side of the right-of-way. Updated information on the location and/or dimensions of soundwalls is included in Chapter 4, Section 4.7.4.2 of the Final EIS/EIR. Sensitive receptors along Arthur Avenue are shown in Figure 4.7-12 of the Final EIS/EIR as represented by Clusters N197, N198, N199, N200, N205, N206, N207, N208, and N352. Noise impacts would be less than significant with implementation of soundwalls required by Mitigation Measure NOI-5 (Freight Track Relocation Soundwalls) at the majority of these clusters, with the exception of Cluster N352 where one moderate impact would remain for second-story balconies. Noise impacts as a result of the combination of light rail transit noise and freight noise will overall be reduced compared to the Draft EIS/EIR where five moderate impacts remained along Arthur Avenue. The reduction in noise impacts is the result of increased soundwall heights from 8-feet as presented in the Draft EIS/EIR to a maximum of 16-feet in the Final EIS/EIR.

Marvin M Fuentes Ochoa

As a resident of Huntington Park, I have questions or concerns regarding safety at the metro stop areas, that they will not put at risk the residents of HP as well as riders of this transportation service.* Another question is if you will ensure that the areas where the metro travels are clean?* Will this give rise to a lot of noise during our resting hours?On which of the 4 corners will the Randolph and Pacific Blvd. stop be located?* Will this attract crime or loitering of people who can put at risk my family's safety or peace of mind?* Will there be street lighting where the train travels?Please keep us informed, preferably by text messages.

I-278-2
I-278-3
I-278-4
I-278-5

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Marvin M. Fuentes Ochoa.

Domicilio: 6110 Santa fe AV. H.P CA 90255

Télefono/Celular: (213) 446-5368.

Correo Electrónico: Fuentesmarvin753@gmail.com.

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Como ciudadano de Huntington Park tengo preguntas hacerca de este proyecto.
mis preguntas o preocupaciones son hacerca de la seguridad de el area de paradas que haga el metro que no ponga en riesgo a los ciddadanos de H.P al igual que los que se trasportan por medio de este medio de trasporte.

* otra pregunta es si cuidaran la limpiesa de los alrededores del area por donde sircula el metro.
* si estro traera mucho ruido a horas de nuestro descanso

Cual de las 4 esquinas estara la parada de la Randolph y pasific blvd.

* si esto atraera delinciencia o bagancia de personas que pongan en riesgo la seguridad o la tranquilidad de mi familia.
* abra iluminacion en las calles por donde sircule el tren.

Por favor mantengan nos informados por medio de texto de preferencia.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Fuentes Ochoa, Marvin M.- I-278

Comment ID	Response
I-278-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-278-2	See responses CR-SAF-1 regarding safety and security and CR-SAF-3 regarding security patrols and enforcement. Rail Custodial Services provides each station with cleaning services twice per day. These services include trash removal, sweeping, mopping elevators, odor mitigation, and disinfecting escalator/staircase handrails, ticket machines, seating areas, and elevator buttons. Each station is pressure washed at least once per week, with some existing stations washed up to three times per week. Emergency cleaning response services are provided for materials and substances that can pose health and safety concerns for patrons. Supervisors are assigned to each line for dedicated coverage, including station inspections.
I-278-3	As shown in Chapter 2, Section 2.5.5 of the Draft EIS/EIR, the Project will operate approximately 22 hours daily, seven days per week, from about 4:00 a.m. to 2:00 a.m. See response CR-NOI-1 regarding the noise impacts analysis and proposed mitigation measures to reduce noise levels during operational activities. For a detailed discussion of the anticipated noise impacts from operation of the Locally Preferred Alternative, including mitigation measures, refer to Chapter 4, Section 4.7 of the Final EIS/EIR.
I-278-4	As noted in Chapter 2, Section 2.5.2.2 of the Draft EIS/EIR, the aerial Paramount/Rosecrans Station will be located west of Paramount Boulevard and north of Rosecrans Avenue. The station location is depicted on Figure 2.17 in Chapter 2 of the Draft EIS/EIR.
I-278-5	See responses CR-SAF-1 regarding safety and security and CR-SAF-3 regarding security patrols and enforcement. Project information is available at: https://www.metro.net/projects/west-santa-ana/.

James Fujita

If the WSAB project must go through Little Tokyo (as proposed in Alternative 1), please include both Design Option 1, and Design Option 2.

In other words, move the tunnel away from JANM. And build an underground station at 2nd/ Alameda in Little Tokyo. Also, the station ought to have at least two station entrances/ portals.

Considering the amount of past, present and future rail construction disruption in Little Tokyo, the community deserves no less.

I-123-1

Fujita, James - I-123

Comment ID	Response
I-123-1	Your support for Alternative 1, Design Option 1 and Design Option 2, has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.

Jan Fukuhara

My name is Jan Fukuhara. I'm an owner, stakeholder, and Little Tokyo resident at Teramachi Homes. I wanted to comment today on concerns regarding safety and security. I wanted just to say that community safety and security does support economic development here, and it's critical activity for us who use public transit, and I count myself among them. So a well planned and supported safety and security program at the stations and portals is vital to thewell-being of riders here and for those who use public transit. Little Tokyo is home to more than 1,000 seniors, so I hope that Metro will consider this large and vital but sadly and mostly ignored population when a decision is made by the Metro Board as to whether Little Tokyo becomes part of this important route, which serves the West Santa Ana Branch Transit Corridor. I therefore, urge Metro to address the social, equity, safety, and mobility factors that may negatively impact residents and business along the WSAB corridor from the southeast cities to Downtown LA, especially Little Tokyo and to Union Station. So I thank you all for your time and consideration today. I-327-1

Fukuhara, Jan - I-327

Comment ID	Response
I-327-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would serve downtown through a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. A separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Hank Fung

I continue to object to the elimination of the original Gridley/183rd station for the WSAB. This is a station which would serve the thousands of jobs in the Los Cerritos Center and surrounding development, as well as provide direct connectivity to bus service from Metro, Long Beach, Norwalk, and OCTA, but was removed because of the complaints of residents and politicians from the City of Cerritos. Ironically, the convenience of a direct rail connection to a major mall may reduce sales tax revenue, as this could influence people to shop in Orange County where driving is more convenient and the transportation sales tax is 1.5% less than Los Angeles County. The elimination of this station will reduce the ridership generated and the regional impact of this major investment. I-164-2

The first last mile connectivity along 187th Street, where passengers will need to walk half a mile (10-12 minutes) to the Cerritos mall, is not adequately addressed. Section 3.4.3 purports to examine the impact on active transportation facilities. The existing sidewalk width on 187th Street is the standard four to six foot wide sidewalk in a residential neighborhood. While there are growing shade trees along the roadway which will, once mature, make walking more pleasant, there is a grass parkway which impacts wheelchair accessibility and will not allow two mobility devices to pass side by side. The impacts of whether the sidewalk width is adequate for people visiting the Los Cerritos Center need to be studied further. I-164-3 While the passenger count is less than if the station was located at 183rd/Gridley, there could be significant passengers being discharged from the train at 187th/Pioneer walking to the mall which will cause peaking issues. A continuous flow of people walking could impact the 187th/Jersey intersection. Impact from pass through traffic during WSAB hours of operation in Section 4.2 should be evaluated as part of neighborhood impact. I-164-4

Also, Metro staff has stated that regional transit would be rerouted to serve the Pioneer station. As 187th Street is a two lane residential street without existing bus service, most likely buses will be rerouted to South Street and 183rd Street, and along Pioneer Blvd. Bus stops at South/Pioneer will likely be the main point used for bus transit connectivity, since it is about 500 feet from the south entrance of the Pioneer station and no transit center is proposed at Pioneer. Buses that currently serve Los Cerritos Center, like Metro Bus 62, would serve this stop rather than deviate up and back 500 feet to the Pioneer station. This will add more bus traffic to South St, Pioneer Blvd, and 183rd St and impact travel time for through riders who currently can pass through Los Cerritos Center without detour, such as on the Long Beach Transit 172/173 services. Layover space for routes that currently terminate at Los Cerritos Center needs to be considered at Pioneer station, on both sides of the street so that operational needs can be met and both Los Cerritos Center and Pioneer station can be served. I-164-5 Walkability improvements along Pioneer between the station and South Street need to be built - the sidewalk on the west side of Pioneer from 188th to South St is the older variety with wide curb cuts that have a significant cross slope and can cause wheelchairs and mobility devices to tip over. I-164-6

On Page 3-78, it states, "spillover parking analysis was deemed unnecessary for stations north of the Firestone Station and at the Gardendale Station
because no transit parking would be added at these stations; therefore, it is unlikely passengers would attempt to access these stations via driving." As evidenced by people parking and riding at stations without parking along the E and L lines, it does happen and Metro should mitigate this I-164-7

through time limit and/or residential permit parking, or offering assistance with cities to sell underutilized street parking to all day users. Metro could also attempt to mitigate parking issues by offering temporary use bike and scooter lockers, as opposed to the current lockers which have to be rented on a monthly basis. Such parking is used on the BART system to great success and is much safer and less time consuming to use than traditional bike racks, which often require 3-5 minutes to properly secure due to the need to use both a chain to secure wheels and a U-Lock. I-164-7 I-164-8

I support the alternative which serves Metro Center, which will provide new service to the Fashion District. The impacts to the Little Tokyo community of three major construction projects within 20 years (Gold Line Eastside Extension, Regional Connector, and WSAB) are a lot for this community. Little Tokyo is well connected to the regional transit system. The Regional Connector and subway run underground and so the added travel time would not be significant. Bus service can also operate on Alameda to provide a direct connection from the A Line to Union Station, as was done for many years under Line 58. I-164-9 I-164-10

I would strongly consider either downscoping or reducing the amount of parking, or doing a parking study. In particular, the 1,100 parking spaces proposed at the Pioneer station may be excessive. Parking pricing should be consistent with the recent Metro Parking Policy. Spillover parking effects should be mitigated through working with jurisdictions to implement residential preferred permit parking, or by selling on street spaces to commuters, as well as local jurisdictions offering assistance to business owners who may have their parking spaces impacted by commuters. I-164-11

Thank you for considering my comments.

Hank Fung

Fung, Hank - I-164

Comment ID	Response
I-164-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-164-2	Chapter 2, Section 2.4.4 of the Draft EIS/EIR summarizes the project refinements that were adopted by the Metro Board in 2018. This includes the elimination of the 183rd/Gridley Station near the Los Cerritos Center due to lack of community support, limited ridership potential, and proximity to the Pioneer Station in the City of Artesia. The aerial alignment at the 183rd Street and Gridley Road crossing has been designed not to preclude a future station at this location that can be evaluated at a later date.
I-164-3	Metro will continue to coordinate with local jurisdictions, including the City of Cerritos and the City of Artesia, regarding First/Last Mile (FLM) improvements, including pedestrian and bicycle connections, in accordance with the Metro First/Last Mile Guidelines. Cities are responsible for advancing the design, environmental clearance, construction, and maintenance of the FLM improvements.
I-164-4	Although the Locally Preferred Alternative has the potential to increase pedestrian traffic along 187th Street between Pioneer Station and the Los Cerritos Center, the potential increase in pedestrians walking between Pioneer Station and the Los Cerritos Center is not expected to adversely affect the residential neighborhood. Vehicles accessing the Los Cerritos Center are expected to continue to access the shopping center via Gridley Road and South Street, rather than cut through the residential neighborhood on Jersey Avenue and 187th Street to access the shopping center. Access and mobility in the residential neighborhood will not be disrupted. See also response to comment I-164-3.
I-164-5	Bus services are continually reviewed and adjusted by regional and local transit agencies, including routes, headways, and schedules, in order to meet the needs of transit riders. Prior to opening a new rail transit line, Metro completes a bus-rail interface study. As part of this study, Metro coordinates with other jurisdictions and transit service providers to determine if adjustments are needed to existing or planned bus routes to align with the service provided by the new rail transit line. This study occurs closer to opening in order to ensure that adjustments to bus services reflect the population, employment, and ridership demand in the service area. Preparing that study at this time would be speculative, particularly in light of the lingering effects of the COVID-19 pandemic. Future changes or additions to bus service would follow the requirements of the applicable agency prior to implementation.
I-164-6	See response to comment I-164-3. Maintenance of sidewalks outside of the Metro right-of-way is the responsibility of the local jurisdictions.
I-164-7	See response CR-TRA-1 regarding the spillover parking analysis. Consistent with the Draft EIS/EIR for Alternative 3, the updated parking analysis prepared for the Final EIS/EIR concludes that the Locally Preferred Alternative will not result in adverse effects related to parking.
I-164-8	The Locally Preferred Alternative will not result in adverse parking effects. As stated in Chapter 2, Section 2.5.2 of the Draft EIS/EIR, bike hubs are proposed at station locations near bikeways based on demand and may include bicycle racks and secure bike parking.

Comment ID	Response
I-164-9	Your support for a station serving the Metro Center has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to the Fashion District will continue to require walking or bus transfer from the 7th Street/Metro Center.
I-164-10	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding the proximity of the Project to Little Tokyo.
I-164-11	Metro's parking system serves those Metro riders who must drive to access transit. Table 3.37 in Chapter 3 of the Draft EIS/EIR outlines the projected 2042 parking demand at stations where transit parking is proposed and identified a demand of 1,090 spaces at the Pioneer Station. See response CR-TRA-1 regarding transit parking. Mitigation Measure TRA-19 from the Final EIS/EIR (previously referred to as Mitigation Measure TRA-21 in the Draft EIS/EIR) includes a variety of means to address spillover parking if it occurs. Metro will coordinate with the local jurisdiction if parking demand after the Project opens is at least 20 percent greater than pre-service demand. Implementing a fee for transit parking is one option that could be considered. In January 2018, the Metro Board adopted the Supportive Transit Parking Program Master Plan (Metro 2017b). The Master Plan was developed to create a roadmap for parking management policies, planning, enforcement, operations, maintenance, and the technologies required to improve and maximize the benefits of Metro's parking assets. The plan acknowledges that the default response to all parking-related issues should not be to add parking spaces, and that instead the benefits and efficiencies of qualitative improvements to parking should be considered. See also response CR-TRA-1 regarding the spillover parking analysis.

Anita Q Gallardo

It doesn't make sense for the West Santa Ana Branch project to end at Pacific Station. The people who live in Southeast Los Angeles need the train to continue to the Downtown Los Angeles train station. It would also be great if the train goes to Koreatown, this should be a priority for our community. I-240-2 I-240-3

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

15

Hoja de comentarios

Nombre/Afiliación/Organización: Anita R. Ballardo

Domicilio: 2926 Hill Street Huntington Park 90255

Télefono/Celular: (323) 5870128

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

NO Tiene sentido que el proyecto West Santa Ana Branch termine en la Estacion de la Pacifica Las personas del Sureste de Los Angeles nesecitamos que el tren continue hasta la Estacion de tren en el Centro de Los Angeles.

Tambien seria bueno que el tren llegue hasta Korea Town esto deve ser una Prioridad para nuestra Comunidad

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Gallardo, Anita Q.- I-240

Comment ID	Response
I-240-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-240-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-240-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to Koreatown will require a transfer at the 7th Street/Metro Center.

Fidencio J Gallardo

Many people who live in Bell and the neighboring cities in the southeast depend on public transportation to get to work or to run their errands. The community felt very hopeful when they learned that the West Santa Ana Branch train was going to take people from Cerritos to Downtown Los Angeles. It was very disappointing to hear that the train will end at Slauson and Pacific Station. It is obvious that our community does not have much money or political power, but this decision is going to affect many lives in the Southeast. Please make sure that the train will reach the train station in Downtown Los Angeles (it would even be nice if it reaches Koreatown) - this would be a great service to our community that has always been forgotten. I-264-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

1

Nombre/Afiliación/Organización: Fidencio J. Gallardo

Domicilio: 6923 Mayflower Avenue Bell CA 90201

Télefono/Celular: (562) 659-5668

Correo Electrónico: fidenciogallardo@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Muchas personas que viven en Bell y en las ciudades vecinas del sureste dependen en transpostación publica para llegar a sus trabajos o para hacer sus mandados. La comunidad sintió una gran esperanza cuando se enteró que el tren de West Santa Ana Branch iba a llevar a las personas desde Centrus al centro de Los Angeles. Que decepción recibir la noticia que el tren terminará en la estación de la Slauson y Pacific. Es obrio que nuestra comunidad no tiene mucho dinero o poder politico pero esta decisión va a afectar a muchas vidas en el sureste. Por favor aseguren que el tren llegue hasta estación de trenes en el Centro de Los Angeles (incluso sería bueno quellegue hasta Koreatown) - esto sería un gran servicio a nuestra comunidad que siempre es olvidada.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Gallardo, Fidencio J.- I-264

Comment ID	Response
I-264-1	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to Koreatown will require a transfer at the 7th Street/Metro Center. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process.

Edward Gandara

I want an extension to Union Station or an alternative to Little Tokyo so we can truly use public transportation. I-280-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

Name/Affiliation/Organization: Edward Grandara

Address:

Phone/Cell: (714) 402-6374

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I want an extension to union station or as an alternative to little Tokyo so we can truly use public transportation.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Gandara, Edward - I-280

Comment ID	Response
I-280-1	Your support for a northern terminus at LA Union Station and/or a Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Linnette Gandara

I want an extension to Union Station or to have an alternative to Little Tokyo so I can really have and use public transportation. I-282-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

Name/Affiliation/Organization: Lynnette Gandara

Address: 6637 King Ave. Bell, CA 90201

Phone/Cell: (562) 448-2702

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I want an extension to Union Station or to have an alternative to Little Tokyo so I can really have and use public transportation.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Gandara, Linnette - I-282

Comment ID	Response
I-282-1	Your support for a northern terminus at LA Union Station and/or a Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Alonzo Garcia

Hello,

*On the map it shows the rail being at ground level over the 710 freeway then elevating a some point near my residence. Would you have an idea at what height the rail line would be when it passes directly behind my home (13902 Facade ave Paramount CA 90723)?

I-102-2

*I would also want to get an idea of what type of privacy and noise barriers (if any) we should expect once the rail line is fully operational.

I-102-3

Thanks

Garcia, Alonzo - I-102

Comment ID	Response
I-102-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-102-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). At the proposed Slauson/A Line Station, the existing A Line and WSAB platforms will be at the same level. Two pedestrian bridges served by stairs, escalators, and/or elevators are proposed to facilitate station transfers over the station platforms. At the I-105/C Line Station, one set of escalators, stairs, and/or elevators will provide transfers between the new infill C Line Station and the WSAB station, as the infill station platform is proposed in the center of I-105. Transfer times and distances were minimized as feasible at each location. Proposed headways for the LPA were included in Chapter 2, Table 2.6 of the Draft EIS/EIR. Headways would generally range from a minimum of 5 minutes during the AM and PM peak periods Monday through Friday to up to 20 minutes in late evenings/early mornings and on weekends.
I-102-3	See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during operational activities. The proposed locations of noise barriers (soundwalls) to reduce operational noise levels for the Locally Preferred Alternative are identified in Figure 4.7-9 in the Draft EIS/EIR. The noted address is represented by Cluster N194. The soundwalls are also depicted in Appendix B of the Draft EIS/EIR plan sheet T-231. Additionally, Project Measure VA PM-8 (Residential Screening for Aerial Structures) has been added to Chapter 4, Section 4.4.4.2 of the Final EIS/EIR, as well as Section 8.2.1 of the West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report, to provide screening elements to limit views of project components on the aerial structures from the residential backyards.

Deborah Garcia

WSAB! A project that is taking time to realize, but will be worth it. This Metro (line) serves users and facilitates the ability to transfer to other places. I-362-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: RFCO/DEBORAH GARCIA

Domicilio:

Télefono/Celular: (818) 573-3451

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

WSAB! UN PROYECTO QUE SE ESTA TARDANDO EN REALIZARSE PERO QUE VALDRA LA PENA. ESTE METRO PARA SERVICIO A LOS USUARIOS Y TENER LA FACILIDAD DE PODER TRANSBORDAR A OTROS LUGARES.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Garcia, Deborah - I-362

Comment ID	Response
I-362-1	Your interest in the Project has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative, which will accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project and to the A Line at the Slauson/A Line Station.

Emanuel Garcia

Good morning. I am a resident at Huntington Park, California. I do not know about the new metro station that is being proposed to be erected in the city of Huntington Park. I would like to know more about it. Unfortunately, I just found out about this a day ago through my neighbor. Please inform me of the risk, traffic impact, safety concerns, cleanliness of the station and areas within and around, and the noise of the train and/or safety apparatuses that will be used as safeguards. I-279-2

Also, will the current train tracks that run parallel to Randolph St be used or will Metro use different ones? Thank you for informing the community members of Huntington Park about the new transportation system that will be built here. I-279-3

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Emanuel Garcia

Domicilio: 6212 Middleton St

Télefono/Celular: 323-830-4536

Correo Electrónico: garcia353e@hotmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Good Morning. I am a resident at Huntington Park, California. I do not know about the new metro station that is being proposed to be erected in the city of Huntington Park to would like to know more about it. Unfortunately I just found out about this a day ago through my neighbor. Please inform me of the risk, traffic impact, safety concerns, cleanliness of the station and area within and around, and the noise of the train and/or safety apparatus that will be used ~~to~~ as safeguards. Also, will the current train tracks that run parallel to Randolph ST, be used or will metro use different ones?

Thank you for informing the community members of Huntington Park about the new transportation system that will be built here.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Garcia, Emanuel - I-279

Comment ID	Response
I-279-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-279-2	The Pacific/Randolph Station and Florence/Salt Lake Station will both be located within the City of Huntington Park, as noted in Chapter 2, Section 2.5.2 of the Draft EIS/EIR. Traffic impacts are discussed in Chapter 3, Section 3.4.1.2 of the Draft EIS/EIR. Noise and safety impacts are discussed in Chapter 4, Sections 4.7.3.4 and 4.18.3.4 of the Draft and Final EIS/EIR. See response CR-SAF-1 regarding safety and security along and surrounding the project alignment and at stations. Rail Custodial Services provides each station with cleaning services twice per day. These services include trash removal, sweeping, mopping elevators, odor mitigation, and disinfecting escalator/staircase handrails, ticket machines, seating areas, and elevator buttons. Each station is pressure washed at least once per week, with some existing stations washed up to three times per week.
I-279-3	The current tracks in the median of Randolph Street are heavy rail tracks used by freight vehicles operated by Union Pacific Railroad. There is only a single set of freight tracks in this location. The WSAB Project will relocate (shift) the existing freight tracks, which will continue to be used by freight traffic and construct two new light rail tracks adjacent to the freight tracks for use by the light-rail transit vehicles.

Alma Gareca

I ask that the metro line reach Downtown Los Angeles to make my transportation faster, more efficient, and avoid hassles related to transfers.
Thank you for considering my needs.

I-234-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

7

Nombre/Afiliación/Organización: Ana Garcia

Domicilio: 6717 Live Oak st. Bell Gardens

Télefono/Celular: 562) 396 3142

Correo Electrónico: alng2284@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Pido que la linea del metro llegue hasta el Downtown de los Angeles para hacer mi transporte mas rápido, eficiente y sin contratiempos de tránsbordo.

Gracias por su atención a mis necesidades.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Gareca, Alma - I-234

Comment ID	Response
I-234-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would provide connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. An interim connection to LA Union Station will be possible by transfer at the 7th Street/Metro Center. The design of the Slauson/A Line Station has been updated to shift the aerial station platform south and add a second set of vertical circulation and pedestrian circulation elements to the existing A Line Station. These updates will improve the transfer experience at these stations. The Slauson/A Line Station concept shown in Figure 2-9 in Chapter 2 of the Final EIS/EIR illustrates the transfer between the WSAB and A Line, which is designed to be more efficient than a bus transfer.

Mariana Gomez

I would like the train to be extended to more places to serve the community. I-250-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

31

Name/Affiliation/Organization: Mariana Gomez

Address:

Phone/Cell: 562-805-85-67

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Quisiera que se pudiera extender el tren a mas lugares diferentes para el servicio a la comunidad.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Gomez, Mariana - I-250

Comment ID	Response
I-250-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension. Any extensions would be the subject of a future environmental document once an alignment and funding sources are identified.

Vienna Gonzales

Having grown up in the South East Los Angeles area, along the Alameda and 710 corridors I have first hand witnessed the population growth. This there is a growing need for new and improved transportation options in the area. The proposed train would help serve nearly 15% of the Los Angeles County Population. (It is not clear if this number also includes the vibrant undocumented community in the area). After reading through the Draft EIR I noticed a few things. I-185-2

1. There were several alternatives that were included in the draft EIR. The first two feel fair, however the latter two feel like a "bait and switch" for tax payers. People voted for a train that would take this community to downtown. If this train was constructed to go to Slauson then everyone would be forced to transfer, and jump on the dilapidated blue line. It would be all squeezing all people from low income communities into one line/train. People would be forced to do a transfer on one of the historically most dangerous train lines. Again, the second two options are not fair. I-185-3

2. The number for parking made available for any of these options needs to be increased. Along the green line at Lakewood and Norwalk Stations parking is horrendous. I-185-4

3. There are 31 At Grade crossings. Some of these will be on main thorough fares in the area. Bridges should be constructed over streets that run east to west. Or as an alternative the train should run under these streets. I-185-5

4. With the understanding that the train will run from 4:00 AM - 2:00 AM. Also taking into account the expense of running the train completely underground. Metro should offer options to help reduce the noise impact for residents who are about 1/4 of a mile from the proposed tracks. There should also be a focus on mitigation for vibration and noise impacts. Having lived close to the green line, I can hear the wheels squeal as the train approaches the Lakewood Station. I-185-6

5. It is understood that new visual elements will be introduced to the area. These should be included at all stops and along the path. Riders should not be discouraged by seeing rubbish along the train route. This is a good opportunity to get the community involved in a creative way. I-185-7

6. The area that the train would impact is predominately Mexican. Cafes, art, and educational pieces that celebrate Mexican Culture in LA should be should be included at every stop along these neighborhoods. I-185-8

Thanks for putting together the Draft EIR. I look forward to seeing the train come together by 2028.

Gonzales, Vienna - I-185

Comment ID	Response
I-185-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-185-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Table 4.2.1 in the Draft EIS/EIR notes that the population served by Alternative 3 (the LPA) is projected to grow by nearly 60 percent by 2042.
I-185-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified. The comment was written prior to the start of Regional Connector service. Operations on the Metro A (Blue) Line have changed since the opening of the Regional Connector.
I-185-4	See response CR-TRA-1 regarding additional transit parking. The Transit Parking Study determined that the provision of parking facilities beyond what is identified in the Draft EIS/EIR is not recommended.
I-185-5	Refer to response CR-GEN-4 regarding grade separations.
I-185-6	See response CR-NOI-1 regarding the noise impacts analysis and proposed mitigation measures to reduce noise levels during operation. The study area for the noise analysis was based on guidance provided in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual, 2018. As discussed in Section 1.5.1 of the West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report (previously Appendix M of the Draft EIS/EIR) and Table 4-7 in in the FTA manual, 350 feet is the appropriate distance for assessing operational noise impacts from light rail transit. At greater distances, the effects of light rail transit noise would be reduced and increasingly dominated by other existing noise sources. Being able to hear transit is not the definition used for assessing impacts. Regarding mitigation for noise and vibration impacts, Chapter 4, Section 4.7.4.2 of the Draft EIS/EIR includes mitigation measures to reduce potentially significant noise and vibration effects that were identified in the impact analysis. As described in Chapter 4, Section 4.7.4.2 of the Final EIS/EIR, Mitigation Measure NOI-3 (Wheel Squeal Noise Monitoring) requires Metro to conduct wheel squeal monitoring prior to the start of revenue operations and, if wheel squeal occurs, rail lubrication will be applied to the rail surface to reduce friction between the tracks and the light rail vehicles.
I-185-7	Chapter 4, Section 4.4.3 of the Draft EIS/EIR acknowledges that the Project will introduce new visual elements to the Affected Area. Tables 4.4.4 through 4.4.8 of the Draft EIS/EIR identify the new visual elements along the Locally Preferred Alternative and evaluate how these new visual elements will change the visual character and quality for each landscape unit along the alignment. Rail Custodial Services provides each station with cleaning services twice per day. These services include trash removal, sweeping, mopping elevators, odor mitigation, and disinfecting escalator/staircase handrails, ticket machines, seating areas, and elevator buttons. Each station is pressure washed at least once per week, with some existing stations washed up to three times per week.

Comment ID	Response
I-185-8	As discussed in Chapter 4, Section 4.4.4.1 of the Draft EIS/EIR, Project Measure VA PM-2 (Public Art) will be implemented. It states that "public art will be installed at station areas and will follow the Metro Art Program Policy, or equivalent criteria." Metro will work closely with local community arts and culture representatives throughout implementation of the project art program. An art panel, which will include arts professionals connected to the project corridor communities, will make recommendations for the commission of artists. The construction schedule has been updated since circulation of the Draft EIS/EIR. Operation of the Locally Preferred Alternative is anticipated to begin in 2035.

Carmen Gonzalez

The WSAB Corridor train needs to run from Artesia Pioneer Station all the way to Union Station. We want it to stop at the Little Tokyo Original Corridor Station, so we can go to different destinations, like Downtown LA, East LA. I mean, the southeast area, we deserve to have stations. We deserve to go to places, and this is a great idea that we would love for the corridor to stop in Artesia, and like I said, stop in Little Tokyo. So please consider my comment. I-335-2 I-335-3

Gonzalez, Carmen - I-335

Comment ID	Response
I-335-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-335-2	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
I-335-3	See response to comment I-335-2. A separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Edith Gonzalez

I am really upset knowing that this line will end at the middle of nowhere when can easily end at Union Station/Little Tokyo. Will be easy to connect to other cities. It will way easy to commute. Especially for our children to go to school and for our families to go to work helping California being a green state. I will love to be able to go to here and there with no worries being left in the middle of nowhere. Thank you for listening and reading our letter.

I-210-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

33

Nombre/Afiliación/Organización: Edith Gonzalez

Domicilio: 2917 E 1st Street #518

Télefono/Celular: (323) 896 0347

Correo Electrónico: edithgonzalezdesign@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I really upset knowing that this line will end at the middle of no where when can easily end at Union Station / Little Tokyo. Will be easy to connect to other cities. It will way easy to commute. Especially for our children to go to school. and for our families to go to work helping California being a green State. I will love to be able to go here and there with no worries being left in the middle of no where thank you for listening and reading our letter. Have a great day.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Gonzalez, Edith - I-210

Comment ID	Response
I-210-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Chapter 6 of the Draft EIS/EIR considers the trade-offs among the Alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 1. Section 6.2 of the Draft EIS/EIR explains the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process.

Maggy Gonzalez

I want to said that's much better this project extended the line to Little Tokyo (Union Station). The project West Santa Ana Branch Transit is a good opportunity to my community has another option for transport to Santa Ana and other parts to state. I-213-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

39

Name/Affiliation/Organization: Maggy A Gonzalez

Address: 7114 Otis ave Apt C

Phone/Cell: 323 788 9024

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I want to said that's much better this project extendent the Line to little tokio (union station) the project west Santa Ana Branch transit its a good opportunity to ~~many~~ community has another option for transport to Santa ana and another parts to state.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Gonzalez, Maggy - I-213

Comment ID	Response
I-213-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station.

Rene Gonzalez

I am a resident in paramount. I would like to have more information. How is it that our properties are going to be affected? I am willing to receive more information if our properties are going to be affected. Is there going to be a lot of noise or not? Is it going to be a safe place? I would like to receive more information about that and I'm just making it brief. Thank you very much for giving us this information.

I-302-2
I-303-3
I-303-4

Gonzalez, Rene - I-302

Comment ID	Response
I-302-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-302-2	See response CR-DIS-2 regarding the acquisition and displacement data for the Locally Preferred Alternative.
I-302-3	Chapter 4, Section 4.7.4 of the Draft EIS/EIR addressed noise effects that would be caused by the Project. The analysis has been updated for the Final EIS/EIR to reflect design refinements and updates in methodology. The updated results are presented in Chapter 4, Section 4.7 of the Final EIS/EIR. See response CR-NOI-1 regarding the noise impacts analysis and proposed mitigation measures to reduce noise levels during operational activities. See response CR-NOI-2 regarding construction activities and mitigation.
I-302-4	See response CR-SAF-1 regarding safety and security.

Spencer Gross

Alternative 2, with its terminus at 7th/Metro is the superior alternative presented in this report I-95-1

Gross, Spencer - I-95

Comment ID	Response
I-95-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-7 regarding Alternative 2.

MARLENE GROSSMAN

I am in support of Alternative 1, Design Option 2. This route is from Artesia to Union Station with a station in Little Tokyo.

I have participated in the exploration of the alternatives and clearly believe that Alternative 1, Design Option 2 will benefit the most people in communities that need it most. Thank you very much for your consideration.

I-175-1

Grossman, Marlene - I-175

Comment ID	Response
I-175-1	Your support for Alternative 1, Design Option 2 (Little Tokyo Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Roberto Guevara

It is my belief that Alternative 2 (8th St/Figueroa - Artesia) is the best route for long-term connectivity of Southeast Los Angeles County. Connection to the Heavy Rail B & D Lines is vital for the success of this transit corridor since those are the quickest lines in the current System and Southeast LA is already relatively close to the Light Rail A & C Lines. I-21-2

While Alternatives 1, 2, and 3 all provide a quicker alternative to travel between Paramount and Huntington Park (my hometown), only Alternatives 1 & 2 address integrating Southeast LA to the larger Metro Rail System by including a new transfer location for additional lines in the System. I-21-3

My concern with Alternative 3 (the Staff Preferred Alternative) is that the route will leave riders needing to transfer at the A Line/Slauson Station. The A Line/Slauson station does not seem like an ideal location for all these transfers to take place and would no doubt burden the A Line by serving as an unneeded choke point. For myself, this would be a redundancy as well since I would be served better off taking the 111 bus on Florence to the A Line/Florence station than using the future WSAB/Florence station, having to wait for two stops, and then transfer to the A Line to continue on a circuitous and street-running route to DTLA. On top of this, the A Line and its route are not competitive with the other modes of travel for this corridor, as the 60 bus and definitely driving provide far quicker travel times for the same route. I-21-4

Alternative 2 would better consolidate the larger Metro Rail System at 7th Street/Metro Center, which will soon connect the most (A, B, D, & E) lines in the System after the Regional Connector is completed. By connecting closer to 7th St/Metro Center and bypassing the at-grade sections of the A & E Line, Metro would make rail a truly competitive and quicker alternative to driving to a larger section of the County. The Metro Rail System is also seeing a larger expansion on the Westside at the moment (i.e. the Crenshaw Line and future Northern expansion, the D Line Extension to Westwood, and the Sepulveda Transit Corridor). I-21-5

Alternative 1 would connect to the eastern end of the B & D Lines and only the A Line (once the Regional Connector is completed). This would not serve as an improved or competitive connection to the East/West Rail Lines which are geographically closer to Southeast LA County. Additionally, Union Station would already be accessible through the Norwalk C Line extension and would not improve connectivity. I-21-6

Finally, I understand that funding is a large factor in selecting Alternative 3 as the Staff Preferred Alternative, but this appears to me as a representation of Metro's unwillingness to invest in Southeast LA. Planning to build the WSAB cheaply and incomplete will hurt ridership and continue the increase in car dependency in LA County. If the plan is to wait to build the Northern section to DTLA when additional funding becomes available, the reality is that the project will likely cost much more down the line and be less likely to be built at all. This will likely be the case with the Crenshaw Northern Extension and Sepulveda Transit Corridor Southern Extension to LAX. I-21-7

Additionally, stating the exact route ahead of time will make it easier to plan and design the surrounding transit system so that all connections can be made efficiently and less redundant. That is why I believe the Locally Preferred Alternative should be Alternative 2, regardless if the project needs to be built in separate phases to accommodate funding availability. I-21-8

Guevara, Roberto - I-21

Comment ID	Response
I-21-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-21-2	Your preference for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-21-3	Your preference for Alternatives 1 and 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 and 2. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the LPA.
I-21-4	Refer to response CR-GEN-1 regarding identification of the LPA. The comment was written prior to the start of Regional Connector service. Operations on the Metro A (Blue) Line have changed with the start of Regional Connector service. The Slauson/A Line Station and WSAB alignment were designed to avoid operational impacts to A Line trains, as the two lines will operate on separate tracks. The WSAB Slauson/A Line terminus station will allow for direct transfers to the A Line station via pedestrian bridges, facilitating access to and from Downtown Los Angeles. The stations between the two lines will be connected by two pedestrian bridges in order to disperse riders transferring between the lines, thereby minimizing dwell times and impacts to reliability related to the increased transfer activity.
I-21-5	Refer to response CR-GEN-7 regarding Alternative 2.
I-21-6	Refer to response CR-GEN-1 regarding identification of Alternative 3 in the Draft EIS/EIR as the Locally Preferred Alternative, with a northern terminus at the Slauson/A Line Station. The Metro Board identified LA Union Station as the ultimate northern terminus for the corridor in the future, and directed staff to conduct further study evaluating cost-effective options for the approximately 4.5-mile segment along Alameda Street from LA Union Station to the Slauson/A Line Station.

Comment ID	Response
I-21-7	Chapter 6 of the Draft EIS/EIR considers the trade-offs between the alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 2. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the Locally Preferred Alternative (LPA), but LA Union Station was identified as the ultimate northern terminus for the corridor. Measure R and the Gateway portion of Measure M funding are included in the funding plan for the WSAB LPA (Slauson/A Line Station to Pioneer Station). While escalation would likely increase the future cost to reach LA Union Station, a financially constrained funding plan is currently not available for the extension to LA Union Station. As discussed in response CR-GEN-1, a separate study is underway to analyze more cost-effective alignments to reach LA Union Station in order to advance the downtown segment into the environmental process.
I-21-8	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.

L Guzman

It's a good idea to have transportation for the community to have access to Downtown LA where they can get to businesses to and from their local community. It also provides less contamination and contribution to local businesses. I-205-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

16

Nombre/Afiliación/Organización: L. Guzman

Domicilio: 19679 Wampum St.

Télefono/Celular: 323 918-2928

Correo Electrónico: Lidia.guzman73@yahoo.com.

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

It's a good idea to have transportation for the community to have access to DTLA where they can get to businesses to and from their local community. It also provides less contamination & contribution to local business.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Guzman, L.- I-205

Comment ID	Response
I-205-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative which would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Air quality effects are discussed in Chapter 4, Sections 4.5 (operations) of the Draft EIS/EIR. Chapter 4, Section 4.17.3.2, under the subheading "Regional Mobility and Connectivity," of the Draft EIS/EIR discusses that the Project would benefit local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent would have access to a larger labor market, which may provide greater economic opportunities.

K H

I know that the 183rd Street and Gridley stop was dropped in this report. Is it even possible to place the station in the southeast corner in Artesia instead? That would be a great regional connection for transit in the area around Los Cerritos Center. I-60-1

H, K - I-60

Comment ID	Response
I-60-1	Chapter 2, Section 2.4.4 and Table 2.1 of the Draft EIS/EIR summarize the project refinements that were adopted by the Metro Board in 2018. This includes the elimination of the 183rd/Gridley Station near the Los Cerritos Center due to lack of community support, limited ridership potential, and proximity to the Pioneer Station in the City of Artesia. The aerial alignment at 183rd Street and Gridley Road crossing has been designed not to preclude a future station at this location that can be evaluated at a later date.

Kathryn Han

I strongly oppose Alternative 1 and the potential station "Little Tokyo" station at the LADWP lot.

The proposal would occur in the middle of a densely populated residential neighborhood. Moreover, the proposed station and route would directly block off the main road towards downtown Los Angeles for the entire neighborhood, where the vast majority of residents work during the day. Similarly, the proposal would substantially worsen the already congested area and severely adversely impact street parking for both visitors and residents. Moreover, the noise, traffic, congestion, and anticipated years of construction will lower housing prices and exacerbate the vagrancy issue from Skid Row.

I-14-2

I-14-3

I-14-4

For the safety, convenience, and in consideration of the thousands of families who reside within meters of the proposed 'Little Tokyo" station on Alternative 1, this proposal should be rejected.

I-14-5

Han, Kathryn - I-14

Comment ID	Response
I-14-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-14-2	Your objection to Alternative 1 and the potential Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-6 regarding the proximity of the Project to Little Tokyo.
I-14-3	The comment is in regard to Alternative 1 and the proposed Little Tokyo Station included as Design Option 2. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-14-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The northern terminus for the LPA is at the Slauson/A Line Station and, therefore, the LPA will not result in construction activities near Skid Row.
I-14-5	Refer to the response to comment I-14-2.

Lara Han

** Residents of Mura Condo, located at 629 Traction Ave, met together and resolved to oppose the installation of the WSAB line Portal on the LADWP Lot, and commented on our opinions as follows. ** I-50-2

It is our determined opinion.

1. The WSAB Line's Station (Portal) is too close to the condos or apartments where many people live. The Portal will be located close to 60 - 70 feet. Construction will be built for years and certainly be delayed. This will affect our quality of life for a very long time. I-50-3

2. Construction noise and pollution will affect our building since a station at the LADWP lot will require heavy machinery. I-50-4

3. Once completed the line will attract more non-resident foot traffic to come to our area and add to the noise we hear every Friday and Saturday night from the local bars. I-50-5

4. Increased foot traffic will lead to more security issues, especially for the first floor residents facing Rose street. I-50-6

5. There are better options for WSAB to go through downtown, away from Alameda street. These options cost less money and have more potential riders. I-50-7

6. Construction will equal more traffic as they shut down certain lanes of Alameda and 2nd to accommodate equipment storage, parking, and staging. I-50-8

7. Active construction will almost certainly decrease our property values for the short term and potentially longer if the security concerns become a reality. I-50-9

For the reasons mentioned above, it is strongly recommended to select an area other than the LADWP lot and not a resident area. I-50-10

Han, Lara - I-50

Comment ID	Response
I-50-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-50-2	Your opposition to the Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-6 regarding the proximity of the project to Little Tokyo.
I-50-3	See response CR-GEN-1 regarding LPA identification. The LPA is not in the Little Tokyo community.
I-50-4	See response CR-GEN-1 regarding LPA identification and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-50-5	See response CR-GEN-1 regarding LPA identification. The LPA is not in the Little Tokyo community.
I-50-6	See response CR-GEN-1 regarding identification of the LPA. See responses CR-SAF-1 and CR-SAF-3 for information regarding safety and security at stations.
I-50-7	See response to comment I-50-2.
I-50-8	The comment is in regard to Alternative 1, which is not the identified LPA. Refer to response CR-GEN-1. Construction effects of Alternative 1 on transportation are discussed in Chapter 3, Sections 3.7.3.2 and 3.7.4.1 of the Draft EIS/EIR.
I-50-9	The Metro Board of Directors identified Alternative 3 as the LPA. This comment is made in reference to a condominium complex located at 629 Traction Ave, a specific location affected by Alternative 1 in the Draft EIS/EIR but would not be affected by the LPA. See response CR-GEN-1 regarding identification of the LPA and response CR-GEN-6 regarding construction activities in the Little Tokyo community. The LPA will not result in construction effects in proximity to the location specified in the comment. For additional information regarding property values and Alternative 1, refer to Chapter 4, Section 4.17.3 of the Draft EIS/EIR.
I-50-10	See response to comment I-50-2.

Sung Soo Han

** Residents of Mura Condo, located at 629 Traction Ave, met together and resolved to oppose the installation of the WSAB line Portal on the LADWP Lot, and commented on our opinions as follows. ** I-48-2

It is our determined opinion.

1. The WSAB Line's Station (Portal) is too close to the condos or apartments where many people live. The Portal will be located close to 60 - 70 feet. Construction will be built for years and certainly be delayed. This will affect our quality of life for a very long time. I-48-3

2. Construction noise and pollution will affect our building since a station at the LADWP lot will require heavy machinery. I-48-4

3. Once completed the line will attract more non-resident foot traffic to come to our area and add to the noise we hear every Friday and Saturday night from the local bars. I-48-5

4. Increased foot traffic will lead to more security issues, especially for the first floor residents facing Rose street. I-48-6

5. There are better options for WSAB to go through downtown, away from Alameda street. These options cost less money and have more potential riders. I-48-7

6. Construction will equal more traffic as they shut down certain lanes of Alameda and 2nd to accommodate equipment storage, parking, and staging. I-48-8

7. Active construction will almost certainly decrease our property values for the short term and potentially longer if the security concerns become a reality. I-48-9

For the reasons mentioned above, it is strongly recommended to select an area other than the LADWP lot and not a resident area. I-48-10

Han, Sung Soo - I-48

Comment ID	Response
I-48-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-48-2	Your opposition to the Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-6 regarding the proximity of the Project to Little Tokyo.
I-48-3	See response CR-GEN-1 regarding identification of the LPA. The LPA is not in the Little Tokyo community.
I-48-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-48-5	See response CR-GEN-1 regarding identification of the LPA. The LPA is not in the Little Tokyo community.
I-48-6	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. See responses CR-SAF-1 and CR-SAF-3 for information regarding safety and security at stations.
I-48-7	See response to I-48-2.
I-48-8	The comment is in regard to Alternative 1, which is not the identified Locally Preferred Alternative. Refer to response CR-GEN-1. Construction effects of Alternative 1 on transportation are discussed in Chapter 3, Sections 3.7.3.2 and 3.7.4.1 of the Draft EIS/EIR.
I-48-9	The Metro Board identified Alternative 3 as the Locally Preferred Alternative (LPA). This comment is made in reference to a condominium complex located at 629 Traction Avenue, a specific location affected by Alternative 1 in the Draft EIS/EIR but would not be affected by the LPA. See response CR-GEN-1 regarding identification of the LPA and response CR-GEN-6 regarding construction activities in the Little Tokyo community. The LPA will not result in construction effects in proximity to the location specified in the comment. For additional information regarding property values and Alternative 1, refer to Chapter 4, Section 4.17.3 of the Draft EIS/EIR.
I-48-10	See response to I-48-2.

Sung Soo Han

** Residents of Mura Condo, located at 629 Traction Ave, met together and resolved to oppose the installation of the WSAB line Portal on the LADWP Lot, and commented on our opinions as follows. ** I-49-2

It is our determined opinion.

1. The WSAB Line's Station (Portal) is too close to the condos or apartments where many people live. The Portal will be located close to 60 - 70 feet. Construction will be built for years and certainly be delayed. This will affect our quality of life for a very long time. I-49-3

2. Construction noise and pollution will affect our building since a station at the LADWP lot will require heavy machinery. I-49-4

3. Once completed the line will attract more non-resident foot traffic to come to our area and add to the noise we hear every Friday and Saturday night from the local bars. I-49-5

4. Increased foot traffic will lead to more security issues, especially for the first floor residents facing Rose street. I-49-6

5. There are better options for WSAB to go through downtown, away from Alameda street. These options cost less money and have more potential riders. I-49-7

6. Construction will equal more traffic as they shut down certain lanes of Alameda and 2nd to accommodate equipment storage, parking, and staging. I-49-8

7. Active construction will almost certainly decrease our property values for the short term and potentially longer if the security concerns become a reality. I-49-9

For the reasons mentioned above, it is strongly recommended to select an area other than the LADWP lot and not a resident area. I-49-10

Han, Sung Soo - I-49

Comment ID	Response
I-49-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-49-2	See responses to comment I-48-2.
I-49-3	See response to comment I-48-3.
I-49-4	See response to I-48-4.
I-49-5	See response to I-48-5.
I-49-6	See response to I-48-6.
I-49-7	See response to I-48-7.
I-49-8	See response to I-48-8.
I-49-9	See response to I-48-9.
I-49-10	See response to I-48-10.

Erik Hernandez

I would like to proclaim my support for alternative 1 (Union Station) being selected as the final choice for WSAB. Connecting the line to the gold, red, purple, blue, and expo lines through the little Tokyo station would make this transit option even more appealing for Bellflower residents for myself. As a bike rider it would instantly make this a greener and more viable way of accessing bike trails around Los Angeles. Entertainment events would also be more accessible, like using the Dodger Express to games, and then taking a one seat ride back to Bellflower. Alternative 1 offers more options for riders and opportunities to ride. I-100-1

Hernandez, Erik - I-100

Comment ID	Response
I-100-1	Your support for Alternative 1 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Hilda Hernandez

I agree with the project, but we want to see that there is security, cleanliness and their schedules. Operations and maintenance schedule. We care a lot about our community's safety. I-267-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Hilda Hernandez

Domicilio: 6030 middleton st #B

Télefono/Celular:

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Yo estoy de acuerdo con el proyecto pero queremos Ver Seguridad limpieza horarios que ba a pasar orarios d Operacion y mantenimiento nos importa mucho nuestra Seguirad para nuestra Comunidad

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Hernandez, Hilda - I-267

Comment ID	Response
I-267-1	See responses CR-SAF-1 regarding safety and security and CR-SAF-3 regarding security patrols and enforcement. Rail Custodial Services provides each station with cleaning services twice per day. These services include trash removal, sweeping, mopping elevators, odor mitigation, and disinfecting escalator/staircase handrails, ticket machines, seating areas, and elevator buttons. Each station is pressure washed at least once per week, with some existing stations washed up to three times per week. Emergency cleaning response services are provided for materials and substances that can pose health and safety concerns for patrons. Supervisors are assigned to each line for dedicated coverage, including station inspections.

Lilibeth Quiroz Hernandez

I take the Metro to go to school. I will like to see the new Metro line. I would like there to be another line that goes to Disneyland. I would like it to be a good Metro line and not changing the Metro line. I-372-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Lilibeth Quiroz Hernandez/ FFCO

Domicilio: 1517 E 70th street Los Angeles CA 90001

Télefono/Celular: (424) 527-8012

Correo Electrónico: lilibeth.quiroz93@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I take the metro to go to School. I will like to see the new metro line. I will like to be a another line that goes to Disneyland. I will like to be a good metro like. And not changing the metro line.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Hernandez, Lilibeth Quiroz - I-372

Comment ID	Response
I-372-1	The Project will provide an additional travel option and reduce travel times for residents and students, as illustrated in the discussion of user benefits in Table 6.2 in Chapter 6 of the Draft EIS/EIR. Any future extension would be the subject of a future environmental document once an alignment and funding sources are identified.

Ophelia Hernandez

I ask that the metro travel directly to Downtown Los Angeles.
Thank you.

I-235-1

Hernandez, Ophelia - I-235

Comment ID	Response
I-235-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Ophelia Hernandez

I ask that the metro travel directly to Downtown Los Angeles.
Thank you.

I-236-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

8

Hoja de comentarios

Nombre/Afiliación/Organización: Ofelia Hernandez

Domicilio: 3561 Garnet st LA CA 90023

Télefono/Celular: 310 918-8385

Correo Electrónico: Hernandez.Ofe.2014@Gmail.Com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo ~~para~~ hacer un comentario formal.

Pido Por favor que el metro valla directo al Centro de Los Angeles.

Muchas Gracias

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Hernandez, Ophelia - I-236

Comment ID	Response
I-236-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Oscar Hernandez

I support WSAB corridor, with the alternative to continue the line all the way to Union Station so me and my community have the opportunity to transfer to other places in LA county. I-364-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: OSCAR HERNANDEZ / FFCO

Domicilio:

Télefono/Celular: (323) 891-2193

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I SUPPORT WSAB CORRIDOR, WITH THE ALTERNATIVE TO CONTINUE THE LINE ALL THE WAY TO CONTINUE THE LINE ALL THE WAY TO UNION STATION SO ME AND MY COMMUNITY HAS THE OPPORTUNITY TO TRANSFER TO OTHER PLACES IN L.A. COUNTY.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Hernandez, Oscar - I-364

Comment ID	Response
I-364-1	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. The LPA will also accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project.

Socorro Hernandez

I believe the project is necessary to help reduce the number of individuals and discomfort in buses. I-375-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Socono Hernandez / FFCO

Domicilio: 1517 E. 70th St

Télefono/Celular: Los Angeles Ca. 90001

Correo Electrónico: (323) 616-54-24

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Yo pienso que es muy necesario para ayuda de la Comunidad para vayan menos llenos los bases y la ala gente no valla tan incomoda

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Hernandez, Socorro - I-375

Comment ID	Response
I-375-1	As illustrated in Table 3.20 in Chapter 3 of the Draft EIS/EIR, the Locally Preferred Alternative would increase daily transit trips on Metro by approximately 9,200 and shift an approximately 2,200 trips from bus to rail.

Danny Hom

For the record, I'm Danny Hom. I'm originally from the City of Cerritos, in the gateway cities of LA County. I'd like to focus and brief on a concern or exploration issue of mine, which I believe I may have obliquely raised to Metro before. Specifically, it relates to the placement and design around all four WSAB alteratives I-105 C Line Station. I've realized that the information that we in the public have based on the EIR and this valuable presentation, is of a different nature than the information that engineers are looking at, but from what is available to us, it seems that the proposed WSAB LRT Station that serves as the transfer point to the C Line to this WSAB Line is spread over quite a large stretch of land. My concerns stemming out of that is whether folks who are arriving on the WSAB Line are given convenient and accessible opportunities to transfer between those lines, as well as whether this design is optimal for cost reasons and land use reasons. So, again, speaking only from the information in front of us, the LRT Station that is proposed seems to be quite a distance from the new station inside the freeway that would need to be constructed. I want to make sure that staff on this date or a future date can allay any concerns about whether that distance is too far. This certainly seems like a longer walking distance to transfer than we have at 7th Street Metro, although that is a very different part of the county. Willowbrook - Rosa Parks is a similar case where we spent a lot of money to have an optimal transfer in recent years, and I want to make sure that we build this in an optimal way today.

I-328-1

Hom, Danny - I-328

Comment ID	Response
I-328-1	The design included in the Draft and Final EIS/EIR will require an approximate 700-foot walk. Elevators, escalators, and stairs will be provided to support transfers between the I-105/C Line Station and infill station along the C Line. The I-105/C Line Station is proposed north of Century Boulevard due to right-of-way constraints both north and south of I-105. Locating an elevated WSAB station over the C Line Station below would have a wider footprint that would require shifting the freight track farther west and increasing right-of-way acquisitions. Metro completed a Transfers Design Guide in 2018 to help improve the transfer experience for customers. The Transfers Design Guide includes a Design Checklist and Design Toolbox to improve existing, and plan for new, transfer stops and stations.

Danny Hom

From: Danny Hom [homdanny@yahoo.com]

Sent: 9/28/2021, 12:33 PM

To: wsab@metro.net

Cc: ramosd@metro.net

Subject: Public Comment

Dear Ms. Khanna and the Metro Project Management Team, I am writing to submit a public comment today regarding the evolving West Santa Ana Branch rail project in the Gateway Cities and Los Angeles. Currently, I am the Chair of the Gateway Cities Service Council that meets monthly under Metro, having served as the Vice Chair from 2020-2021. Long before I joined the Service Council, I have been an advocate of the transformative mobility represented by the project, engaging around it within my community and family. Born in the Gateway Cities in the 1980s, I am proud to see this critical development come along – and to practically reach South Street in Artesia and Cerritos. I-379-2

Metro has a key decision to make on the first stage of construction. As the Board of Directors prepares to make a decision on Metro's options, I urge the agency to pursue any that will take us as far as Slauson(on a one-seat ride heading north). Represented by Alternatives 1, 2, and 3, this guarantee would allow us valuable entry into the jobs and landmarks of the Westside/Central region of Los Angeles. The remaining alternative that does not run to Slauson (4) also deprives us of the twenty-four hour connecting bus service that will take place along Slauson in the future. Around-the-clock direct connections to the Metro network are necessary for convenience, equity, and safety. I-379-3

I have probably attended a majority of Metro's 2021 public engagement dates regarding this project; I have listened and dialogued with staff about the WSAB in-person in South Gate and at the Los Cerritos Center, on their Zoom public meetings, and over Life size when we convened as a GWC Service Council. While I have great respect for the engineering that has already gone into the draft environmental impact report and have read a print copy, I remain concerned about getting an optimal design for the WSABI-105/C Line location. Similar to the recently renovated Willowbrook/Rosa Parks transfer point, this station will be a source of massive traffic flowing in multiple directions; my conviction is that walking distances should be minimal and that experience for riders with disabilities should be as unimpeded as possible. Long walkways between platform, elevator, and platform would do a disservice to various types of riders, who are already presented with the physical and environmental challenge of navigating close proximity to a freeway. To date, I've received some assurances from Metro that this station's design meets their standards. That's good to hear, because I know that Metro can get it right the first time. I-379-4

Finally, I would like to urge that single large maintenance site that will be necessary for this line to be located in Bellflower and encourage Metro in the strongest terms to pursue that option. I-379-5

The Paramount Swap Meet and the nearby drive-in are local gems. Please do not interfere with their operation for this much-anticipated project—they are both important to our region. I-379-6

Many people in this community are very excited to see Metro's investment in an expansive rail system that will bring in new riders and enhance the experience of existing customers. Thank you for considering my comments! Sincerely, Danny Hom I-379-7

Hom, Danny - I-379

Comment ID	Response
I-379-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-379-2	Your interest in the Project is noted.
I-379-3	Your support for Alternatives 1, 2, and 3 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 will provide substantial benefits to transit users and reduce regional vehicle traffic. Section 6.2 of the Draft EIS/EIR explains the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the LPA, and LA Union Station was identified as the ultimate northern terminus for the corridor. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-379-4	The I-105/C Line Station is proposed north of Century Boulevard to minimize property impacts due to right-of-way constraints both north and south of I-105. Elevators, escalators, and/or stairs will be provided to support transfers between the I-105/C Line Station and the new infill station along the C Line. Metro completed a Transfers Design Guide in 2018 to help improve the transfer experience for customers. The Transfers Design Guide includes a Design Checklist and Design Toolbox to improve existing, and plan for new, transfer stops and stations.
I-379-5	Your support for the Bellflower Maintenance and Storage Facility (MSF) site has been noted. See response CR-GEN-2 regarding identification of the Bellflower MSF site.
I-379-6	See response CR-GEN-2 regarding identification of the Bellflower Maintenance and Storage Facility (MSF) site. The Paramount MSF site is no longer under consideration.
I-379-7	The comment regarding the benefits of the Project is acknowledged.

Judy Huang

Dear Sir

I am an owner and long time resident at Savoy Community (100 S. Alameda St.) and would like to share my concern of the project right next to the Savoy Community. I-16-1

(1) Safety & Security Impact (long term)
Increase in foot traffic leads to higher crime rate.
For example during any events where there was more foot traffic in the immediate adjacent neighborhoods, we had experienced increase in break-in and non-resident/unauthorized people wondering inside the gated community. In one incidence, our unit was burglarized. During the construction and closure of the Metro Gold-line at corner of 1st St and S. Alameda St, the foot traffic and subsequent break-in was actually reduced. This is the evidence that more foot traffic in the immediate area can induce safety/security issue leading to crimes. Savoy residents and the neighborhood do not deserve the community where security and safety is the concern/issue. I-16-2

(2) Social & Health (long term)
Foot traffic brings noise and affects mental health.
For example during any events where there was more foot traffic in the immediate adjacent neighborhoods, we had experienced people wondering/loitering right by the Savoy building engaging in loud conversation day or night – leading to noise issue. The volume and sometimes altercation also caused uneasiness and stress and fear issue for the residents. Savoy residents and the neighborhood do not deserve the community with random high noise. I-16-3

(3) Environmental & Health (long term)
Foot traffic brings trash resulting in environmental/health issue.
For example during any events where there was more foot traffic in the immediate adjacent neighborhoods, we had experienced more people wondering right by the building leaving trash (both food and human) behind. The trash caused environmental and health issue. The residents and the neighborhood do not deserve the community with increase in trash/debris. I-16-4

(4) Construction (long term)
Construction affects the foundation and structure leading to possible structural damage.
For example during the construction for the Metro at corner of 1st st and s Alameda St, Savoy residents could feel the shaking of the structure. Community at Little Tokyo also reported issues related to structural damage. Given the recent incident in Miami where the condo collapsed affected by the neighboring construction, it is a major concern for the neighboring residents. Savoy residents and the neighborhood cannot accept potential structural damage. I-16-5

(4) Construction (short term)
Construction brings noise and create air-borne dust/debris.
During the construction for the metro at corner of 1st St and S Alameda St, the drilling has caused very loud noise and the dust was evidently more severe inside the building. Savoy residents and the neighborhood do not deserve the noise and dust/debris. I-16-6

Given the adjacent/existing Metro lines, this project serves no additional benefit for commute. Most importantly, negative impact stated above showed only issue/concern (both short and long term) to the Savoy and neighborhood community.

Your time and consideration assessing our concern is greatly appreciated.
Judy Huang
Owner/Resident at Savoy, 100 S. Alameda St Los Angeles 90012

I-16-7

Huang, Judy - I-16

Comment ID	Response
I-16-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-16-2	See responses CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-SAF-1 regarding security features.
I-16-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-SAF-3 regarding security patrols and enforcement.
I-16-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-SAF-1 regarding security features.
I-16-5	Refer to response CR-GEN-1 and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community. The northern terminus for the Locally Preferred Alternative (LPA) will be at the Slauson/A Line Station located approximately 4 miles south of the Savoy Condominiums. The LPA does not include any alignment north of the Slauson Station, and its construction would not generate any construction vibration within several miles of the Savoy Condominiums. For information regarding geotechnical, subsurface, and seismic impacts associated with construction of the four Build Alternatives, refer to Chapter 4, Section 4.19.3.9 of the Draft EIS/EIR. As that section of the Draft EIS/EIR concluded, with mitigation, construction of the Build Alternatives would not result in adverse impacts related to subsurface conditions.
I-16-6	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities within the Little Tokyo community.
I-16-7	Chapter 3, Section 3.4.2 of the Draft EIS/EIR provides ridership estimates for the WSAB Project. Table 3.25 in the Draft EIS/EIR indicates that Alternative 3, the identified Locally Preferred Alternative, is projected to have approximately 31,000 daily transit boardings in the year 2042. As illustrated in Chapter 6, Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic.

Judy Huang

Dear Sir

I am an owner and long time resident at Savoy Community (100 S. Alameda St.) right across from the proposedp portal at the current LADWP lot corner of 2nd St. and Alameda St. right across the street from our complex us. This project will have significant impact to the surrounding neighborhood and I would like to provide feedback and share my concern of the project for the Savoy Community and the surrounding community. I-40-1

(1) Safety & Security Impact (long term)
Increase in foot traffic leads to higher crime rate.
For example during any events where there was more foot traffic in the immediate adjacent neighborhoods, we had experienced increase in break-in and non-resident/unauthorized people wondering inside the gated community. In one incidence, our unit was burglarized. During the construction and closure of the Metro Gold-line at corner of 1st St and S. Alameda St, the foot traffic and subsequent break-in was actually reduced. This is the evidence that more foot traffic in the immediate area can induce safety/security issue leading to crimes. Savoy residents and the surrounding neighborhood do not deserve the community where security and safety is the concern/issue. I-40-2

(2) Social & Health (long term)
Foot traffic brings noise and affects mental health.
For example during any events where there was more foot traffic in the immediate adjacent neighborhoods, we had experienced people wondering/loitering right by the Savoy building engaging in loud conversation day or night – leading to noise issue. The volume and sometimes altercation also caused uneasiness and stress and fear issue for the residents. Savoy residents and the surrounding neighborhood do not deserve the community with random high noise. I-40-3

(3) Environmental & Health (long term)
Foot traffic brings trash resulting in environmental/health issue.
For example during any events where there was more foot traffic in the immediate adjacent neighborhoods, we had experienced more people wondering right by the building leaving trash (both food and human) behind. The trash caused environmental and health issue. The residents and the surrounding neighborhood do not deserve the community with increase in trash/debris. I-40-4

(4) Construction (long term)
Construction affects the foundation and structure leading to possible structural damage.
For example during the construction for the Metro at corner of 1st st and s Alameda St, Savoy residents could feel the shaking of the structure. Community at Little Tokyo also reported issues related to structural damage. Given the recent incident in Miami where the condo collapsed affected by the neighboring construction, it is a major concern for the neighboring residents. Savoy residents and the surrounding neighborhood cannot accept potential structural damage. I-40-5

(4) Construction (short term)
Construction brings noise and create air-borne dust/debris. I-40-6

During the construction for the metro at corner of 1st St and S Alameda St, the drilling has caused very loud noise and the dust was evidently more severe inside the building. Savoy residents and the surrounding neighborhood do not deserve the noise and dust/debris. I-40-6

Given the adjacent/existing Metro lines, this project serves no additional benefit for commute. Most importantly, negative impact stated above showed only issue/concern (both short and long term) to the Savoy and surrounding neighborhood community.

Your time and consideration assessing our concern is greatly appreciated. I-40-7

Judy Huang
Owner/Resident at Savoy, 100 S. Alameda St Los Angeles 90012

Huang, Judy - I-40

Comment ID	Response
I-40-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-40-2	See response to comment I-16-2.
I-40-3	See response to comment I-16-3.
I-40-4	See response to comment I-16-4.
I-40-5	See response to comment I-16-5.
I-40-6	See response to comment I-16-6.
I-40-7	See response to comment I-16-7.

Julio Huerta

I would like to see a lot of trees or green areas along the streets and that support be provided to businesses to paint them so that the ride is enjoyable, and the riders can enjoy a beautiful landscape. I-273-2
For the metro to have a lot of security so that we can feel safe using it. I-273-3
We have been waiting for this transportation service to reduce traffic congestion. I-273-4

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Julio Huerta

Domicilio: 6148 Middleton St Huntington park CA 90255

Télefono/Celular:

Correo Electrónico: jhuerta.modern.interiors@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Me gustaria que en el transcurso de todas las calles pongan muchos arboles o areas Verdes y que ayuden a los negocios a ilustrarlos o pinturlos para que el recorrido se ameno para que se disfrute un bonito paisaje, que el metro tenga mucha seguridad para que lo usemos con confianza, lo hemos estado esperando este transporte par que se mejore la aglomeracion de tanto trafico.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Huerta, Julio - I-273

Comment ID	Response
I-273-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-273-2	Landscaping will be installed along the rail right-of-way and at stations if adequate space is available. Landscaping will also be installed at the proposed park-and-ride facilities. Landscaping will be designed per the Metro Rail Design Criteria or equivalent criteria, Metro's Systemwide Station Design Standard, and Standard/Directive Drawings. Chapter 4, Section 4.19.3.8 of the Draft EIS/EIR, and Section 6.1.2 of the West Santa Ana Branch Transit Corridor Project Final Biological Resources Impact Analysis Report have been updated to include a new Project Measure related to the LA Metro Tree Policy, which addresses trees affected by construction activity. Under Project Measure BIO PM-3 (LA Metro Tree Policy), the Project will adhere to the Metro Tree Policy, adopted by the Metro Board on October 27, 2022. The policy requires the preparation of a tree protection plan identifying tree protection zones for trees designated for retention. Where tree removal is required, project design will include an approach that either replaces removed trees at a ratio of 2:1 or replaces in-kind with trees that are a minimum size of 36-inch standard box (i.e., young trees with a large root ball). Under the National Environmental Policy Act and California Environmental Quality Act , mitigation measures are used to avoid, minimize, rectify, or reduce an impact. The provision of green spaces that are not related to reducing project adverse or significant impacts would be considered a betterment and are not part of the Purpose and Need of the Project.
I-273-3	See responses CR-SAF-1 regarding safety and security and CR-SAF-3 regarding security patrols and enforcement.
I-273-4	The comment regarding the benefits of the Project is acknowledged.

Fabiola I.

South Gate needs Alternative 1

-If a community will face potential adverse effects which are not adequately or completely mitigated fully by the mitigation measures, the just alternative is the one which will deliver the best access to jobs, resources, and services by way of an efficient and direct route to Union Station. Therefore, Alternative 1 is the only alternative which supports the needs of EJ communities such as South Gate. I-186-2

Parking demand should not just be managed, it should be reduced

-The proposal of a surface parking lot to accommodate 600 vehicles at the Firestone Station in South Gate while the projected demand is almost 1,000 vehicles is not mitigated to below a significant or adverse impact with Mitigation Measures TRA-21 (Parking Monitoring and Community Outreach) and TRA-22 (Parking Mitigation Program [Permanent]) because it does not include consideration of strategies to reduce the demand for parking in general or by supporting active transportation and transportation demand management strategies. I-186-3

Mitigation Measure LU-1 (Consistency with Bike Plans) is also insufficient because simply stating that the ultimate outcome and resolution of plan elements cannot be predicted is not a mitigating statement, however, strong support or recommendation for such plan elements can be. I-186-4

South Gate deserves better than a surface parking lot

-The proposal of a surface parking lot to accommodate 600 vehicles at the Firestone Station is an inefficient and unjust use of land inside of a dense community in high need of housing , economic development, and open space. Design alternatives for this station such as an attractive parking podium with an active ground floor and enough height to convert into other uses (such as housing), if parking demand ever changes, should be proposed. Please add bike storage/parking facilities, bike share stations, support for electric vehicle charging, attractive and pedestrian friendly landscaping/amenities, locally informed design features, and other amenities in order to mitigate the impact of being one of the few stations providing parking. I-186-5

Thank you.

I., Fabiola - I-186

Comment ID	Response
I-186-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-186-2	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-5 regarding mitigation. Metro is dedicated to expanding the regional transit network. As described in Section 6.3 and detailed in Table 6.2 of the Draft EIS/EIR, "Each Build Alternative addresses the Purpose and Need/Goals and Objectives, but to varying degrees." The analysis concludes that "[a]ll of the Build Alternatives would achieve the four major elements of the Project's purpose by establishing reliable transit service, accommodating future travel demand, improving access, and addressing mobility and access constraints faced by transit-dependent communities in the corridor." In addition, "Alternative 3 would connect 12 cities and generate around $5.1 million in economic activity per year." As such, the LPA would provide transit needs and access to jobs, resources, and services to the residents of the City of South Gate.
I-186-3	The parking demand noted in the comment reflects the demand under Alternative 1 (LA Union Station to Pioneer Station). As discussed in Chapter 3, Section 3.4.4.4 and in Table 3.37 of the Draft EIS/EIR, Alternative 3 would result in a projected demand of 670 spaces at the Firestone Station. See response CR-TRA-1 regarding the spillover parking analysis. Updated parking demand forecasts from the Metro Travel Demand Model are presented in Chapter 3, Section 3.4.4.2 of the Final EIS/EIR and include all nine stations along the Locally Preferred Alternative. Consistent with the Draft EIS/EIR, the supply of parking in the parking structure will accommodate demand at the Firestone Station.
I-186-4	Implementation of Mitigation Measure LU-1 (Consistency with Bike Plans) will maintain connectivity of existing bicycle paths in the affected cities. As explained further in Chapter 4, Section 4.1.3.2, of the Draft EIS/EIR, Metro will continue to coordinate with the affected jurisdictions and local agencies to minimize the preemption of future development, goals, and plans within each of the affected jurisdictions. As part of this effort, Metro, as appropriate, will support preparation of amended language for each affected bicycle plan demonstrating that planned bicycle facilities could still achieve an individual city's mobility and connectivity goals. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Metro will continue to encourage, support, and recommend to the affected cities that their plans, goals, and development incorporate bicycle facilities that achieve their mobility and connectivity goals.

Comment ID	Response
I-186-5	Refer to response CR-TRA-1 regarding transit parking. The evaluation of land use in Chapter 4, Section 4.1.3 of the Draft EIS/EIR states that the surface parking facility sites at the Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, and Bellflower Station would be generally located on sites with industrial, manufacturing, or commercial uses and would be generally compatible with surrounding land uses. New development around the proposed stations, including at the parking facilities, would be solely at the discretion and approval of the local jurisdiction and is not part of the WSAB Project. As stated in Chapter 2, Section 2.5.2 of the Draft EIS/EIR, bike hubs are proposed at station locations near bikeways based on demand and may include bicycle racks, lockers, secure bike parking, and on-call mechanics. Landscaping will also be installed at the proposed park-and-ride facilities and will be designed per the Metro Rail Design Criteria or equivalent criteria, Metro's Systemwide Station Design Standard, and Standard/Directive Drawings.

I-158
I-158-1

CHERYL IKEGAMI

1635 REDCLIFF STREET
LOS ANGELES, CA 90026

September 28, 2021

Meghna Khanna
Project Manager
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012
Email: wsab@metro.net

Re: Comments on Proposed West Santa Ana Branch (WSAB) Project

Dear Ms. Khanna:

I write to express my support for the planned West Santa Ana Branch (WSAB) corridor alignment and for **Alternative 1**, which will run as a subway (below grade) along Alameda St. from just north of the Santa Monica Freeway up to Union Station with an option to install a Little Tokyo station on the east side of Alameda St. at 2nd St. (**Design Option 2**) and with the Union Station terminus just east of the Metropolitan Water District building (**Design Option 1**). I-158-2

The 19.3-mile light rail will connect downtown Los Angeles to the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, and Vernon. Like Little Tokyo, these are many of Southern California's most dynamic yet long-underserved environmental justice communities. Combined with the Regional Connector, set to open in Little Tokyo in fall 2022, the WSAB will enable seamless travel throughout Los Angeles County and bring more than I-158-3

An independent analysis commissioned by key community organizations indicates that ridership would be increased by about 8,000 additional trips per day on the WSAB line. I-158-4

The Japanese American National Museum, Little Tokyo Business Association, St. Francis Xavier Chapel Japanese Catholic Center, and Eco-Rapid Transit have already declared their support for the Alameda Street alignment to Union Station with a subway station (Design Option 2) to be built in the Little Tokyo/Arts District area. I-158-5

Thank you for your willingness to consider these suggestions. We look forward to continuing to work alongside Metro as we plan for the future together.

Sincerely,

Cheryl Ikegami

Ikegami, Cheryl - I-158

Comment ID	Response
I-158-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-158-2	Your support for Alternative 1, inclusive of Options 1 and 2, has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
I-158-3	See response to I-158-2.
I-158-4	Section 3.4.2 in Chapter 3 of the Draft EIS/EIR provides ridership estimates for the WSAB Project. Table 3.25 in the Draft EIS/EIR indicates that Alternative 3, the identified Locally Preferred Alternative, is projected to have approximately 31,000 daily transit boardings in the year 2042.
I-158-5	See response to I-158-2. The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, the A Line continues to Little Tokyo.

David Ikegami

Please see my attached WSAB response letter.

I-168-1

DAVID IKEGAMI
1635 REDCLIFF STREET
LOS ANGELES, CA 90026

September 28, 2021

Meghna Khanna
Project Manager
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012
Email: wsab@metro.net

Re: Comments on Proposed West Santa Ana Branch (WSAB) Project

Dear Ms. Khanna:

I write on behalf of Cherry Land Company New, LLC to express my support for the planned West Santa Ana Branch (WSAB) corridor alignment and for **Alternative 1**, which will run as a subway (below grade) along Alameda St. from just north of the Santa Monica Freeway up to Union Station with an option to install a station on the east side of Alameda St. at 2nd St. (**Design Option 2**) as well as the terminus just east of the Metropolitan Water District Station at Union Station (**Design Option 1**). I-168-2

The 19.3-mile light rail will connect downtown Los Angeles to the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, and Vernon. Like Little Tokyo, these are many of Southern California's most dynamic yet long-underserved environmental justice communities. Combined with the Regional Connector, set to open in Little Tokyo in fall 2022, the WSAB will enable seamless travel throughout Los Angeles County and bring more than I-168-3

An independent analysis commissioned by key community organizations indicates that ridership would be increased by about 8,000 additional trips per day on the WSAB line. I-168-4

The Japanese American National Museum, Little Tokyo Business Association, St. Francis Xavier Chapel Japanese Catholic Center, and Eco-Rapid Transit have already declared their support for the Alameda Street alignment to Union Station with a subway station (Design Option 2) to be built in the Little Tokyo/Arts District area.

Thank you for your willingness to consider these suggestions. We look forward to continuing to work alongside Metro as we plan for the future together. I-168-5

Sincerely,

David Ikegami

Ikegami, David - I-168

Comment ID	Response
I-168-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-168-2	Your support for Alternative 1, inclusive of Design Options 1 and 2, has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
I-168-3	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-168-4	Section 3.4.2 in Chapter 3 of the Draft EIS/EIR provides ridership estimates for the WSAB Project. Table 3.25 in the Draft EIS/EIR indicates that Alternative 3, the identified Locally Preferred Alternative, is projected to have approximately 31,000 daily transit boardings in the year 2042.
I-168-5	See response to comment I-168-3. The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, the A Line continues to Little Tokyo.

David Ikegami

My name is David Ikegami, and I'm the senior VP of the Little Tokyo Business Association. I am speaking in support of Alignment 1 along Alameda Street and the Little Tokyo station. The draft EIR as presented neglects to mention that the 135-year-old Little Tokyo district is an environmental justice community and one of only four remaining historic Japan towns in California. Also, 13 buildings along and near East 1st Street were designated in 1995 as a national historic landmark. We're proud of Little Tokyo's history and urge that these omissions be corrected in the final EIR. Throughout the entire proposed West Santa Ana Branch alignment stretching almost 20 miles, Little Tokyo, the only station listed as optional, surely there must be other communities that are considering the advantages and disadvantages of the station.

Why is Little Tokyo singled out in this way? If this option is based on data collected two years ago, a lot has happened in that time. We feel it is in our community's best interest and Metro's as well to conduct a new study with a fair cross section of stakeholders including merchants, property owners, residents, and potential transit riders.

We also recommend that the west entrance portal be relocated from the Office Depot sidewalk to the regional connector station site. This will potentially save Metro millions of dollars by eliminating the need to acquire the Office Depot property.

In addition, placing both the regional connector and West Santa Ana branch station portals at the same location is more convenient for riders, increases efficacy, improves foot traffic flow and way finding, and reduces confusion for riders.

Residents of condominium developments, Savoy and Mura, that face Alameda Street, as well as Tokyo Villa to the south have expressed concerns over the location and design of the eastern portal. We are sensitive to the concerns and urge Metro to develop mitigations that address construction impacts, noise, dust, temporary utility shutdowns, and vibrations.

I-297-2
I-297-3
I-297-4
I-297-5
I-297-6

Ikegami, David - I-297

Comment ID	Response
I-297-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-297-2	Your support for Alternative 1 with Design Option 2 (Little Tokyo Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo and response CR-GEN-6 regarding construction and operations within the Little Tokyo community.
I-297-3	See response CR-EJ-2 regarding the Little Tokyo community.
I-297-4	The Area of Potential Effects (APE) was established through consultation among FTA, Metro, and the State Historic Preservation Officer (SHPO). The APE was established during studies in support of the Draft EIS/EIR and included consideration of all four Build Alternatives evaluated in the Draft EIS/EIR. It was delineated to encompass areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Build Alternatives. For the underground segments of Alternatives 1 and 2, the APE includes the street or parcels directly above the proposed tunnel areas and areas with ground disturbance. The APE also incorporates consideration for indirect effects to built environment resources in an "architectural APE." Generally, the architectural APE encompasses one parcel out from the areas of construction or the first row of adjacent parcels in all areas where the alignment is underground or aerial. SHPO concurred with the methodology used to define the APE in a letter dated May 29, 2019. Within the vicinity of the Little Tokyo Historic District, the project APE includes the project alignment for Alternative 1, which runs from LA Union Station south along North Alameda Street (underground), passing East Temple and East 1st Streets. The APE in this area includes the following Los Angeles County Assessor's parcels in the immediate vicinity of the Little Tokyo Historic District, which are located directly adjacent to the project alignment and buffer the Little Tokyo Historic District from the project alignment: APN 5161012905 and 5161012904. The boundary of the Little Tokyo Historic District encompasses several parcels fronting East 1st Street and Judge John Aiso Street, all of which are located west of North Central Avenue. As these parcels are physically separated from the project alignment by a road and a row of parcels, the Little Tokyo Historic District was excluded from the APE. Additionally, Alternative 1 did not propose aboveground elements within the vicinity of the Little Tokyo Historic District, nor are there any project elements that have the potential to result in noise, vibration, or atmospheric effects/impacts at this location. As a result of the information summarized above, the Little Tokyo Historic District was not included in the APE for the Project and was not analyzed in detail for potential effects/impacts.

Comment ID	Response
I-297-5	In May 2017, the Notice of Preparation (NOP) was made available to the public to provide notification that a Draft EIS/EIR will be prepared for the Project pursuant to the National Environmental Policy Act and California Environmental Quality Act requirements. The Project described in the original and re-circulated NOP included the Little Tokyo Station as part of the Project. However, based on public comments received from the Little Tokyo community and its constituents during the public scoping periods (May 25, 2017, to August 4, 2017, and July 11, 2018, to August 24, 2018), the Little Tokyo Station moved forward in the environmental process as a design option of the Project. Comments received during scoping expressed concerns over impacts to the Little Tokyo area during construction and operation of the Project. The Little Tokyo Station as Design Option 2 in the Draft EIS/EIR provided additional analysis to the public and decisionmakers as to whether the station should be included as part of the Project. The addition of the Little Tokyo Station is identified as Design Option 2 in the Draft EIS/EIR. The Draft EIS/EIR evaluated and disclosed potential adverse effects that would occur as a result of the Build Alternatives with and without the inclusion of Design Option 2.
I-297-6	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo Community.

David Ikegami

My name is David Ikegami, and I'm a builder and property owner in Little Tokyo. My family has operated businesses or owned property in Little Tokyo for over 75 years. I serve as the Chair of the Little Tokyo Business Association Transportation Committee. I'm in favor of Alternative 1, Design Option 2, which would bring the West Santa Ana Branch rail line underground at Alameda Street and provide for a Little Tokyo station between 1st and 2nd Street. Throughout the entire proposed West Santa Ana Branch alignment stretching 19 miles, Little Tokyo is the only station listed as optional. Surely, there must be other communities that are considering the advantages and disadvantages of a station. Why is Little Tokyo singled out in this way? If this option is based on data collected more than two years ago, I point out that a lot has happened since then. We feel it is in communities best interest and Metro's as well to conduct a new study with a fair representative cross-station of stakeholders including merchants, property owners, residents, and potential transit riders. I-333-2

Little Tokyo is an environmental justice community that the EIR does not specifically name any where in the document including appendix PB. We have a nationally recognized historic district in our 1st Street between Central Avenue and St. Pedro Street that lies just 80 yards from Alameda Street. This fact has also not been recognized in the EIR document including appendix W as a direct area of potential affect or historical area of potential affect. However, the EIR does recognize other historic properties who's distances are 3- to 400 yards away from Alameda Street, much farther away than Little Tokyo's First Street Historic property, three to four times farther. Why is that? Why have these important facts about Little Tokyo's environmental justice community status and historic property status been excluded from the EIR document? I-333-3 I-333-4 I-333-5

The West Santa Ana Branch Line would provide significant benefits to our community. Little Tokyo has 440 primarily small business, who's employees and customers would use the line. Over 40 percent of our residential housing is affordable with many of these residences being senior citizens who would be frequent riders of the west Santa Ana Branch Line. Little Tokyo is over 130 years old and a beacon of Japanese culture and an important part of the Japanese American community. We've suffered many hardships and challenges over the years, but I believe this project would help to provide support to our community members, businesses, churches, temples, and visitors for years to come. Please approve Alternative 1, Design Option 2 that provides an Alameda Street underground route with a Little Tokyo station. I-333-6

Ikegami, David - I-333

Comment ID	Response
I-333-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-333-2	Your support for Alternative 1 with Design Option 2 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. As stated in that response, a separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo. In May 2017, the Notice of Preparation (NOP) was made available to the public to provide notification that a Draft EIR will be prepared for the Project pursuant to California Environmental Quality Act requirements. The Project described in the original and re-circulated NOP included the Little Tokyo Station as part of the Project. However, based on public comments received from the Little Tokyo community and its constituents during the public scoping periods (May 25, 2017 to August 4, 2017, and July 11, 2018 to August 24, 2018), the Little Tokyo Station moved forward in the environmental process as a design option of the Project. Comments received during scoping expressed concerns over impacts to the Little Tokyo area during construction and operation of the Project. The Little Tokyo Station as Design Option 2 in the Draft EIS/EIR provided additional analysis to the public and decisionmakers as to whether the station should be included as part of the Project. The addition of the Little Tokyo Station is identified as Design Option 2 in the Draft EIS/EIR. The Draft EIS/EIR evaluated and disclosed potential adverse effects that would occur as a result of the Build Alternatives with and without the inclusion of Design Option 2.
I-333-3	See response CR-EJ-2 regarding the Little Tokyo community.

Comment ID	Response
I-333-4	It is noted that the Little Tokyo Historic District is listed in the National Register of Historic Places and is a National Historic Landmark. However, the Little Tokyo Historic District was excluded from the project Area of Potential Effect (APE) based on the APE delineation methods, further described below. The APE was established through consultation among FTA, Metro, and the State Historic Preservation Officer (SHPO). The APE was established during studies in support of the Draft EIS/EIR and included consideration of all four Build Alternatives evaluated in the Draft EIS/EIR. It was delineated to encompass areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Build Alternatives. For the underground segments of Alternatives 1 and 2, the APE includes the street or parcels directly above the proposed tunnel areas and areas with ground disturbance. The APE also incorporates consideration for indirect effects to built environment resources in an "architectural APE." Generally, the architectural APE encompasses one parcel out from the areas of construction or the first row of adjacent parcels. SHPO concurred with the methodology used to define the APE in a letter dated May 29, 2019. Within the vicinity of the Little Tokyo Historic District, the APE for the Project includes the project alignment for Alternative 1, which extends from LA Union Station south along North Alameda Street (underground), passing East Temple and East 1st Streets. The APE in this area includes the following Los Angeles County Assessor's parcels in the immediate vicinity of the Little Tokyo Historic District, which are located directly adjacent to the project alignment and buffer the Little Tokyo Historic District from the project alignment: APN 5161012905 and 5161012904. The boundary of the Little Tokyo Historic District encompasses several parcels fronting East 1st Street and Judge John Aiso Street, all of which are located west of North Central Avenue. As these parcels are physically separated from the project alignment by a road and a row of parcels, the Little Tokyo Historic District was excluded from the APE. Additionally, Alternative 1 did not include aboveground elements of the Project proposed within the vicinity of the Little Tokyo Historic District, nor are there any project elements that have the potential to result in noise, vibration, or atmospheric effects/impacts at this location. As a result of the information summarized above, the Little Tokyo Historic District was not included in the APE for the Project and was not analyzed in detail for potential effects/impacts.
I-333-5	See response CR-EJ-2 regarding the Little Tokyo community.
I-333-6	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Garrett Ikegami

I support alternative 1, design option 1, and design option 2. I personally think that it would make it easier for students who want to travel to the Little Tokyo area. I-162-1

Ikegami, Garrett - I-162

Comment ID	Response
I-162-1	Your support for Alternative 1, inclusive of Design Options 1 and 2, has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The study is also considering connection points at LA Union Station.

Anthony Irepan

The project need extend more for people that don't have a transportation to there need to be. It's not right for our people to be dropped off at Pacific & Randolph so they need to be dropped at their location for their safety to Union Station. I-218-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

45

Name/Affiliation/Organization: Anthony Irepan

Address: 10025 Broadway Apt 3

Phone/Cell: 213 421 3825

Email: Anthony Irepan 420@Icloud.com

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

The project need extend more for people that don't have a transportation to there need to be. It not right for our ppl to be drop of at Pacific & Randolph so they have need to drop at there location for there safety to Union Station

Comments may be submitted during a virtual public hearing or via:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Irepan, Anthony - I-218

Comment ID	Response
I-218-1	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.

Kyle Izumihara

I am an indivdual that lives in Cerritos, CA. Just to get to Little Tokyo takes me over an hour by taking the bus from Cerritos to Norwalk Metro Green Line. From there I have to take two more connecting trains The Long Beach/ 7th St. Metro Blue Line then the Union Station Red Line to Union Station or 1st/Hill St Station and to a bus or walk. But right now with the construction going on I Have to take the green to the silver the dash A. I would like the 1st choice going from Pioneer or Bloomfield station to Union Station via Little Tokyo

I-3-1

Izumihara, Kyle - I-3

Comment ID	Response
I-3-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Table 1.7 in Chapter 1 of the Draft EIS/EIR provides information about travel times in the corridor, and Table 6.2 in Chapter 6 discusses user benefits related to travel time savings for the Project. As shown in Chapter 2, Table 2.1, the extension to Bloomfield was eliminated from further consideration in November 2018 by the Metro Board due to lack of community support, limited ridership potential, and proximity to the Pioneer Station in the City of Artesia. Therefore, the southern terminus for the LPA will be at the Pioneer Station.

Kyle Izumihara

Hi, I'm a residence in Cerritos, CA. I would like to see this train system go from Cerritos/Artesia all the way to Union Station via Little Tokyo. Right now just to get from Cerritos, I take over an hour and takes multiple transfers to just to get out to Los Angeles and Little Tokyo area. It would make it so much convenient for people to get out there for people who don't drive and those that drive that don't have to worry about traffic and parking problem out there. Finally it would ease up some of the traffic and pollution out to Downtown LA. I-80-1

Izumihara, Kyle - I-80

Comment ID	Response
I-80-1	Your support for Alternative 1, Design Option 2, has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Table 1.7 in Chapter 1 of the Draft EIS/EIR provides information about travel times in the corridor, and Table 6.2 in Chapter 6 discusses user benefits related to travel time savings for the Project. Air quality effects are discussed in Chapter 4, Sections 4.5 (operations) of the Draft EIS/EIR. By direction of the Metro Board, a separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo.

Kyle Izumihara

Option 1 would be so convenient for people who wants to go to areas like Little Tokyo without worrying about traffic and parking in and around Downtown area and can connect to other lines along the route or at Union Station. I-107-1

Izumihara, Kyle - I-107

Comment ID	Response
I-107-1	Your support for Alternative 1, Design Option 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Kim Jackson

I support. The bus should be more cleaner to ride and the fares should be cheaper. I-376-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: FFCO

Domicilio: Kim Jackson

Télefono/Celular: (213) 842-9234

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I Support the Bus should be more cleaner to ride and the fare's should be cheaper.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Jackson, Kim - I-376

Comment ID	Response
I-376-1	Metro cleans buses nightly and has tested mid-day bus layover cleaning. Metro also has a Keep Metro Clean and Safe program where patrons can notify Metro of conditions than need attention. Metro regularly reviews its fare policy and holds public hearing when fare changes are proposed.

I-150
I-150-1

Israel Jacquez

From: Israel Jacquez [mrkotfw@gmail.com]
Sent: 8/16/2021, 8:00 AM
To: wsab@metro.net
Subject: Comment from resident

I live in a building on top of one of the entrances to the 7th/Metro station.

I'm very much in favor of Alternative #2.

Initial thoughts is that it brings a station to I believe looks to be 8th and Main St? If so, that would be great for businesses in the Fashion District. I-150-2

The DLANC vision notes that the southeastern portion of DTLA is left unserviced. And having Metro stations available would certainly increase connectivity. I-150-3

This is an oversimplification, but in regards to funding for Alternative #2, if it's an issue, it might be worthwhile to get the DTLA stations built out, and similar to how the A Line has a large fleet of busses to temporarily bridge the gap between 7th/Metro and the Pico station, use that to bridge the remaining portions in time for 2028. I-150-4

I'm very excited about this project, as there will be more investment and increased connectivity for intra-DTLA travel. I-150-5

Israel
655 S Hope St
Los Angeles, CA 90017



Jacquez, Israel - I-150

Comment ID	Response
I-150-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-150-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-7 regarding Alternative 2.
I-150-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-150-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and an ultimate northern terminus at LA Union Station.
I-150-5	Your interest in the Project is noted.

Jan

My name is Jan. I'm an owner, stakeholder, and Little Tokyo resident of Teramachi Homes, and I really would like to speak briefly on safety and security. So I just want to say that a focus on community safety does support our economic development and is critical for those who use public transit, like myself.
Supported safety and security programs and the station and portal areas is vital to the overall well-being of riders and adjacent communities. So I and the community therefore would like to urge Metro to address the equity, social, and environmental factors, safety, and mobility issues that may negatively impact residents and business in the corridor from the south east cities to Downtown Los Angeles, especially Little Tokyo and Union Station. I-303-1

Jan - I-303

Comment ID	Response
I-303-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-SAF-1 regarding safety and security.

Yuridia Jaquez

The opening of this new West Santa Ana Branch Transit Corridor transportation is a means that will be used by several people since its travel route is very broad. However, it is necessary to extend your final stop to Union Station where we as users can connect with other transportation routes to our final destination.I ask that you consider my opinion to extend the travel route to Union Station or Little Tokyo in the West Santa Ana Branch Transit Corridor route.Thank you Yuridia Jaquez

I-248-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

27

Nombre/Afiliación/Organización: YURIDIA JAQUEZ

Domicilio:

Télefono/Celular: (323) 535-7560

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Esta nueva apertura de transporte West Santa Ana Branch Transit Corridor es un medio que sera utilizado por multiples personas pues tiene un amplio recorrido. Sin embargo, es necesario extender su parada final para Union Station donde nosotros como usuarios podamos conectarnos con otras vias de transporte para nuestro destino final.

Apelo a su consideracion tomar en cuenta mi opinion como usuaria para ampliar el recorrido hasta Union Station o Little Tokyo para la ruta West Santa Ana Branch Transit Corridor.

Gracias.

Yuridia Jaquez

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Jaquez, Yuridia - I-248

Comment ID	Response
I-248-1	Your support for a terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Maria Jauregui

I would like there to be a lot of hygiene, that everything be clean, that if you are going to carry out this project that there be a way for there not be so many homeless people, more than anything for cleanliness purposes. I-257-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

4C1

Nombre/Afiliación/Organización: María Jauregui

Domicilio: 1439 E. 74 St. L.A. 90001

Télefono/Celular: 323-945-33-05

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Me gustaria que hubiera mucha higiene que todo estuviera muy limpio, que si van a hacer este proyecto hubiera modo de que no hubiera tantas personas de la calle por la limpieza mas que nada.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

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Jauregui, Maria - I-257

Comment ID	Response
I-257-1	See response CR-SAF-2 regarding homelessness on the Metro system. Rail Custodial Services provides each station with cleaning services twice per day. These services include trash removal, sweeping, mopping elevators, odor mitigation, and disinfecting escalator/staircase handrails, ticket machines, seating areas, and elevator buttons. Each station is pressure washed at least once per week, with some existing stations washed up to three times per week. Emergency cleaning response services are provided for materials and substances that can pose health and safety concerns for patrons. Supervisors are assigned to each line for dedicated coverage, including station inspections.

Vanessa Jauregui

I would like the train service to be extended to Little Tokyo to help people. I-251-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

32

Name/Affiliation/Organization: Vanessa Jauregui

Address:

Phone/Cell: 562-668-11-39

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Yo quisiera q' se extendiera un poco mas el tren hasta little tokio para ayudar ala gente.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Jauregui, Vanessa - I-251

Comment ID	Response
I-251-1	Your support for a station in Little Tokyo has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process.

Kyle Jenkins

As a frequent visitor to the project area, I would like to urge Metro and the Board to select the a route with a terminus at 7th/Metro (rather than Union Station) for this project for the following reasons: I-46-2

- The ridership study shows far more ridership for a 7th/Metro terminus than for one terminating at Union Station. I-46-3
- A 7th/Metro terminus would provide far more opportunities for employment for residents along the the path of the project, whereas Union Station has comparatively few jobs within walking distance.
- A 7th/Metro terminus serves "daily needs" riders accessing the various amenities in the heart of the financial district (multiple grocery stores, drug stores, big-box retailers, medical needs, fitness uses, and small format retail), rather than those simply transferring from Metrolink or regional rail lines. I-46-4
- A 7th/Metro terminus allows for future extensions to the west and north that would further enhance transit connectivity in our city. I-46-5

Thank you,
Kyle

Jenkins, Kyle - I-46

Comment ID	Response
I-46-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-46-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-46-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-46-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-46-5	See response to I-46-2.

Tom Jerge

It needs to go further north along Atlantic or a few streets west to meet the Gold Line instead of turning west towards the Blue Line. It seems redundant. An extra parallel line is necessary since there's so many lines going east/west. Also, meeting at Union Station is a waste of time. It's an extra 30 minutes diversion. I-136-1

Jerge, Tom - I-136

Comment ID	Response
I-136-1	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of the identified corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated.

Daniel Johnson

I recommend that the train will go to #1 Union Station. I-114-1

Johnson, Daniel - I-114

Comment ID	Response
I-114-1	Your support for Alternative 1 (Los Angeles Union Station to Pioneer Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.

Daniel Johnson

I think it is a great idea to have new rail to southeast LA County. I-227-1

Next stop: your input.

DATE / *FECHA* / 日付 / 날짜: 9/15/2021

LOCATION / *LOCALIZACIÓN* / 場所 / 위치:
HP Farmers Market

We welcome your feedback on / *Agradecemos sus comentarios sobre*
私たちはあなたのご意見を歓迎します / 여러분의피드백을기다립니다

I think it is a great idea to have new rail to Southeast LA County.

Daniel Johnson
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Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.
お客様の声が、私達の未来を作ります。ご意見ありがとうございます。
여러분의 목소리가 우리의 미래를 만듭니다. 의견 감사합니다.

Johnson, Daniel - I-227

Comment ID	Response
I-227-1	Your support for the Project is noted.

Mark R. Johnston

The main problem with the staff recommended alternative #3 is dumping all those riders on analready over crowded Blue Line (pre-Covid of course) I could find nothing in the 1300+ pageson how that will be resolved. Maybe short turn back trains from Downtown to Slauson? Thisreally needs to be address. This is why I felt dropping the Washington Blvd station waswrong, as WSAB riders could ride as far as Washington on “their” train before being forced totransfer to the Blue rather than at Slauson. Slauson already a busy station, so why not use amuch less busy station like Washington to become your transfer point?To cut costs and simplify the design, make the WSAB and 105/Green Line station " pedestriantransfer" only between the 2 lines. Cut parking and cut going into the nearby neighborhood.Gardendale station to the north should be where the parking is and to a lessor extent,Bellflower to the south.A massive tall bridge over the I-10 is ridiculous. You are already tunneling north of I-10, sowhy not south also?Since you are cutting out the Washington Station (another mistake), you can bring the lineback to surface and then to elevated south of Washington Blvd.And now would be the time between Slauson and Washington to elevate /grade separate notjust the WSAB, but the Blue Line as well.Create an elevated version of the famous 4 track right of way.While I still prefer the northern terminus to be Union Station, I will accept 8th / Flower IFthose those tail tracks under the Harbor Freeway to the west will allow an extension to thenorth through City West, Temple/Beaudry, Echo Park and to Silver Lake in the future.If you do go to Union Station, it does look like both version have the tail tracks after thestation are in such a way you could continue the route underground a bit further to theexisting Chinatown station area (another possible transfer) and then into the existing and nowunderutilized MidWay Yard for northern storage rather than taking all the cars back toBellflower or Paramount. Also opens the possibility of extending this route to Glendale orEagle Rock.I have lots more ideas on these specific comments!Mark R. Johnston

I-196-2
I-196-3
I-196-4
I-196-5
I-196-6
I-196-7

Johnston, Mark R. - I-196

Comment ID	Response
I-196-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-196-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The comment was written prior to the start of Regional Connector service. With the opening of the Regional Connector, operations on the Metro A (Blue) Line have changed. The Slauson/A Line Station and WSAB alignment were designed to avoid operational impacts to A Line trains, as the two lines will operate on separate tracks. In response to comments received on the Draft EIS/EIR, the Slauson/A Line Station was reconfigured to ease transfers to the existing A Line Station. The stations between the two lines will be connected by two pedestrian bridges in order to disperse riders transferring between the lines, thereby minimizing dwell times and impacts to reliability related to the increased transfer activity. As the Slauson/A Line Station is the northern terminus of the LPA, it is not anticipated that the LPA would affect operation of the A Line where the line is street running between the 7th Street and Washington Street stations. The ridership information included in the Final EIS/EIR and the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report reflects conditions in the horizon year of 2042, inclusive of changes in the transportation network (including the Regional Connector) and growth in population and employment. The WSAB Project will begin revenue service in 2035. Ridership levels on the A Line at the start of WSAB revenue service will be subject to a number of factors, including headways on both the WSAB and the A Lines, population and employment in the service area, and travel patterns and demand. These variables are subject to change by the start of revenue service compared to current conditions. Additionally, it is unknown to what degree the lingering effects of the COVID pandemic may have on ridership levels in 2035. Therefore, the potential for WSAB to impact ridership on the A Line such that it would affect the overall performance of that line is unknown and speculative. Metro routinely monitors ridership on lines to determine if passenger loads (defined as the number of passengers per vehicle) during peak periods exceed established thresholds. These thresholds consider the design of the vehicle, including the space available for standing or sitting. If loads are exceeded, Metro identifies means to shift the demand to other transit services (such as by introducing a bus route that parallels the rail line) or to accommodate the demand (for instance, increasing headways). Metro will monitor passenger loads on the A Line after the start of revenue service of WSAB. If the thresholds applicable at that time are exceeded, Metro will identify ways to accommodate the demand to avoid impacts to the operation of the A Line. It should be noted that ridership forecasting conducted by Metro in support of planning for the WSAB Project shows increased ridership for the A Line as a result of opening of the LPA, but the increased peak hour loads fit within the loads standard for the planned A Line service. As stated in Chapter 2, Table 2.1, a station at Washington Street was eliminated by the Metro Board in November 2018 because of low projected ridership and duplicative service into downtown LA from the Metro A (Blue) Line. Eliminating the station also improved travel time along the WSAB alignment.

Comment ID	Response
I-196-3	The I-105/C Line Station will be a key transfer point to the infill C Line station. Projected boardings at the 105/C Line Station are high compared to the other project stations along the WSAB alignment, supporting the utility of the station beyond a transfer location. The design included in the Draft and Final EIS/EIR will require an approximate 700-foot walk between the I-105/C Line Station north of Century Boulevard and the infill C Line station in the median of the I-105. Elevators, escalators, and stairs will be provided to support transfers between the I-105/C Line Station and infill C Line station. In coordination with the City of Paramount after circulation of the Draft EIS/EIR, the proposed station entrance and exit at Façade Avenue has been modified to an emergency exit only.
I-196-4	See response CR-TRA-1 regarding additional transit parking. As noted in Chapter 2, Section 2.5.2.1 of the Draft EIS/EIR, the Bellflower Station will include a transit parking facility. Parking will not be provided at the Gardendale Station.
I-196-5	Refer to the response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response to comment I-196-2.
I-196-6	Refer to the response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response to comment I-196-2.
I-196-7	Refer to the response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response to comment I-196-2.

Damon Jones

I am truly concerned that this extension will bring more homeless into the area of Cerritos. What steps will take place to ensure that the homeless will not exit the train where it ends in Cerritos. This can also have a negative affect on the mall. Those struggling with substance abuse will now be freely transported to an area with many shopping venues where they will commit property crimes and thefts. This will eventually cause businesses to leave the area. I-139-2

What effect will the above ground on traffic, because as it runs past 183rd/Gridley and Artesia/Studebaker there is a lot of traffic already due to the shopping centers, mall, and high school. I-139-3

Jones, Damon - I-139

Comment ID	Response
I-139-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-139-2	See response CR-SAF-2 regarding homelessness on the Metro system.
I-139-3	Chapter 3 of the Draft EIS/EIR discusses the traffic operations with the Project in place. Details are provided in Section 3.4.1. No adverse effects due to the Project were identified at the intersections of 183rd Street/Gridley Road and Artesia Boulevard/Studebaker Road. Therefore, no mitigation measures will be needed.

Eun Jun

** Residents of Mura Condo, located at 629 Traction Ave, met together and resolved to oppose the installation of the WSAB line Portal on the LADWP Lot, and commented on our opinions as follows. ** I-59-2

It is our determined opinion.

1. The WSAB Line's Station (Portal) is too close to the condos or apartments where many people live. The Portal will be located close to 60 - 70 feet. Construction will be built for years and certainly be delayed. This will affect our quality of life for a very long time. I-59-3

2. Construction noise and pollution will affect our building since a station at the LADWP lot will require heavy machinery. I-59-4

3. Once completed the line will attract more non-resident foot traffic to come to our area and add to the noise we hear every Friday and Saturday night from the local bars. I-59-5

4. Increased foot traffic will lead to more security issues, especially for the first floor residents facing Rose street. I-59-6

5. There are better options for WSAB to go through downtown, away from Alameda street. These options cost less money and have more potential riders. I-59-7

6. Construction will equal more traffic as they shut down certain lanes of Alameda and 2nd to accommodate equipment storage, parking, and staging. I-59-8

7. Active construction will almost certainly decrease our property values for the short term and potentially longer if the security concerns become a reality. I-59-9

For the reasons mentioned above, it is strongly recommended to select an area other than the LADWP lot and not a resident area. I-59-10

Jun, Eun - I-59

Comment ID	Response
I-59-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-59-2	Your opposition to the Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding the proximity of the Project to Little Tokyo.
I-59-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The LPA is not in the Little Tokyo community.
I-59-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-59-5	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The LPA is not in the Little Tokyo community.
I-59-6	See response to comment I-59-2.
I-59-7	The comment is in regard to Alternative 1, which is not the identified Locally Preferred Alternative. Refer to response CR-GEN-1. Construction effects of Alternative 1 on transportation are discussed in Chapter 3, Sections 3.7.3.2 and 3.7.4.1 of the Draft EIS/EIR.
I-59-8	See response to comment I-48-6.
I-59-9	The Metro Board identified Alternative 3 as the Locally Preferred Alternative (LPA). This comment is made in reference to a condominium complex located at 629 Traction Avenue, a specific location that would have been affected by Alternative 1 in the Draft EIS/EIR but would not be affected by the LPA. See response CR-GEN-1 regarding identification of the LPA and response CR-GEN-6 regarding construction activities in the Little Tokyo community. No construction effects will occur in proximity to the location specified in the comment as part of the LPA segment construction. For additional information regarding property values and Alternative 1, refer to Chapter 4, Section 4.17.3 of the Draft EIS/EIR.
I-59-10	See response to comment I-59-2.

Christopher Juniel

I live in a townhouse community that is parallel to the railroad tracks. My bedroom is in direct view of the train that frequents those tracks every day. I have to keep my bedroom window closed due to the amount of dust that comes through my window from the railroad as well as the 105 Freeway. I-85-2

When the train passes through, it feels like we're having an earthquake, not to mention the noise. I-85-3

During the night hours, I would like to open my windows, however, there again, the dust emitted from the freeway traffic as well as the noise from the cars prevents me from doing so. I know that the dust is a health hazard to the people of this community. The dust accumulates on a daily basis if I were to leave my window open. I-85-4

Also, there are fumes that are being emitted from the train, the cars as well as there is an oil refinery close by that releases toxic fumes in the air in the pre-dawn hours, usually on a Monday. I'm not sure how this is affecting our health, but I do know that breathing in dust particles from trains, cars and fumes from oil can't be good. I believe that another train will further impair the health of the people in this community. I-85-5

On the other hand, traffic in this area is already at an all time high and when the freight train crosses Rosecrans at Paramount or the tracks between Paramount and Garfield, the back up of traffic is frustrating to say the least. I-85-6

For more reasons than one, I think another train coming through with the frequency that it will, is going to cause more traffic and more health hazards to the people of this community. I-85-7

Juniel, Christopher - I-85

Comment ID	Response
I-85-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-85-2	The existing condition includes dust generated by the freeway and freight train movements. As discussed in Chapter 4, Section 4.5.5.4 of the Draft EIS/EIR, operation of the Locally Preferred Alternative (LPA) (referred to as Alternative 3) would not introduce a new substantial source of dust emissions. Rather, the LPA would contribute to a reduction in vehicle road dust emissions by reducing regional vehicle miles traveled associated with passenger vehicles. As described in Chapter 4, Section 4.21.3.2 of the Final EIS/EIR, operation of the LPA would not result in cumulatively considerable air quality impacts. Although implementation of the LPA would result in temporary dust emissions during construction activities, as described in Chapter 4, Section 4.19. 5 of the Final EIS/EIR, these emissions will not exceed the localized significance thresholds or the mass daily thresholds of significance established by the South Coast Air Quality Management District. Further, as concluded in Section 4.21.4.2 of the Final EIS/EIR, construction of the LPA will not result in cumulatively considerable air quality impacts. Refer to response CR-AQ-1 for a discussion of dust effects during construction and response CR-AQ-2 for a discussion of dust effects during operation of the Project.
I-85-3	As shown in Figure 1-2 of the West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report (Appendix M to the Draft EIS/EIR), annoyance occurs at around 80 VdB while difficulty with human tasks occurs at 90 VdB, and minor cosmetic damage to buildings occurs at 100 VdB or greater. As defined in Chapter 4, Section 4.7 of the Draft EIS/EIR, VdB is the metric used to measure groundborne vibration. The level of human perception for ground vibration is 60 VdB. As shown in Table 4.7.3 of the Draft EIS/EIR, the FTA groundborne vibration criteria are 72 VdB for frequent events at residential buildings or other buildings with sleep activities and 75 VdB at other buildings with daytime occupancy. Light-rail train passbys may be perceptible at these thresholds but would not feel like an earthquake. As shown in Figure 1-2 of the West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report (Appendix M to the Draft EIS/EIR), ground vibration from heavy (freight) railroad activities are higher than for light rail transit operations. The Project will not change the frequency of freight operations, but will relocate the freight tracks parallel to Façade Avenue and Arthur Avenue to the west. Freight vibration levels associated with the relocated freight tracks were assessed at sensitive receptors along Façade Avenue and Arthur Avenue. As described in Section 4.7.3.2 of the Final EIS/EIR, vibration levels associated with the relocated freight tracks would not exceed FTA vibration impact criteria. Vibration associated with freight trains traveling along the relocated freight tracks will be similar to existing conditions. Light rail transit will generate less vibration than freight trains with each passby. Regarding noise, residences along Façade Avenue and Arthur Avenue were assessed for both freight noise and LRT noise in Chapter 4, Section 4.7.3.2 of the Draft EIS/EIR. Soundwalls for freight noise are required per Draft EIS/EIR Mitigation Measure NOI-7 (Freight Track Relocation Soundwalls) and shown in Figure 4.7-13 in Section 4.7.4 of the Draft EIS/EIR (now referred to as Mitigation Measure NOI-5 and shown in Figure 4.7-12 of the Final EIS/EIR). The soundwalls will be designed to provide the maximum reduction possible. Heights greater than those evaluated in the Draft EIS/EIR have been considered during preparation of the Final EIS/EIR to account for the greater source height of the freight trains. In particular, the soundwalls to mitigate freight noise related to relocated freight tracks parallel to Façade Avenue are proposed in the Final EIS/EIR at heights of 14

Comment ID	Response
	feet to 16 feet on the western side of the right-of-way and 12 to 16 feet on the eastern side of the right-of-way. Updated information on the location and/or dimensions of soundwalls is included in Chapter 4, Section 4.7.4.2 of the Final EIS/EIR. The noted townhouse community is represented by Cluster N200, as shown in Figure 4.7-12 of the Final EIS/EIR. Noise impacts will be less than significant with implementation of soundwalls required by Mitigation Measure NOI-5 (Freight Track Relocation Soundwalls).
I-85-4	The existing condition includes dust generated by the freeway and freight train movements. The Locally Preferred Alternative (LPA) would not substantially change existing dust or noise generated by vehicles on the freeway. As stated in Section 4.21.3.2 of the Final EIS/EIR, operation of the LPA would not result in cumulatively considerable air quality impacts. Refer to responses CR-AQ-1 and CR-AQ-2 for discussions of dust emissions during construction and operation of the LPA, respectively.
I-85-5	The Locally Preferred Alternative (LPA) would consist of light rail transit vehicles that are electrically powered. Therefore, operation of the LPA would not include elements that generate emissions or fumes. As stated in Chapter 4, Section 4.10.5.3 of the Draft EIS/EIR, Metro does not anticipate the handling of hazardous or acutely hazardous materials, substances, or waste during operation. As discussed in Section 4.5.5.4 of the Draft EIS/EIR, operation of the LPA would not introduce a new substantial source of dust emissions. Rather, the LPA would contribute to a reduction in vehicle road dust emissions by reducing regional vehicle miles traveled associated with passenger vehicles. The WSAB Project will not alter operation of the refinery noted in the comment. The impact analysis in the Draft EIS/EIR was completed in accordance with guidance established by the South Coast Air Quality Management District (SCAQMD) and the Federal Transit Administration. The results indicated that Alternative 3 would not generate emissions that exceed the regional or localized significance thresholds established by the SCAQMD. Pollutant emissions would be minimized by mandated compliance with SCAQMD Rule 403 (Fugitive Dust) and Rule 402 (Nuisance). Emissions of air pollutants produced during construction of the LPA would be temporary and would not cause long-term effects to air quality. Construction activities would also adhere to the stringent provisions of the Metro Green Construction Policy. Metro adopted the Green Construction Policy in 2011 to reduce environmental impacts from construction activities associated with Metro projects. The policy provides requirements for identifying and mitigating air emission impacts on human health, the environment, and the climate of on-road and off-road construction equipment and generators used in construction and development activities; implementing appropriate best management practices to complement equipment mitigations; and implementing strategies to ensure compliance with applicable rules and regulations. Best management practices in the Green Construction Policy include, but are not limited to, maintaining equipment according to manufacturer's specifications; restricting idling of construction equipment and on-road heavy-duty trucks to a maximum of five minutes when not in use; and using diesel particulate traps as feasible. These and other best management practices included in the policy would minimize pollutant emissions to the maximum extent feasible and represent some of the most stringent and effective methods to reduce air pollutant emissions associated with construction activities. As stated in Chapter 4, Section 4.19.3.10 of the Draft EIS/EIR, construction activities are not anticipated to result in emissions or require the use of extremely hazardous materials in quantities equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code. As stated in Section 4.19.3.5

Comment ID	Response
	of the Draft EIS/EIR, the LPA would not generate a substantial source of construction odors or visible dust.
I-85-6	The Locally Preferred Alternative (LPA) alignment will cross the Rosecrans Avenue/Paramount Boulevard intersection on an elevated structure. Therefore, traffic operations at the intersection will not be affected by the Project. Immediately northwest of the intersection, the Paramount/Rosecrans Station will be elevated, then the light rail transit tracks will continue north and transition to an at-grade configuration but will not cross any local streets. The LPA will not change frequency of freight trains.
I-85-7	As part of the modifications to accommodate trains crossing streets at-grade, the adjacent traffic at signalized intersections and the at-grade crossing will be coordinated, and signal timing at these adjacent signalized intersections will be optimized to vehicles traveling through the at-grade crossing. The analysis was documented in Chapter 3, Section 3.4.1 of the Draft EIS/EIR. These details are provided in Tables 3.40 and 3.42. See response CR-SAF-1 regarding safety near the rail line.

Junuh

As someone who frequents downtown from the westside, alternative 2 is definitely the best. The opportunity to cut right into the fashion district rather than walk would be a plus as well make greater use of 7th/metro since the arts district station is now funded(?) for. I-89-2

Alternative 3 and 4 should absolutely be axed since having to transfer over multiple lines would lead to confusion for new comers and added stress of navigating the transit system; Proposal 1 and 2 provide the one seat ride that many in the gate way cities deserve and need. It is vital for Metro to gain a wider audience and attract more riders and serve the county in a way that is most convenient to its citizens and it is clear that Alt. 3 and 4 just don't provide that to south-east LA. One of the main goals of this line is to reduce traffic, thus a one seat ride like Alt. 1 and 2 can perfectly solve that. I-89-3 I-89-4 I-89-5

Alt. 1 and 2 provides a potential for future extensions northbound (if pursued). Having little stubby branches like Alt. 3 and 4 do not provide the north-to-south connections that link not just avenues but actual REGIONS of LA County. We have to think big and into the future if we want a proper Metro network for all. I-89-6

SIDE NOTE: Can we please do mostly elevated right-of-ways like Chicago please? thank you I-89-7

Junuh - I-89

Comment ID	Response
I-89-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-89-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to the Fashion District will continue to require walking or bus transfer from the 7th Street/Metro Center.
I-89-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2.
I-89-4	Refer to the response to I-89-2 regarding identification of the Locally Preferred Alternative. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-89-5	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-89-6	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-89-7	See response CR-GEN-4 regarding grade separation.

Karger, Clara

Hi Meghna,Please see our attached comment letter on the WSAB DEIR.Thank you,Clara

I-347-1

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

September 27, 2021

Meghna Khanna
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Re: **Draft Environmental Impact Report – West Santa Ana Branch Transit Corridor Project**

Dear Ms. Khanna,

Established in 1924, Central City Association (CCA) is committed to advancing policies and projects that enhance Downtown Los Angeles' vibrancy and increase opportunity in the Los Angeles region. As the mobility hub of the region, Downtown welcomes continued improvements like the West Santa Ana Branch (WSAB) light rail that will help our region become more environmentally sustainable and increase access to good jobs, housing and rich cultural resources located in Downtown. For these reasons, **we strongly support the WSAB connecting to Downtown via either Alternative 1 (LA Union Station to Pioneer Station with a Little Tokyo Station) or Alternative 2 (7th St./Metro Center to Pioneer Station). World class cities with successful transit networks are rooted in their transit-rich urban cores; therefore, we do not support Alternatives 3 or 4 which would not add new transit stations in Downtown.** I-347-2

A Downtown terminus provides the greatest benefits to communities and the region.

The goal of this project is to connect southeast LA County's "Gateway Cities" to Downtown Los Angeles via public transit. The Gateway Cities currently rely on regional bus service as the only public transportation. This is concerning as the existing bus system will continue to be overburdened and not meet consumer needs as population in this area increases. Limited transportation options will impact County residents' access to new economic opportunities as Downtown is expected to add 55,000 new jobs and 100,000 new housing units over the next two decades. I-347-3

Alternatives 1 and 2 would deliver the highest level of mobility and connectivity to communities in the project areas, the greatest economic benefits per year ($6.6M and $7.6M, respectively), and provide the greatest reduction of emissions and greenhouse gasses compared with Alternatives 3 and 4.[1] In addition to economic benefits for Metro riders, communities in the studied project area, which includes Artesia, Bellflower, Downey, South Gate, Cudahy, Bell, Huntington Park and Downtown Los Angeles, would have increased access to historic neighborhoods like Little Tokyo, the Theater District, Chinatown and Olvera Street along with cultural and entertainment attractions like L.A. LIVE and Staples Center, Banc of California Stadium, Walt Disney Concert Hall, The Broad and much more. I-347-4

Neighborhoods in eastern portions of Downtown need access to quality public transit.

Downtown is the most welcoming place in Los Angeles for dense, sustainable housing. We expect the city center's residential population to surpass 200,000 residents by 2040. Alternative 1 would serve the Arts and Industrial Districts as well as Little Tokyo and connect to Union Station. Alternative 2 would serve the Arts, Industrial and Fashion Districts and South Park neighborhood. Given our region's serious housing crisis, these neighborhoods are exactly where we should be expanding our transit network to support new housing in walkable areas that don't require residents to have personal vehicles. The WSAB can help sustainably alleviate the region's housing crisis while supporting improved mobility within the eastern portions of Downtown that currently lack access to Metro's rail system. I-347-5

[1] West Santa Ana Branch Transit Corridor Draft EIS/EIR: Executive Summary, p. 85

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

We appreciate the Metro project team's continued work on this project. Thank you for your consideration.

Sincerely,



Jessica Lall
President & CEO

Cc: Metro Chair Hilda Solis, Metro Board of Directors & LA County Board of Supervisors, District 1
Mayor Eric Garcetti, City of Los Angeles
Councilmember Kevin de León, Council District 14
Supervisor Holly Mitchell, Metro Board of Directors & LA County Board of Supervisors, District 2

From: Clara Karger [ckarger@ccala.org]
Sent: 9/27/2021, 5:37 PM
To: wsab@metro.net
Cc: mrumsey@ccala.org; mshilstone@ccala.org
Subject: CCA Comment Letter on WSAB DEIR

Hi Meghna,

Please see our attached comment letter on the WSAB DEIR.

Thank you,
Clara

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

Clara Karger
Director of Public Affairs
she/hers | 213.418.1672 | ckarger@@ccala.org | ccala.org
626 Wilshire Blvd., Suite 850, Los Angeles, CA 90017
CCA Reflects | *DTLA Insights*

Karger, Clara - I-347

Comment ID	Response
I-347-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-347-2	Your support for Alternatives 1 and 2 and opposition to Alternatives 3 and 4 have been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Alternative 3 would provide connection to downtown via transfer at the Slauson/A Line Station to the A Line. Chapter 4, Section 4.17.3.2, under the subheading "Regional Mobility and Connectivity" of the Draft EIS/EIR discusses the impact the Project is expected to have on the region. The Project would benefit local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent would have access to a larger labor market, which may provide greater economic opportunities. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process.
I-347-3	For corridor residents, the Project will provide an additional travel option and reduce travel times for transit users, as illustrated in the discussion of user benefits in Table 6.2 in Chapter 6 of the Draft EIS/EIR. Table 1.7 in Chapter 1 of the Draft EIS/EIR provides information about travel times in the corridor. See also response to comment I-347-2.
I-347-4	Chapter 6 of the Draft EIS/EIR considers the trade-offs among alternatives. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 and 2. Section 6.2 of the Draft EIS/EIR explains the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." See also response to comments I-347-2 and I-347-3.
I-347-5	See response to comments I-347-2, I-347-3, and I-347-4.

I-135
I-135-1

Isaac Katz

From: Isaac Katz [isaachkatz@gmail.com]
Sent: 8/3/2021, 6:35 PM
To: wsab@metro.net
Subject: Public comment on West Santa Ana Branch Transit Corridor alternatives

Dear Metro,

I saw the announcement of the alternatives for the West Santa Ana Branch light rail line. I'm an LA County resident who would love to use Metro as much as possible, but I currently find the transit options insufficient to be able to get around LA without a car in most of my trips.

I think that Metro should select Alternative 2 for the WSAB line, and I find it very frustrating and disappointing that Alternative 3 is the current recommended option. I-135-2

When I am coming from southeast LA toward downtown, it is ideal for me to have one train ride without transfers. In addition, I often want to visit the Arts District, South Park, and 7th and Flower, and rarely do I visit Union Station. Alternative 2 would be better than Alternative 3 in both respects -- it would provide one ride direct to downtown, and it would provide new stops in places like the Arts District and South Park that currently have no train stations. If Metro chooses Alternative 3, and ends the WSAB line far before taking it to downtown, it would be a huge missed opportunity for LA county transit. I-135-3

If the reason that Metro is choosing Alternative 3 over Alternative 2 is financing, then in my opinion Metro should use every out-of-the-box idea to fund the better option. For example, Metro could build dense housing on Metro land near stations, or Metro could create a tax increment financing district, so that we fund the line by capturing some of the wealth that it itself creates. I-135-4

Thank you for your time.

Best,
Isaac Katz
Long Beach, CA

Katz, Isaac - I-135

Comment ID	Response
I-135-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-135-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and CR-GEN-7 regarding Alternative 2. The comment was written prior to the start of Regional Connector service. The LPA would provide a connection to the 7th Street/Metro Center and South Park via transfer at the Slauson/A Line Station to the A Line. With the completion of the Regional Connector, a connection to the Arts District is provided by walking or bus transfer from Little Tokyo.
I-135-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
I-135-4	Metro is collaborating with the local jurisdictions on the WSAB Project to study and pursue transit-oriented development and tax increment financings. The decision to approve specific developments and tax increment financing rests with the local jurisdictions that have land use authority. Metro is providing local jurisdictions with technical advice regarding the potential timing and funding availability from tax increment. Currently, the amount and timing of any tax increment is very preliminary and not ready to be relied upon for funding of the Project. Some of the jurisdictions have limited development opportunities and some may not be supportive of tax increment financings as those tax revenues can be used for other municipal purposes. Appendix R: Funding and Financing for the West Santa Ana Branch Project, of the Draft EIS/EIR provides information on the funding sources and financing available for the Project, including funding commitments and potential additional funding and financing. As discussed in Appendix R, local funding for the Project is included in both the Measure R and Measure M sales tax ordinances. The ordinances identify minimum funding amounts from the respective sales tax and start dates when the funds are eligible to be expended or for use on construction. Metro has applied for and was granted $300 million from the State of California through the Transit and Intercity Rail Capital Program for the WSAB Project in 2018. The grant will be used for construction of the Locally Preferred Alternative (LPA). However, a complete funding plan is currently not available for a future extension north of the Slauson/A Line Station. Refer to response CR-GEN-1 regarding identification of the LPA and an ultimate northern terminus at LA Union Station.

Yukio Kawaratani

I am in favor of Alternate 1 because it permits an extension of the WSAB route in the future to a route to the Glendale/Burbank cities. But not design option 1, as it will add considerable complexity and cost in the middle of Union Station. I-144-2 I-144-3

Design option 2 with a Little Tokyo station connecting to the Regional Connector Station will provide WSAB riders with transfers to four directional routes on the Regional Connector. Portal access needs to only be on the west side of Alameda. The land acquisition of the DWP site and portal access on the east side of Alameda Street is a large unnecessary expense. I-144-4 I-144-5

The route way up high over the 10 Freeway is a visual environmental disaster. It can create a distraction and accidents on the 10 freeway. I-144-6

The route north of the 10 Freeway is underground, so the WSAB should go under the elevated freeway. Think of the lives saved. I-144-7

Yukio Kawaratani

Kawaratani, Yukio - I-144

Comment ID	Response
I-144-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-144-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-144-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-144-4	Refer to the response to comment I-144-2.
I-144-5	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community. The study is considering where the alignment would connect at LA Union Station.
I-144-6	See response CR-GEN-1. The aerial structure at the I-10 freeway is not part of and the Locally Preferred Alternative and is not analyzed in Final EIS/EIR.
I-144-7	Refer to the response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The northern terminus for the LPA alignment will be at the Slauson/A Line Station, which is south of I-10.

Andie Kimura

Hello, as a person who has grown up in Little Tokyo as a second home, I would like to express my support for the West Santa Ana Branch Alternative 1 route through Little Tokyo ---using the Design Option 1 in order to remove the need for metro to take a permanent easement underneath the Japanese American National Museum. I assume this would have a much higher cost and as a second choice, ask that Design Option 2 (a station in Little Tokyo) not be decided upon until there is community engagement specifically addressing the optimal location.

I-173-2

I-173-3

As you are aware, Metro construction has taken a toll on the neighborhood over the last 20 years. I am concerned that Little Tokyo is not named as an environmental justice community and would like Metro to do so. Develop a legacy business fund, separate from the BIF as well as a small business incubator.

I-173-4

Thanks,

Andie Kimura

Kimura, Andie - I-173

Comment ID	Response
I-173-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-173-2	Your support for Alternative 1, Design Option 1 and opposition to Design Option 2 (Little Tokyo Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The parcels referenced in the comment will not be acquired in support of the LPA.
I-173-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-173-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. See response CR-EJ-2 regarding the Little Tokyo community.

Sug Kitahara

As a current resident of Cerritos, I am in favor, specifically, for design 1, option 2, which passes through Little Tokyo and ends at Union Station. I think it is quite imperative that the lines pass through major points of interest to maximize usage for both visitors and residents alike in the future. I-169-2

With the increasing congestion of traffic on freeways, alternative forms of transportation like the WSAB is vital for future planning of development and growth in all of Southern California.

Currently, southeast LA lacks any major train lines for the general public. I hope that this line will help spur growth and development along the train lines and bring more economic prosperity to the communities that are along the lines, including Artesia, and Cerritos where I am from. I-169-3

To reiterate, I am in favor of design 1, option 2, as being the most logical and bringing the maximum benefit to future riders. I-169-4

Kitahara, Sug - I-169

Comment ID	Response
I-169-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-169-2	Your support for Alternative 1, inclusive of Design Options 1 and 2, has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
I-169-3	The Locally Preferred Alternative (LPA) will provide a reliable, fixed-guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities, particularly around station areas. The LPA stations are anticipated to serve residents, employees, and visitors from neighboring communities and the region promoting existing and planned future development with street-level pedestrian uses, as well as provide pedestrian access to surrounding uses. While the LPA can increase economic opportunities and new development, these types of opportunities are at the discretion and approval of the local jurisdiction.
I-169-4	See response to comment I-169-2. Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 1. Section 6.2 of the Draft EIS/EIR explains the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative."

Joshua Koppenjan

Please do NOT build the metro station exit in Lottle Tokyo on Alameda/Rose St at the LADWP or Office Depot lot. This will HURT the existing communities here and homeowners, many of which work from home and this will directly impact their ability to make a living and take away their right of quiet enjoyment during not only the construction but also the years after with noise and vibration due to the metro being just across the street from thousands of residents living in Savoy, MURA, and other neighboring apartment and condos. This so extremely harmful to these communities as well with the construction leading to worsened air pollution. Please do NOT hurt the little Tokyo community more. So much has been taken. Do not take more.

I-103-1

Koppenjan, Joshua - I-103

Comment ID	Response
I-103-1	Your opposition to Design Option 2 of the Draft EIS/EIR (Little Tokyo Station) has been noted. The Mura Community Association property is located at 629 Traction Avenue in Los Angeles, 90013 and the Savoy Community is located at 100 S. Alameda Street in Los Angeles, 90012, both in the Little Tokyo neighborhood. The northern terminus for the Locally Preferred Alternative (LPA) will be at the Slauson/A Line Station located approximately 4 miles south of these two residential communities. The LPA will not have construction and operational activities in the Little Tokyo neighborhood. See response CR-GEN-1 regarding LPA identification and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.

I-170

Scott Korinke

From: Scott Korinke [shkbarca@gmail.com]
Sent: 8/2/2021, 7:42 PM
To: wsab@metro.net
Subject: WSAB Draft EIR Public Comment

For the WSAB rail alignment, please select the Alternative 2 that ends at 7th/Metro! It will have the highest ridership for people living along the line and provide the easiest access to jobs/housing for people living across the county.

I-170-1

Scott - LA County resident. 

Korinke, Scott - I-170

Comment ID	Response
I-170-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Daren Kurkowski

Thank you for the opportunity to provide a comment. Mine is in regards to the MSF Paramount location. Reviewing the EIR, it did not seem to address the 700, 800 small businesses that operate from the Paramount Swap Meet. It only lists about four businesses in those parcels. But when this -- if this alternative is used in Paramount, it will be displacing all those businesses, as well as the employees that they have in addition to the loss of tax revenue to the City of Paramount. Based upon its layout, it will also pretty much kill the Bianchi Theater facility right next door, as well as the Paramount Drive-In. So I think the EIR needs to be looked at to see that all those small businesses were taken into consideration when that became an alternative. I-332-1

Kurkowski, Daren - I-332

Comment ID	Response
I-332-1	See response CR-GEN-2 regarding identification of the Bellflower Maintenance and Storage Facility (MSF) for evaluation in the Final EIS/EIR. The Paramount MSF is not evaluated in the Final EIS/EIR and no acquisitions or displacements or businesses located in the proposed Paramount MSF site will be affected by the Locally Preferred Alternative.

Bryon L

LA is very behind already when it comes to public transportation. Option 2 terminating at the 7th St Metro Station provides better over all connectivity to the system and adds new stops in a highly dense Downtown area. In addition, it has the ability to further expand westward towards Venice or North towards La Cañada Flintridge by way of Echo Park, Silver Lake, and Glendale in the future. We need bold action and a strong vision to build the word class rail system Angelenos deserve today. I-96-1

L., Bryon - I-96

Comment ID	Response
I-96-1	Your support for Alternative 2 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Toy La

I'm ok with the Blue Line extension but the connection should be within the station connecting all stations together underground. I-290-1

Next stop: your input.

DATE / *FECHA* / 日付 / 날짜:

LOCATION / *LOCALIZACIÓN* / 場所 / 위치:

We welcome your feedback on / *Agradecemos sus comentarios sobre*
私たちはあなたのご意見を歓迎します / 여러분의피드백을기다립니다

IM OK W/ THE BLUE LINE EXTENSION
BUT THE CONNECTION SHOULD BE WITH THE STATION
CONNECTING ALL STATIONS TOGETHER UNDERGROUND

Taylor

NAME / *NOMBRE* / お名前 / 이름

EMAIL / *CORREO ELECTRÓNICO* / Eメール / 이메일

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Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.
お客様の声が、私達の未来を作ります。ご意見ありがとうございます。
여러분의 목소리가 우리의 미래를 만듭니다. 의견-감사합니다.

La, Toy - I-290

Comment ID	Response
I-290-1	The A (Blue) Line is an existing aerial alignment at Slauson Avenue. The WSAB Project will also be in an aerial configuration at this location. Pedestrian bridges will be constructed to allow transfers between the WSAB Slauson/A Line Station platform and the existing Slauson Station platform, without requiring passengers to go down to street level to transfer. Placing the existing A Line underground would result in impacts to operation of the A Line and increase the overall cost of the Project.

Steven Lansing

Looking forward to this starting construction, I've been waiting a long time for this! I-141-1

Lansing, Steven - I-141

Comment ID	Response
I-141-1	Your interest in the Project is noted.

Tracy LaValley

My concerns:

My home will back the rail tracks and the noise level if will have on my home. I-42-2

The traffic delays it will cause.
The privacy of my backyard.
The crime it will bring to our Cerritos Community. I-42-3
Our property value will go down due to this rail. I-42-4
The times the rail will run daily will cause
residents to not get any sleep due to the noise.

I am very against this project and I do not feel there is a need for it in this area. This is going to bring down this area. I-42-5

LaValley, Tracy - I-42

Comment ID	Response
I-42-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-42-2	See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during operational activities. Soundwalls will be constructed as specified by Mitigation Measure NOI-1 in the City of Cerritos. Soundwalls will be located between Studebaker Road and Gridley Road against the backyards of the residences. The soundwalls will be located at-grade when the light rail transit (LRT) will be at-grade and on the aerial guideway when the LRT will be aerial. At-grade soundwalls will also be located between Pioneer Boulevard and South Street. The soundwalls are depicted in Figure 4.7-11 in Chapter 4, Section 4.7.4 of the Draft EIS/EIR. Soundwalls in this area are anticipated to reduce noise levels by approximately 10 to 12 decibels compared to unmitigated noise levels; impacts would be reduced to moderate or no impact between Studebaker Road and Gridley Road, as shown in Figure 4.7-11 and Table 4.7.7 in Chapter 4, Section 4.7.4 of the Draft EIS/EIR. The noise analysis in Section 4.7.3 and 4.7.4 of the Final EIS/EIR incorporates additional analysis completed since the Draft EIS/EIR to identify possible additional noise reductions. Corresponding edits have been made in the West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report (previously Appendix M of the Draft EIS/EIR).
I-42-3	See response CR-SAF-1 regarding safety and security and response CR-VA-1 regarding screening of project components (i.e., along the aerial alignment, adjacent to residential properties).
I-42-4	Additional text on the positive effects on property values near transit infrastructure has been incorporated into the Final EIS/EIR in Section 4.17.3.2. As stated in Chapter 4, Section 4.17.3.2 of the Draft EIS/EIR, under the subheading "Long Term Impacts on Property Values" the Locally Preferred Alternative is expected to attract continued investment in the areas it serves. The added investment would likely result in increased property values for businesses and residences near station areas. Potential reductions in value because of the nuisance effects associated with the Project, such as noise impacts, would be minimized with implementation of the noise project measures and mitigation measures included in Section 4.7.4 in the Draft EIS/EIR. Overall, the potential for economic development near station areas is most directly related to the land use plans and policies put in place by the local jurisdictions surrounding the station.
I-42-5	See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during operational activities. See response CR-NOI-2 regarding construction activities and mitigation.

Jason Law

I support Alternative 2 as the locally preferred alternative, as it is the alternative that will carry the most riders and provides a rail transit option for the Fashion District. I-41-1

Law, Jason - I-41

Comment ID	Response
I-41-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to the Fashion District will continue to require walking or bus transfer from 7th Street/Metro Center.

Ian Lawrence

I am very concerned about the currently proposed transfer station for the C line and WSAB line. It requires far too much walking and the platforms are too far apart. It's not good for commute times and it's horrible for accessibility. While I appreciate the challenges of the site, for transfers to be effective - an issue with far greater importance than simply looking at this neighborhood in its current form - the platforms should be stacked on top of each other in one form or another. Yes, that will require costly solutions involving tunnels or raised platforms. Moving the C-line station above the new WSAB station is one possibility. Moreover, as the density of the area increases due to these rail lines and due to legislation that will eventually come out of Sacramento (the latest attempt is SB-10), this pedestrian walk between the two platforms will be a huge and costly mistake down in the future that will necessitate hugely expensive remedies. I-35-1

Thank you for considering my comments

Lawrence, Ian - I-35

Comment ID	Response
I-35-1	The design included in the Draft and Final EIS/EIR will require an approximate 700-foot walk between the I-105/C Line Station north of Century Boulevard and the infill C Line station in the median of the I-105. Elevators, escalators, and stairs will be provided to support transfers between the I-105/C Line Station and infill C Line station. The I-105/C Line Station is proposed north of Century Boulevard due to right-of-way constraints both north and south of I-105 and to avoid property impacts/acquisitions south of the I-105 freeway. Locating an elevated WSAB station over the C Line Station below would have resulted in a wider footprint, which would require shifting the existing freight track farther west and increasing right-of-way acquisitions. Metro completed a Transfers Design Guide in 2018 to help improve the transfer experience for customers. The Transfers Design Guide includes a Design Checklist and Design Toolbox to improve existing—and plan for new—transfer stops and stations.

Bruce Leach

Support Alternative 3
I support ALTERNATIVE 3. It provides the Greatest ridership/mobility option to this underserved Metro area with a lower costs compared to ALTERNATIVE 1. Both ALTERNATIVE 2 and 1 achieves the greatest level of the Project's Objectives, so I also support Alternative 1. I-109-2 I-109-3

Station Parking
The Project indicates parking facilities at the Bellflower and Pioneer Stations. Neither location has adequate public parking for the proposed
Station currently. Parking is especially significant to the Pioneer Station since it will be the southeastern terminus of the line for the foreseeable future. I-109-4

Some property acquisitions will be required at these Stations. But acquisition is not shown at these station by the websites Interactive Mapping. My concern is that this issue is adequately covered elsewhere in the environmental documents. And, of course, that these stations will be usable by residents in this area, including adjacent Orange County residents. I-109-5

Leach, Bruce - I-109

Comment ID	Response
I-109-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-109-2	Your support for Alternative 3 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-109-3	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2. The Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus. A financially constrained funding plan is currently not available to extend north of the Slauson/A Line Station.
I-109-4	As noted in Chapter 3, Section 3.4.4.4 of the Draft EIS/EIR, there is excess parking demand at the Pioneer Station for the Locally Preferred Alternative (LPA) (evaluated as Alternative 3 in the Draft EIS/EIR), indicating that the demand for parking at this station will be met. See response CR-TRA-1 regarding additional transit parking and the spillover parking analysis, which has been updated in the Final EIS/EIR. Updated parking demand forecasts from the Metro Travel Demand Model are presented in Chapter 3, Section 3.4.4.2 of the Final EIS/EIR. Forecasts include all nine stations along the LPA. Consistent with the Draft EIS/EIR, the supply of parking in the parking structure will accommodate demand at the Pioneer Station. Refer to response CR-TRA-1 for additional information regarding transit parking.
I-109-5	Acquisition information was detailed in the West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report (Appendix H to the Draft EIS/EIR) and summarized in Chapter 4, Sections 4.3 and 4.19.3.2 of the Draft EIS/EIR. See response CR-DIS-2 regarding the acquisition and displacement data for the Locally Preferred Alternative. Parcels that will be affected by proposed stations are identified correctly in the data. Updated information regarding acquisitions and displacements is included in the West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report and Sections 4.3 and 4.19.3.2 of the Final EIS/EIR.

Thomas Lee

I am a concerned resident of the Mura building (629 Traction Ave.) across the street from the Alternative 1 proposed station site at the LADWP lot. Having lived here since February 2011, I have experienced the impact of continuously increasing car and foot traffic that the area was not designed to support. The Alternative 1 station across from Mura would greatly increase the problems we have with congestion, noise, and litter. We also have a significant amount of vehicle theft for cars parked on the street, with passersby smashing windows and taking items from cars. The station site will very likely add to these problems. I urge you to reconsider the proposed station site at the LADWP lot for Alternative 1. Thank you for your consideration.

I-18-1

Lee, Thomas - I-18

Comment ID	Response
I-18-1	Your opposition to a station at the Los Angeles Department of Water and Power lot has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding the proximity of the Project to Little Tokyo.

Delfino Lemus

Don't want loud noise. I-45-2
Don't want traffic build up I-45-3
Don't want contaminated air I-45-4

Lemus, Delfino - I-45

Comment ID	Response
I-45-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-45-2	See responses CR-NOI-1 and CR-NOI-2 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction and operational activities. See response CR-NOI-2 regarding construction activities and mitigation.
I-45-3	The purpose of the Locally Preferred Alternative is to provide high-quality, reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within and through the corridor.
I-45-4	See responses CR-AQ-1 regarding fugitive dust emissions during construction, CR-AQ-2 regarding dust during project operation, and CR-AQ-3 regarding air quality impact thresholds and guidance, and Metro-related policy. As concluded in Chapter 4, Section 4.19.3.5 of the Final EIS/EIR, construction of the Locally Preferred Alternative will not cause significant air quality impacts.

Alejandra Leon

I am a concerned resident from the city of South Gate that was informed that the construction of the West Santa Ana Branch will no longer be running/connecting to Downtown Los Angeles. This is disappointing to learn about since a lot of residents in the South East LA region use/depend on public transportation to get to and from work. The City of South Gate has no local Metro stops that connects us to the DTLA buses. As someone who occasionally has to travel to work to DTLA I see it as a necessity to help connect our communities to the Downtown region in a way that is local and accessible. Stopping the construction at Huntington Park is not good enough & we deserve to have the promise of the initial project fulfilled. Thank you. I-204-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

14

Hoja de comentarios

Nombre/Afiliación/Organización: Alejandra Leon, South Gate Community Member

Domicilio: 8446 San Vincente Ave., South Gate, CA 90280

Télefono/Celular: (323) 392-2937

Correo Electrónico: ale.1014@live.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I am a concerned resident from the City of South Gate that was informed that the construction of the West Santa Ana Branch will no longer be running/connecting directly to Downtown Los Angeles. This is disappointing to learn about since a lot of residents in the South East L.A. region use/depend on public transportation to get to and from work. The City of South Gate has no local Metro stops that connects us to Downtown LA since the only ones that take us down there are buses. As someone who occassionally has to travel to work to DTLA I see it as a necessity to help connect our communities to the Downtown region in a way that is local & accessible. Stopping the construction at Huntington Park is not good enough & we deserve to have the promise of the initial project fulfilled. Thank you.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Leon, Alejandra - I-204

Comment ID	Response
I-204-1	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Irma Leyva

MTA rider; want to see this project done. Make sure you make accessible to get into other Metro lines. We are in need of good services. I-370-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: FFCO/ IRMA LEYVA

Domicilio:

Télefono/Celular: (323) 928-6236

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

MTA RIDER, WANT TO SEE THIS PROYECT DONE. MAKE SURE YOU MAKE ACCESIBLE TO GET INTO OTHER METRO LINES.
WE ARE IN NEED OF GOOD SERVICES.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Leyva, Irma - I-370

Comment ID	Response
I-370-1	Your interest in the Project has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. The LPA will also accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project.

Adam G. Linder

I fully support the Union Station alignment, but only with the addition of the Little Tokyo transfer station. That station is integral to achieve the results of the WSAB/Eastside connection transit study from 2015. Those traveling east towards Whittier from the WSAB will miss a crucial connection having to backtrack from Union Station to 7th/Metro, just to return to Little Tokyo on the regional connector.

In addition, the southern portal on 2nd St (at the LADWP site) is necessary to form the Arts District into a true connected multimodal transportation district. With the development to come, as well as the current pedestrian infrastructure, that new portal abutting Traction will allow the neighborhood access to the entire transit map from their back door. I-53-1

Please ensure that the transit route selected benefits millions of Angelenos throughout the next century, and not just appeasing xenophobic current property owners. The Union Station route should not be considered without the Little Tokyo/Arts District station.

Thank you for your time.

Linder, Adam G. - I-53

Comment ID	Response
I-53-1	Your support for Alternative 1 with Design Option 2 (Little Tokyo Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.

Heidi Linder

The 7th/Metro route should look into better connections to the existing station. It is the superior alternative, but a long single tunnel connecting 7th St to 8th St is short-sighted. As part of this project, a western portal near the 7th & Fig shopping center needs to be added. I-77-1

Linder, Heidi - I-77

Comment ID	Response
I-77-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.

Connor Lock

Please build the full length (Alternative 1) from Union Station to Pioneer Station, and if you must build in phases, start with the connection from Pioneer to the Green Line, so as to ensure earliest E/W connectivity and Airport connectivity with LAX. SE LA County, including my neighborhood in East Long Beach, needs more direct connections to LAX. I-104-1

Really excited about this project!

Lock, Connor - I-104

Comment ID	Response
I-104-1	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. Metro plans to construct and open the LPA as a single phase.

David Lopez

Thank you for all of your work on this - was wondering with WFH options due to the pandemic, if the line was too downtown-LA oriented. I'm thinking of service between the segments - from Huntington Park to Downey, for instance. Would service be frequent during this portion? Just not sure how many trips will be taken from Pioneer all the way to DTLA. I'm thinking of the trips that people would take on weekends and for socializing purposes, not just commuting

I-23-1

Thanks!

Lopez, David - I-23

Comment ID	Response
I-23-1	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). As shown in Chapter 6, Table 6.2 of the Draft EIS/EIR, approximately 31,000 average weekday daily boardings are forecasted on Alternative 3 in 2042. Projected daily boardings by station for Alternative 3 are presented in Chapter 3, Table 3.26 of the Draft EIS/EIR. Proposed headways for the LPA were included in Chapter 2, Table 2.6 of the Draft EIS/EIR. Headways would generally range from a minimum of 5 minutes during the AM and PM peak periods Monday through Friday to up to 20 minutes in late evenings/early mornings and on weekends.

Javier Lopez

For me it would be good that the West Santa Ana line reach Union Station because I work in Pasadena and it would connect me with the Gold Line, and there are many people who work in that area and our only option is to take several buses and we have to wait a long time and make transfers. It would really help us if the West Santa Ana Branch Transit Corridor would be extended to Union Station, because to Huntington Park would not really help us at all. I-262-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

ES

Name/Affiliation/Organization: Javier López

Address: 4302 Elizabeth St. Cudahy Ca 90201

Phone/Cell: (213) 461 7336

Email: javilop45@yahoo.com

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Para mi es muy bueno que la linea West Santa Ana llegue a la Union Station porque trabajo en Pasadena y asi me conecta con la Gold line asi hay muchas personas que trabajamos en esa area y la unica opcion que tenemos es usar muchos camiones y es mucho tiempo de espera y transbordando. nos ayudaria mucho que West Santa Ana Branch Transit Corridor se extienda hasta union station. hasta Huntington park no ayuda en nada.

Javier

Comments may be submitted during a virtual public hearing or via:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Lopez, Javier - I-262

Comment ID	Response
I-262-1	Your support for a northern terminus at LA Union Station has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station inclusive of a station in Little Tokyo.

Maria Lopez

I would like the West Santa Ana Branch Transit Corridor to take people to Union Station or Little Tokyo, stopping at Pacific and Randolph in Huntington Park is a waste of time, there is no connections or enough buses lines to take people anywhere else. I-215-2 I-215-3

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

42

Name/Affiliation/Organization: Maria Lopez

Address: 6100 Rugby Ave

Phone/Cell: (323) 598-2471

Email: martinezlopezfmly@yahoo.com

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I would like the West Santa Ana Branch transit corridor to take people to Union Station or Little Tokio, Stopping at Pacific and Randolph in Huntington Park is a waste of time, there is no connections or enough buses line to take people anywhere else.

Comments may be submitted during a virtual public hearing or via:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Lopez, Maria - I-215

Comment ID	Response
I-215-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-215-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-215-3	As show in Chapter 1, Figure 1-5, of the Draft EIS/EIR, Metro Rapid bus service operates along Pacific Boulevard, west of the Pacific/Randolph Station. As shown in Chapter 3, Table 3.26 of the Draft EIS/EIR, average daily station boardings would be approximately 2,153 at the Pacific/Randolph Station under Alternative 3, the Locally Preferred Alternative. This station was previously studied in the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis prepared by the Southern California Association of Governments in 2013 and the West Santa Ana Branch Transit Corridor Technical Refinement Study prepared in 2015. As noted in the Technical Refinement Study, the Pacific/Randolph Station would serve a main commercial district in Downtown Huntington Park. The study notes that the station could be classified as a neighborhood-serving station in a location that caters to regional shoppers who come specifically to Pacific Boulevard for its unique experience.

I-2

I-2-1

Jacqueline Luke

To whom it may concern,

I am firmly against the building of a metro station exit on Rose St of Little Tokyo and think it would be a waste of money! Please do not destroy Little Tokyo and displace its AAPI residents by making the area into a bar district as well! This would be extremely hurtful to residents here due to these mains points: cancer causing debris/radon gas from construction when there are residential buildings (Savoy and Mura) directly across the street, permanent noise pollution in a residential area, increase in crime and specifically hate crimes against AAPI residents of Little Tokyo, and a complete waste of LA money as there are countless ways and stations already in the area which give easy access to the area. I-2-2

To go into detail of the concerns of myself and my neighbors, not only will the construction truly hurt the residents here who have to endure it, it will kick up more Radon Gas into the air, causing cancer, as well as other pollutants and increasing the amount of cockroaches and rats in the city. I-2-3

The air pollution will also be made worse by this ongoing construction, kicking up dust into the air and further harming citizens, especially with a respiratory pandemic taking place- the city should be liable for any long term health risks since this construction would be so close to residents homes and directly outside of their windows. This will also lead to years of noise pollution, which is going to truly pain the residents who are now mostly working from home. I-2-4

Afterwards, the permanent noise pollution from ongoing trains with vibrations or loud groups of people at the active station right outside our windows will be a headache, taking away any semblance of peace in their homes. I-2-5

Having a station right outside of a residential building does not keep in mind the existing residences at all. There is absolutely no need considering how Little Tokyo is already so crowded and there are many stations already in the area including the ones also being built now. There are truly no difficulties in people being able to come to Little Tokyo- this is fixing zero problems and only creating many issues. Further construction and trains are a waste of money and only harmful to the Little Tokyo community and the lands. This will also turn a residential area into a bar district, Savoy and Mura are directly across the LADWP lot, and members of the AAPI community have lived here for years and will become displaced. I-2-6

The metro station will also lead to more crime. With the rise of AAPI hate crimes by 1,900% in just this past year, bringing in people who are here to consume alcohol right into the front steps of hundreds of units housing AAPI residents will lead to increased crime, safety concerns, and attacks with absolutely no regard for the residents of Little Tokyo. I-2-7

Best,
Jacqueline Luke

Luke, Jacqueline - I-2

Comment ID	Response
I-2-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-2-2	Your objection to a Little Tokyo Station has been noted. See responses CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-2-3	As discussed in Chapter 4, Section 4.10.2.5 of the Draft EIS/EIR, radon gas is produced by the decay of uranium, which may be naturally present at varying levels in soil and rock. The U.S. Environmental Protection Aency (USEPA) action level for radon is above 4.0 pCi/l of air. The USEPA has mapped Los Angeles County as a Zone 2 radon area, which is defined as an area with a general indoor radon potential of between 2.0 and 4.0 pCi/l (USEPA 2019). Although radon naturally present in the project area may concentrate under structures/foundations, radon is not anticipated to be present at harmful concentrations in the Affected Area. Because the LPA will not introduce additional radon during construction and operation, it will not increase the amount of radon in the vicinity of the Project. In addition, there is no evidence that construction or operation of the LPA would increase cockroaches or rats in the city.
I-2-4	See responses CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-6 regarding operation and construction activities in the Little Tokyo community. Emissions from future related projects in Little Tokyo would be analyzed and disclosed in the environmental document for each related project.
I-2-5	See responses CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-2-6	See responses CR-GEN-1 regarding identification of the Locally Preferred Alternative, CR-GEN-6 regarding construction activities in the Little Tokyo community, and CR-SAF-1 and CR-SAF-3 regarding security and law enforcement.
I-2-7	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

I-189
I-189-1

Jacqueline Luke

From: Jacqueline Luke [jluke94@gmail.com]
Sent: 7/30/2021, 4:42 PM
To: wsab@metro.net
Subject: West Santa Ana Branch Transit Corridor

To whom it may concern,

I am firmly against the building of a metro station exit on Rose St of Little Tokyo and think it would be a waste of money! Please do not destroy Little Tokyo and displace its AAPI residents by making the area into a bar district as well! This would be extremely hurtful to residents here due to these mains points: cancer causing debris/radon gas from construction when there are residential buildings (Savoy and Mura) directly across the street, permanent noise pollution in a residential area, increase in crime and specifically hate crimes against AAPI residents of Little Tokyo, and a complete waste of LA money as there are countless ways and stations already in the area which give easy access to the area. I-189-2

To go into detail of the concerns of myself and my neighbors, not only will the construction truly hurt the residents here who have to endure it, it will kick up more Radon Gas into the air, causing cancer, as well as other pollutants and increasing the amount of cockroaches and rats in the city. I-189-3 The air pollution will also be made worse by this ongoing construction, kicking up dust into the air and further harming citizens, especially with a respiratory pandemic taking place- the city should be liable for any long term health risks since this construction would be so close to residents homes and directly outside of their windows. I-189-4 This will also lead to years of noise pollution, which is going to truly pain the residents who are now mostly working from home. Afterwards, the permanent noise pollution from ongoing trains with vibrations or loud groups of people at the active station right outside our windows will be a headache, taking away any semblance of peace in their homes. I-189-5 Having a station right outside of a residential building does not keep in mind the existing residences at all. There is absolutely no need considering how Little Tokyo is already so crowded and there are many stations already in the area including the ones also being built now. I-189-6 There are truly no difficulties in people

being able to come to Little Tokyo- this is fixing zero problems and only creating many issues. Further construction and trains are a waste of money and only harmful to the Little Tokyo community and the lands. This will also turn a residential area into a bar district, Savoy and Mura are directly across the LADWP lot, and members of the AAPI community have lived here for years and will become displaced. The metro station will also lead to more crime. With the rise of AAPI hate crimes by 1,900% in just this past year, bringing in people who are here to consume alcohol right into the front steps of hundreds of units housing AAPI residents will lead to increased crime, safety concerns, and attacks with absolutely no regard for the residents of Little Tokyo.

I-189-6

I-189-7

I have attached 3 files which show evidence of just how loud construction would be for those of us residents at MURA and SAVOY who are against them building the metro station and exit at the LADWP lot/Rose St. I can't imagine years of this sound for those of us who live here and considering this sound is just form one single drill, the metro construction would be much louder. Also video of them dumping concrete into a bin right next to us, showing just how much dust is coming out. Just from this little bit of concrete, there is a huge plume of dust right outside our windows and balconies and it's been causing serious allergies and air quality to plummet for those of us in Mura and Savoy.

I-189-8

I-189-9

Best,
Jacqueline Luke

Luke, Jacqueline - I-189

Comment ID	Response
I-189-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-189-2	See response to comment I-2-2.
I-189-3	See response to comment I-2-3.
I-189-4	See response to comment I-2-4.
I-189-5	See response to comment I-2-5.
I-189-6	See response to comment I-2-6.
I-189-7	See response to comment 1-2-7.
I-189-8	Metro acknowledges receipt of the three video files. The Mura Community Association property is located at 629 Traction Avenue in Los Angeles, 90013 and the Savoy Community is located at 100 S. Alameda Street in Los Angeles, 90012, both in the Little Tokyo neighborhood. The northern terminus for the Locally Preferred Alternative (LPA) will be at the Slauson/A Line Station located approximately 4 miles south of these two residential communities. The LPA does not include construction and operational activities in the Little Tokyo neighborhood. See response CR-GEN-1 regarding LPA identification and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community. As stated in Section 4.19.3.7 of the Draft EIS/EIR, a Noise Control Plan is required to reduce construction noise levels. Noise-reducing methods that could be used include acoustically attenuating shields around construction equipment, high-performance noise-reducing mufflers, temporary noise barriers, and substitution of diesel power equipment for quieter electric equipment.
I-189-9	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community. Although construction activities will generate temporary dust emissions, these emissions will be minimized by mandated compliance with the South Coast Air Quality Management District Rule 403 related to the control of fugitive dust. Construction activities will also be conducted in accordance with Metro's Green Construction Policy, which includes control strategies such as the application of water or dust suppressants to unpaved areas to maintain soil moisture content and limiting vehicle speeds on unpaved areas to 15 mph.

Rachel Luke

I am against the Little Tokyo exit on Alameda and/or Rose St. It says that it is an optional metro exit, and I think it should not be placed there at all because it is beside hundreds of Little Tokyo existing residents and will cause a displacement to the Little Tokyo residents and compromise their safety and increase crime into the area, especially at a time when crime against Asian Americans are at their highest due to the misconceptions of the Covid pandemic. This will also harm the health of the existing residents, many of whom are families who have lived here, with elderly and young children. The construction will increase radon gas and other harmful gases and chemicals into the air and into the lungs of this already vulnerable community. Having the exit in Little Tokyo will only harm the existing community and the Asian American community here in LA. Since it is optional and there are other areas to have this exit, please do not put it in Little Tokyo.

I-105-2
I-105-3
I-105-4
I-105-5

Luke, Rachel - I-105

Comment ID	Response
I-105-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-105-2	Your opposition to Alternative 1, Design Option 2 (Little Tokyo Station) exits on Alameda Street and Rose Street has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-6 regarding the proximity of the Project to Little Tokyo.
I-105-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-105-4	As discussed in Chapter 4, Section 4.10.2.5 of the Draft EIS/EIR, radon gas is produced by the decay of uranium, which may be naturally present at varying levels in soil and rock. The U.S. Environmental Protection Agency (USEPA) action level for radon is above 4pCi/l of air. The USEPA has mapped Los Angeles County as a Zone 2 radon area, which is defined as an area with a general indoor radon potential of between 2.0 and 4.0 pCi/l (USEPA 2019). Although radon naturally present in the project area may concentrate under structures/foundations, radon is not anticipated to be present at harmful concentrations in the Affected Area. Because the Locally Preferred Alternative will not introduce additional radon during construction and operation, it will not increase the amount of radon in the vicinity of the Project. Additionally, as stated in Chapter 4, Section 4.19.3.10 of the Draft EIS/EIR, construction activities are not anticipated to result in emissions, or require the use of extremely hazardous materials in quantities equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code.
I-105-5	See response to I-105-2.

Ernesto Luna

I have lived in Paramount and Downey min entire life. While I myself have a car and license, I always prefer to take the metro when going into Downtown, due to traffic. I think a light rail that connects the Gateway Cities to the rest of Los Angeles is an excellent idea. I-112-2

My comment would be that at Rosecrans & Paramount, the rail should be elevated. We still have the old PE rails that Paramount Petroleum uses, but the trains cause huge delays and congestion whenever it is in use. I can only imagine a frequent light rail passing through would make it worse. I-112-3

While I do plan to move out of Paramount and in to Los Angeles, I would like an easy rail connection home to visit my family and friends in Paramount and Downey.

I don't think I have any other comments at the moment, but please do reach out. Thank you for listening to my opinion. I-112-4

Luna, Ernesto - I-112

Comment ID	Response
I-112-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-112-2	See response CR-GEN-1 regarding identification of the LPA.
I-112-3	The Locally Preferred Alternative alignment will cross the Rosecrans Avenue/Paramount Boulevard intersection on an elevated structure. Therefore, traffic operations at the intersection will not be affected by the light rail train operation.
I-112-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Joseph Luther

Although I wish Metro could build multiple lines both to Union Station and 7th/Metro Center, I am writing in support of terminating the future WSAB line at 7th/Metro Center.

Terminating the line at 7th/Metro Center will create a nexus of rail lines downtown and create smoother connections for transfers.

It may be expensive, but things worth doing often are.

I-55-1

Luther, Joseph - I-55

Comment ID	Response
I-55-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2. After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus for the corridor. Alternative 3 would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Austin Lynch

The Bellflower Bike Path should be preserved and if possible enhanced as an outlet for walking and biking. In fact, the construction of WSAB should be taken as an opportunity to extend the bike path throughout the service area. I-24-1

Lynch, Austin - I-24

Comment ID	Response
I-24-1	The Paramount Bike Trail and Bellflower Bike Trail are being preserved to the extent feasible. As discussed in Chapter 4, Section 4.1.3.2 of the Draft EIS/EIR under "Bicycle Trails," a segment of the Pacific Electric Right-of-Way (PEROW) south of the Rosecrans Avenue/Paramount Boulevard intersection to Lakewood Boulevard may not have sufficient room to accommodate the project alignment and operate the Paramount Bike Trail safely. In this area, the Paramount Bike Trail will be realigned. Additionally, an approximately 930-foot-long segment of the northerly end of the existing Paramount Bike Trail (immediately south of Somerset Boulevard) will be removed to accommodate the track alignment. However, the segment close to Lakewood Boulevard will remain. Segments of the Bellflower Bike Trail will be realigned but will remain within the PEROW. East of Bellflower Boulevard, the Bellflower Bike Trail will be realigned to the south side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. South of Woodruff Avenue, the Bellflower Bike Trail will be realigned along the north side of the PEROW. The function of the bike trail will be maintained and will continue to be available for use by the community. As further explained in Chapter 4, Section 4.2.3.2 of the Draft EIS/EIR under the subheading "Community Character and Cohesion" and Table 4.2.4, the LPA will "relocate the Paramount Bike Trail and Bellflower Bike Trail to allow for the use of pedestrian and bicycle paths without having to cross the proposed tracks. The Paramount Bike Trail and Bellflower Bike Trail in Paramount and Bellflower would not be permanently removed." The LPA will not displace, isolate, or change the character of the Bellflower Bike Trail. Additionally, Mitigation Measure LU-1 (Consistency with Bike Plans) will be implemented to maintain continuity with other segments of the Paramount Bike Trail and Bellflower Bike Trail.

Eric M

I think this project would be a lot more effective if it were configured as a heavy rail line extending the red/purple lines from the arts district depot down the river, connecting to existing ROWs down S Downey road and then down the west santa ana branch ROW. A heavy rail line would add a faster, higher capacity one seat option, rather than slower smaller trains that get bogged down in traffic like the blue line (particularly downtown). Please consider a heavy rail option that extends the red/purple line using existing infrastructure and dedicated ROWs to reduce disruptions particularly in Little Tokyo.

I-63-1

M., Eric - I-63

Comment ID	Response
I-63-1	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of light rail transit (LRT) technology and the identified corridor. LRT provides sufficient capacity to serve future ridership demand in the WSAB corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated. See response CR-GEN-1 regarding identification of the LPA. The LPA's northern terminus will be at the Slauson/A Line Station located approximately 4 miles south of Little Tokyo.

Victoria Ma

I am opposing alternative 1 option 2. This would negatively impacts the nearby building residents. We are already next door to a brewery, to have this transit exit on the next side would create even more noise pollution. Appreciate you considering my input. I-172-1

Ma, Victoria - I-172

Comment ID	Response
I-172-1	Your opposition to Alternative 1 with Design Option 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and Common Response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.

I-225
I-225-1

Angel Macias

Environmental impact of the construction to neighboring communities. If any detours, where will they direct traffic? Traffic congestion? How will the environmental impact be offset? Overall, making a greater effort to involve the community and every business, schools, that will be impacted. I-225-2 I-225-3 I-225-4

Next stop: your input.

DATE / *FECHA* / 日付 / 날짜: 9/3/2021

LOCATION / *LOCALIZACIÓN* / 場所 / 위치: Paramount Night Market

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Environmental impact of the construction to neighboring communities. If any detours, where will they direct traffic? Traffic Congestion? How will the enviromental impact be offset? Overall, making a greater effort to involve the community & even businesses/schools that will be impacted

Angel Macias
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市、州、ZIPコード / 시, 주, 집코드

Metro

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Tienes una voz en nuestro futuro. Gracias por su aporte.
お客様の声が、私達の未来を作ります。ご意見ありがとうございます。
여러분의 목소리가 우리의 미래를 만듭니다. 의견 감사합니다.

Macias, Angel - I-225

Comment ID	Response
I-225-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-225-2	Environmental impacts during construction of the Project are discussed in Section 4.19 (Construction Impacts) of the Draft EIS/EIR.
I-225-3	In regard to traffic handling during construction, Mitigation Measure TRA 20 (Transportation Management Plan [TMP]) requires development of a TMP, which will be coordinated with local jurisdictions. The TMP will address potential impacts from construction activities on vehicular, transit, pedestrian, and bicycle access and mobility, including but not limited to: temporary lane/roadway, sidewalk, bicycle facility, and freeway ramp closures; detours; increases in traffic volumes (including regular traffic and construction traffic, construction equipment, materials delivery vehicles, waste/haul vehicles, and employee commutes); construction parking; and emergency services (e.g., fire, police, ambulances). The TMP strategies will be in compliance with the Final EIS/EIR.
I-225-4	Chapter 7 of the Draft and Final EIS/EIR summarize public outreach for the WSAB Project. Multifaceted community outreach that includes business, schools, and other stakeholders was conducted via emails, mailers, and phone calls. The outreach team engaged with chambers of commerce, schools, and school districts and provided them with content to share with their members, staff, parents, and students, as well as provided it on their website.

Alberto MacLean

I believe this will help easy traffic to downtown L.A. area I am definitely looking forward to have this project finished so I can start using it. I-86-1

MacLean, Alberto - I-86

Comment ID	Response
I-86-1	Your support for the Project has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Vehicle miles traveled will be reduced with implementation of the LPA, as shown in Table 3.48 in Section 3.6.2 in Chapter 3 of the Draft EIS/EIR.

I-222
I-222-1

Nayeli Magana

Something useful and very appreciated by individuals taking this form of transportation would be a small waiting lounge, which would offer shade and a comfortable area to wait for the next Metro. Having snack / coffee bar would be very beneficial for the traveler as well as for yourself, encouraging more individuals to take this form of transportation.A form of security that can be offered is overnight security that would provide a safer environment.

I-222-2

I-222-3

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

48

Nombre/Afiliación/Organización: Nayeli Magana

Domicilio: 6532 1/2 El Selinda Ave. Bell Gardens

Télefono/Celular: (562)1158081

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

- Something useful and very appreciated by individuals taking this form of transportation would be a small waiting lounge, which would offer shade and a comfortable area to wait for the next metro. Having snack/coffee bar would be very beneficial for the traveler as well as foryourself, encouraging more individuals to take this form of transportation.
- A form of security that can be offered is overnight security, that would provide a safer environment.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Magana, Nayeli - I-222

Comment ID	Response
I-222-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-222-2	As illustrated in Chapter 2, Section 2.5.2 in the Draft EIS/EIR and detailed in Appendix B Final Advanced Conceptual Alignment Design Part 5 Final Advanced Conceptual Statins Design, stations will include canopies to provide shade and weather protection and will include benches for waiting patrons. For the safety and comfort of passengers, Metro's Customer Code of Conduct does not permit eating, drinking, or smoking in Metro facilities or vehicles; therefore, Metro does not provide concessions within its stations. Many Metro stations are located near cafes and other commercial services.
I-222-3	Refer to response CR-SAF-1 regarding safety and security at stations and response CR-SAF-2 regarding homelessness.

John Malone

Alternative 1 or Alternative 3 are the best options. The line needs to connect people to DTLA and while Alt. 1 does that, I understand money will be an issue to get it there. Alt. 3 offers the best solution as it will connect to the Blue Line and still offer people a way to get to DTLA. Eventually, the line should also connect at Union Station underground and I am in favor of a Little Tokyo Station. I support Alt. 3 as long as the future plan is to resume construction after 2028 to get it to Union Station.

I-7-2

I-7-3

Malone, John - I-7

Comment ID	Response
I-7-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-7-2	Your preference for Alternative 1 or Alternative 3 identified in the Draft EIS/EIR has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. Chapter 6 of the Draft EIS/EIR considers the trade-offs between the alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 1. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative."
I-7-3	Your support for a Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.

Richard Margulieux

I support Alternate 2 over Alternate 1 for it's superior connectivity and utility. Alternate 2 should have the highest impact to reducing per-capita GHG emissions and improving equitable access to Downtown LA. I-75-2

Unless as an imminent predecessor to Alternate 2, Alternate 3 should be avoided because it will further strain the Blue line and the Washington Wye. I-75-3 Alternate 4 is lower value than the C-Line Extension to the Norwalk Metrolink. I-75-4 My opinions stem from my ~9 years of car / transit commuting from NELA and Fullerton to El Segundo.

As the development continues, I implore the Metro staff to focus on minimizing the hassle of transfers, such as avoiding unnecessary stairs and escalators at the Slauson and Metro Center transfers in Alternate 2. In the many iterations of my commute, transferring from Gold to Red at Union Station and Red to Silver at 7th/Metro were the biggest pain points in my trip. I-75-5

I also implore Metro staff to design a system which can maintain low headways (less than 8 minutes), on all the lines for as much of the day as possible.

Margulieux, Richard - I-75

Comment ID	Response
I-75-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-75-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-7 regarding Alternative 2.
I-75-3	The comment was written prior to the start of Regional Connector service. Operations on the Metro A (Blue) Line have changed since the Regional Connector opened in June 2023. The Slauson/A Line Station and WSAB alignment were designed to avoid operational impacts to A Line trains, as the two lines will operate on separate tracks. Additionally, the stations between the two lines will be connected by two pedestrian bridges in order to disperse riders transferring between the lines, thereby minimizing dwell times and impacts to reliability related to the increased transfer activity. As the Slauson/A Line Station is the northern terminus of the Locally Preferred Alternative (LPA), it is not anticipated that the LPA would affect operation of the A Line where the line is street running between the 7th Street and Washington Street Stations. The ridership information included in the Final EIS/EIR and the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report reflects conditions in the horizon year of 2042, inclusive of changes in the transportation network (including the Regional Connector) and growth in population and employment. The WSAB Project will begin revenue service in 2035. Ridership levels on the A Line at the start of WSAB revenue service would be subject to a number of factors, including headways on both the WSAB and the A Lines, population and employment in the service area, and travel patterns and demand. These variables are subject to change by the start of revenue service compared to current conditions. Additionally, it is unknown to what degree the lingering effects of the COVID pandemic may have on ridership levels in 2035. Therefore, the potential for WSAB to impact ridership on the A Line such that it would affect the overall performance of that line is unknown and speculative. Metro routinely monitors ridership on lines to determine if passenger loads (defined as the number of passengers per vehicle) during peak periods exceed established thresholds. These thresholds consider the design of the vehicle, including the space available for standing or sitting. If loads are exceeded, Metro identifies a means to shift the demand to other transit services (such as by introducing a bus route that parallels the rail line) or to accommodate the demand (for instance, increasing headways). Metro will monitor passenger loads on the A Line after the start of revenue service of WSAB. If the thresholds applicable at that time are exceeded, Metro will identify ways to accommodate the demand to avoid impacts to the operation of the A Line. It should be noted that ridership forecasting conducted by Metro in support of planning for the WSAB Project shows increased ridership for the A Line as a result of opening of the LPA, but the increased peak hour loads fit within the loads standard for the planned A Line service.
I-75-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Comment ID	Response
I-75-5	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). At the proposed Slauson/A Line Station, the existing A Line and WSAB platforms will be at the same level. Two sets of stairs are proposed, connecting to pedestrian bridges over the station platforms. At the I-105/C Line Station, one set of escalators, stairs, and/or elevators will provide transfers between the new infill C Line Station and the WSAB station, as the infill station platform is proposed in the center of I-105. Additionally, stairs will provide emergency egress from the infill C Line Station to Façade Avenue during emergencies, although the emergency exit will be designed to accommodate a full entrance/exit. Transfer times and distances were minimized as feasible at each location. Proposed headways for the LPA were included in Chapter 2, Table 2.6 of the Draft EIS/EIR. Headways would generally range from a minimum of 5 minutes during the AM and PM peak periods Monday through Friday to up to 20 minutes in late evenings/early mornings and on weekends.

Arturo Martinez

Thank you very much for allowing us to give our comments. For me it is a very interesting project, it will help a lot to free up traffic on the freeways. In my opinion the light rail does not make a lot of noise and the place where it will pass through there are not many houses that will affect people a lot. On the contrary, it is a great project. We can get to Los Angeles faster. Thank you. Congratulations on this project.

I-56-1

Martinez, Arturo - I-56

Comment ID	Response
I-56-1	The Metro Board identified Alternative 3 as the Locally Preferred Alternative (LPA); however, LA Union Station was identified as the ultimate terminus of the Project. Alternative 3 was identified as the LPA in the Final EIS/EIR. The miles traveled per vehicle would be reduced by the LPA as shown on Table 3.48 in Section 3.3.2. Table 1.7 in the Draft EIS/EIR provides travel times along the corridor, and Table 6.2 illustrates the users benefits with respect to travel time savings for the Project.

Bertha Martinez

WSAB is a great project! It has taken a while to be complete. But thank you! For keeping on doing your best to hear our suggestions.

I-357-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: PACO BERTHA MARTINEZ

Domicilio:

Télefono/Celular: (323) BERTH

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

WSAB IS A GREAT PROYECT! IT HAS TAKEN A WHILE TO BE COMPLETE, BUT THANK YOU! FOR KEEP ON DOING THE BEST TO HEAR OUR SUGGESTIONS.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Martinez, Bertha - I-357

Comment ID	Response
I-357-1	Your interest in the Project is noted.

Olga Martinez

Metro user, this project is a great opportunity to expand the Metro line, since we don't have our own cars and depend on the Metro system. Thank you for not charging with COVID 19. It is a great help, since some of us have to work to survive.

I-356-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: FFC o/ OLGA MARTINEZ

Domicilio:

Télefono/Celular: (323) 496-3488

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

USUARIA DEL MTA, ESTE PROYECTO ES UNA GRAN OPORTUNIDAD PARA EXPANDER LA LINEA DE METRO, YA QUE NO TENEMOS CARRO PROPIO Y DEPENDEMOS DEL SISTEMA MTA. GRACIAS! POR NO COBRAR EL PASAJE CON EL COVID-19. ES UNA GRAN AYUDA, YA QUE UNOS TENEMOS QUE TRABAJAR PARA SUBSISTIR.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Martinez, Olga - I-356

Comment ID	Response
I-356-1	Your interest in the Project is noted. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities.

Rosa Martinez

Thank you for this WSAB project! It is an option for those who don't have another forms of transportation. Please note the stations that are needed to transfer to other places.

I-355-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: FFCO / ROSA MARTINEZ

Domicilio:

Télefono/Celular: (323) 317-8875

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

GRACIAS! POR ESTE PROYECTO WSAB. ES UNA OPCION PARA LOS QUE NO TENEMOS OTRO MEDIO DE TRANSPORTACION. TENGAN EN CUENTA LAS ESTACIONES QUE SE NECESITAN PARA PODER TRANSFERIR A OTRO LUGAR.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Martinez, Rosa - I-355

Comment ID	Response
I-355-1	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). See response CR-GEN-1 regarding identification of the LPA and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA will accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project and to the A Line at the Slauson/A Line Station.

Veronica Martinez

We need good connections that provide good service and take advantage of this by extending it to Little Tokyo Union Station. For this project to provide much better service. I-254-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

37

Name/Affiliation/Organization: Veronica Martinez

Address:

Phone/Cell: 323) 797 68 05

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Necesitamos buenas Conexiones que tengan buen Servicio y se aprobecha. Extendiendose hasta Little tokio Union station. Que tenga mucho Major Servicio, este nuevo proyecto.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Martinez, Veronica - I-254

Comment ID	Response
I-254-1	Your support for a station in Little Tokyo has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Aurora Mayorquin

I am very happy to hear this project will be amazing. Traffic from here to downtown is 1hr to 1.5 hours and too much to spend 3 hours of my life every day. Hope this project go through. I support 100% the construction of Metro. I do not mind about the noise since when I sleep I use earplugs. I-226-1

Next stop: your input.

DATE / *FECHA* / 日付 / 날짜: 9/3/2021

LOCATION / *LOCALIZACIÓN* / 場所 / 위치: Paramount Night Market

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私たちはあなたのご意見を歓迎します / 여러분의피드백을기다립니다

I am very happy to hear this project will be amazing.
Traffic from here to downtown is 1hr to 1½ hr and too much to spend 3hrs of my life every day

Hope this project go through

I support 100% the construction of metro

I do not mind about the noise since when I sleep use ear plugs.

Aurora Mayorquin
NAME / *NOMBRE* / お名前 / 이름

Paramount Resident
ORGANIZATION / *ORGANIZACIÓN* / 会社・団体名 / 조직

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市、州、ZIPコード / 시, 주, 집코드

Metro

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Mayorquin, Aurora - I-226

Comment ID	Response
I-226-1	Your support for the Project is noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. Table 1.7 in Chapter 1 of the Draft EIS/EIR provides information about travel times in the corridor, and Table 6.2 in Chapter 6 discusses user benefits related to travel time savings for the Project. See response CR-NOI-1 regarding proposed mitigation measures to reduce noise levels during operational activities.

Esteban McKenzie

I support Alt. 3.
Has the most potential for ridership in the near term as IOS.
Allows for potential suburban commuters to access downtown LA with only 1 transfer.

I-124-2

Alt 4 requires 2 transfers, so not likely to attract commuters, especially since the last stations are park and ride facilities.
Commuters already driving are much more likely to just drive into downtown rather than drive to a lot, then take 2 transfers.

I-124-3

Added stations in Alt 3 serve far more transit dependent communities.

I-124-4

I support the bellflower maintenance facility. Aside from costing less, and being track adjacent, the Paramount swap meet serves as an economic lifeline for low income residents in the surrounding community.
Much better to displace large a couple of businesses with large footprints rather than the swamped.ow income small businesses that rely on the swap meet.

I-124-5

McKenzie, Esteban - I-124

Comment ID	Response
I-124-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-124-2	Your support for Alternative 3 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-124-3	The comment regarding the Project is acknowledged.
I-124-4	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent communities. Chapter 2, Table 2.1 and Appendix A of the Draft EIS/EIR provide information on station locations that were considered but eliminated.
I-124-5	Your support for the Bellflower Maintenance and Storage Facility (MSF) has been noted. See response CR-GEN-2 regarding identification of the Bellflower MSF for evaluation in the Final EIS/EIR. The Paramount MSF is not part of the Locally Preferred Alternative, and no acquisitions or displacements related to the proposed Paramount MSF site option will occur.

James Medina

My primary concern with all transit projects is that travel times be similar to or less than drive time. This is critical for convincing potential riders to leave their car behind. To accomplish this it is absurd for MTA to build rail routes at street level, with at-grade crossings. Not only does this require trains to run at diminished speed, but it is a proven safety issue as the number of car/train accidents on the Blue Line demonstrate. Yes, building rail lines at their own grade is more expensive, but no rail line is worth the cost if it has no ridership. I would never double or triple my commute time just to leave my car at home...which I would be away from longer by not driving. I-57-1

Medina, James - I-57

Comment ID	Response
I-57-1	Refer to response CR-GEN-4 regarding grade separation. Table 3.25 in Chapter 3 of the Draft EIS/EIR indicates that Alternative 3, the identified Locally Preferred Alternative, is projected to have approximately 31,000 daily transit boardings in the year 2042. As shown in Chapter 6, Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic.

Nora Medina

I want an extension to Union Station or as an alternative to Little Tokyo so you can really use public transportation. I-283-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

Name/Affiliation/Organization: Nora Medina

Address: 3637 E. 57th St. Maywood, CA 90270

Phone/Cell: (323) 633-3706

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I want an extention to union station or as an alternative to little tokyo so you can really use public transportation.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Medina, Nora - I-283

Comment ID	Response
I-283-1	Your support for a northern terminus at LA Union Station and/or a Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the LP Locally Preferred Alternative A and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Rosemarie Melendez

I hope it reaches all the Downtown area. I-243-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

20

Nombre/Afiliación/Organización: Rosemarie Melendrez

Domicilio: 6625 State St HP CA 90255

Télefono/Celular: (323) 584-1109

Correo Electrónico: rosemarie-melendrez@yahoo.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Espero que llege por todo lo que es downtown.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Melendez, Rosemarie - I-243

Comment ID	Response
I-243-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Alexandra Melgoza

Ride the bus now and then. Like to see more Metro lines open up. This WSAB is great! We just have to make sure we get the proper stations to transfer to other buses. I-359-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: FFCO/ ALEXANDRA MELGOZA

Domicilio:

Télefono/Celular: (323) 907-6059

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

RIDE THE BUS NOW AND THEN. LIKE TO SEE MORE METRO LINES OPEN UP. THIS WSAB IS GREAT! WE JUST HAVE TO MAKE SURE WE GET THE PROPER STATIONS TO TRANSFER TO OTHER BUSES.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Melgoza, Alexandra - I-359

Comment ID	Response
I-359-1	Your interest in the Project is noted. The Locally Preferred Alternative will accommodate transfers to the C Line at the I-105/C Line Station and to the A Line at the Slauson/A Line Station. Bus connections at proposed stations will be considered as part of a bus connection interface study that will be conducted in future phases of this Project prior to the start of revenue service.

Ana & Jose Mendoza

To whom it may correspond, this project seems to be very beneficial for our Hispanic community because there will be more opportunities for other cultures to learn about our Hispanic community and be more diverse.But at the same time I would like our community to have more housing opportunities around this project, and I would also like to see more green areas, more security and lighting.Just like other cities that have more investments and maintenance, our Hispanic community in Huntington Park also needs them.Projects like this would give our community more opportunities.

I-274-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Ana Mendoza & Jose Mendoza

Domicilio: 6304 Arbutus Ave.

Télefono/Celular: (323) 536-7559

Correo Electrónico: aanamendoza@aol.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

A quien corresponda, este proyecto me parece muy beneficiaro para nuestra comunidad, hispana, porque halora más oportunidades para otras culturas conocer nuestra comunidad hispana y ser mas diversitaria. Pero al mismo tiempo quisiera que nuestra comunidad tenga mas oportunidad de vivienda alrededor de este proyecto, al mismo tiempo ver mas areas verdes, mas seguridad, e iluminacion.
Asi como otras ciudades tienen mas invercion y mantenimento tambien nuestra comunidad hispana en Huntington Park lo necesita.
Proyectos como este haria a nuestra comunidad con mas oportunidades.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Mendoza, Ana & Jose - I-274

Comment ID	Response
I-274-1	Landscaping will be installed along the rail right-of-way, at stations, and park-and-ride facilities where adequate space is available. Landscaping will be designed per the Metro Rail Design Criteria or equivalent criteria, Metro's Systemwide Station Design Standard, and the West Santa Ana Branch Transit Corridor Urban Design Guide. The Locally Preferred Alternative (LPA) could provide opportunities to develop affordable housing in the vicinity of the alignment. However, affordable housing development will be at the discretion and subject to the approval of the local jurisdiction. Metro encourages the development of affordable housing in the area surrounding transit stations. Provision of housing and green space outside of the rail right-of-way is beyond the scope and purpose of the Project. Lighting for the LPA will follow the Metro Rail Design Criteria. Adequate lighting will be provided at station areas and parking lots to support surveillance and security while directing lighting away from adjacent sensitive receptors, such as residences, to avoid intrusion of unwanted light and glare.

Delia Mendoza J.

Due to the situation we are living, it would be great to set aside the established protocols and I think it is very good that they adapt this to the needs of the people since we deserve something decent. I-258-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

SD

Nombre/Afiliación/Organización: Delia Mendoza J.

Domicilio: 7014 1/2 Fishburn Ave Bell CA 90201

Télefono/Celular: 562-668-11-39

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Por la situación que estamos viviendo, sera exelente no dejar por un lado los protocolos establecidos y me parece muy bien que lo adecuen a las nesesidades del pueblo ya que nos merecemos algo digno.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Mendoza, Delia J.- I-258

Comment ID	Response
I-258-1	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities.

Jose Mendoza

I think that there are other very nice cities that do not have fences in front of the houses and there you have police and cleaning of the cities. I-275-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Jose MENdoza

Domicilio: 6148 MIDDLETON-ST

Télefono/Celular: 323 3341077

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Yo Creo que All dever otras Siudades Muy Bonitas que No aiga Cerdas EN Frente de las Casas y Ahiga Mas Policias y LiMPiar La Siuda

Grasias

Jose Mendoza

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Mendoza, Jose - I-275

Comment ID	Response
I-275-1	Fencing is proposed along at-grade portions of the alignment, in between at-grade crossings, to create a physical barrier and to prevent trespassing. Fencing terminates near at-grade crossings to allow for pedestrian and/or vehicular traffic; instead, crossing gates are proposed for safe access at these locations. Pedestrians will only be able to cross the light rail transit tracks at designated locations near the intersections. See response CR-SAF-1 regarding safety and security.

Sean Meredith

I'm writing to express my dismay that this study doesn't have a stop closer to the heart of the Fashion District. Maple Avenue is the most congested street of all of downtown. What Metro calls the South Park/Fashion District stop is NOT near the Fashion District. Metro should consider an option where this line would stop at Los Angeles St and Olympic. The Northeast corner could be acquired for a stop. The Fashion District's air is dense with exhaust from idling cars stuck in gridlock. We need a convenient alternative to getting to this vibrant part of downtown if we really want to improve transportation downtown. I-34-1

Meredith, Sean - I-34

Comment ID	Response
I-34-1	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Luis Mesa

I want the metro rail line all the way to DTLA station. It would greatly benefit our community. I-203-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

1/1

Nombre/Afiliación/Organización: Luis MASA

Domicilio: 6707 Helistop Bell 90201

Télefono/Celular: 213-718-9469

Correo Electrónico: Apostmesa@AOL.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I want the ~~Metro~~ Rail Line all the way to DTLA station

It would greatly benefit our community

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Mesa, Luis - I-203

Comment ID	Response
I-203-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative which would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Griselda Meza

I did not know about this project, but thank you for taking our opinion into account. Continue bringing information to communities where our only form of transportation is the bus. I-353-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: FFCO/ GRISELDA MEZA

Domicilio:

Télefono/Celular: (323) 654-7425

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

NO! SABIA DE ESTE PROYECTO, PERO GRACIAS POR TOMAR EN CUENTA NUESTRA OPINION SIGAN TRAYENDO INFORMACION A LAS COMUNIDADES DONDE NUESTRA UNICA FORMA DE TRANSPORTACION ES EL CAMION.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Meza, Griselda - I-353

Comment ID	Response
I-353-1	Chapter 7 of the Draft EIS/EIR summarized public outreach for the Project. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent communities.

Michael

August 9, 2021
I have a suggestion that I hope that will be considered & that is why not have the A line (Blue Line) operate via the Alternative 2 corridor between Slauson Station & 7 th St Metro Center Station & have the West Santa Ana Branch operate along the A line (Blue Line) between Slauson Station & 7 th St/Metro Center, then through the Regional Connector to operate to both Pasadena & Azusa & later on to Montclair.
The A line (Blue Line) is the busiest light rail line in the US and when the Regional Connector is opened, the line will be extended to both Pasadena & Azusa and later on to which will make it the longest light rail in the US.
So why not have the A Line (Blue Line) operate via the Alternative 2 Corridor between Slauson Station & 7 th St/Metro Center Station & have it's own terminal there & have the West Santa Ana Branch would operate along the A Line (Blue Line) between Pioneer, through the Regional Connector and on to both Pasadena & Azusa & later onto Montclair.
Please consider this idea.
Thanks,
Michael

I-289-1

August 9, 2021

I have a suggestion that I hope that will be considered & that is why not have the A line (Blue Line) operate via the Alternative 2 corridor between Slauson Station & 7th St Metro Center Station & have the West Santa Ana Branch operate along the A line (Blue Line) between Slauson Station & 7th St/Metro Center, then through the Regional Connector to operate to both Pasadena & Azusa & later on to Montclair.

The A line (Blue Line) is the busiest light rail line in the US and when the Regional Connector is opened, the line will be extended to both Pasadena & Azusa and later on to which will make it the longest light rail line in the US.

So why not have the A line (Blue Line) operate via the Alternative 2 Corridor between Slauson Station & 7th St/Metro Center Station & have it's own terminal there & have the West Santa Ana Branch would operate along the A line (Blue Line) between Pioneer, through the Regional Connector and on to both Pasadena & Azusa & later on to Montclair.

Please consider this idea.

Thanks,
Michael

Michael - I-289

Comment ID	Response
I-289-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative which would provide connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. The comment was written prior to the start of Regional Connector service. Operations on the Metro A (Blue) Line have changed with the opening of the Regional Connector.

Patria Michalowski

Is there a projected date that they plan on starting the project? I was just wondering when they planned on breaking ground. I live fairly close and was just wondering. You plan on having it completely done by then?

I-321-1

Michalowski, Patria - I-321

Comment ID	Response
I-321-1	As noted in Section 2.5.2.7 in Chapter 2 of the Final EIS/EIR, the start of revenue service for the Locally Preferred Alternative is anticipated to be in 2035.

Jesus Michel

- I would like to know what areas in the city of paramount will be affected by the construction of the santa ana branch transit line?

-will there be any demolition of existing building, if so, which ones?

I-54-1

Michel, Jesus - I-54

Comment ID	Response
I-54-1	Approximately 48 parcels in the City of Paramount will be permanently affected by the Locally Preferred Alternative (LPA). This includes 3 permanent full acquisitions required for the Paramount/Rosecrans parking facility and 54 permanent partial acquisitions required for pedestrian access and access roads, permanent aerial easements, columns, grade crossings, traction power substations, and track. It should be noted that "parcels" is not a total sum of the full and partial acquisitions. More than one partial acquisition may occur on a single parcel. Refer to Table 4.3.2 in Chapter 4 of the Final EIS/EIR for additional details regarding permanent acquisitions in the City of Paramount. Approximately 37 parcels will be affected by construction activities. This includes 3 permanent full acquisitions for construction laydown areas (that will also be used as the site for the Paramount/Rosecrans parking facility) and 37 temporary construction easements (TCEs) required for pedestrian access and construction easements. As discussed in Chapter 4, Section 4.19.3.3 of the Draft EIS/EIR, "Parcels to be fully acquired for construction staging and construction support sites would require the demolition of existing structures on the properties and require the relocation of existing businesses. TCEs would not impact existing buildings on the properties or change the primary function of the existing use. TCEs would be temporary and the sites would be returned to preconstruction conditions once construction is completed." Any permanent and temporary impacts will be appraised according to the nature of the impact. Refer to Table 4.19.4 in Chapter 4 of the Final EIS/EIR for additional details regarding construction acquisitions in the City of Paramount. See response CR-DIS-2 regarding updates to the acquisition and displacement data for the LPA.

Bradly Jene Miller

We want to leave a comment on how to discuss a change in the parking plan to be 110 -- 11 -- 1,100 spaces at the Artesia Station. Four property owners there are grouped together to that kind of part of the City but to work with the City that we want to retain the land and sit back and make our -- we will own the parking structure for there. So we'd like to know who we need to speak to because we've already grouped together to sit back and do an alternate plan for the City for the parking, so all four families can retain the land and still accommodate the cities and Metro's needs for this property. My contact number for this is (949) 292-6009. Corby is the four properties in question is, 11740 188th, that would be Jetson Auto Service, 11748 188th Street, South Coast Auto Body, and the Miller Family Trust, which my mom and I represent, is 18812 Corby Street, and then Presidential Park, which is tenant without the owner, but the owner is in agreement, at 18816 Corby, Artesia, California 90701, all four properties. I-324-1

Miller, Bradly Jene - I-324

Comment ID	Response
I-324-1	The Project is analyzing property requirements and contemplating a full acquisition

Howard Ming

From: Howard Ming <howard.ming.nc@gmail.com>
Sent: Thursday, August 12, 2021 6:01 PM
To: Khanna, Meghna <KhannaM@metro.net>; Dierking, Mark <DierkingM@metro.net>
Subject: WSAB Survey Results

Hello Meghna and Mark,
Thank you for taking the time to present to LTCC last night. My name is Howard Ming and I was one of the Mura residents who made a comment. I referenced a survey amongst the residents of Mura and Savoy on the call and I wanted to follow up so you had access to the same data/results that LTCC and other local organizations are looking at.

Attached are three documents.
1. Powerpoint summary of the survey results
2. Complete data export from the survey
3. Complete open end file from the 36 respondents who wanted to provide further comment.

Let me know if you have any questions.

I-160-1

Thank you,
Howard Ming

WSAB Sentiment Survey

HOWARD MING
JULY 20TH, 2021

Who we are

A diverse group of condo owners and renters that live in neighboring communities along the proposed WSAB route (Alternative 1)

Mura – 190 households located at 629 Traction Avenue

Savoy – 303 households located at 100 S. Alameda Street

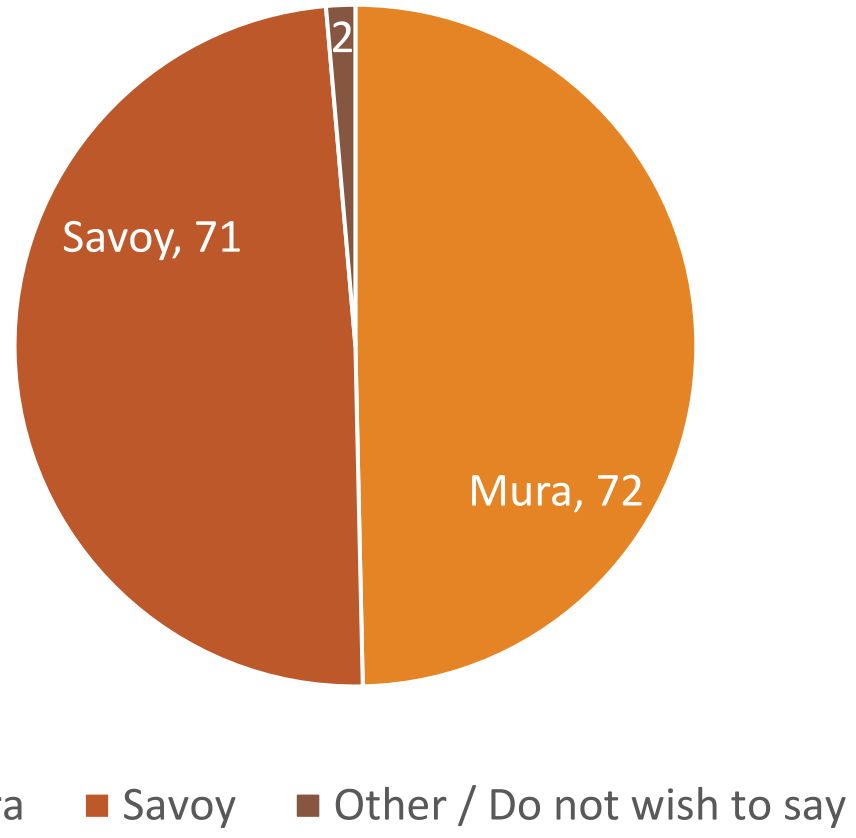


Objective

To understand local resident opinions regarding WSAB's proposed line extension and th
potential local portal in Little Tokyo.

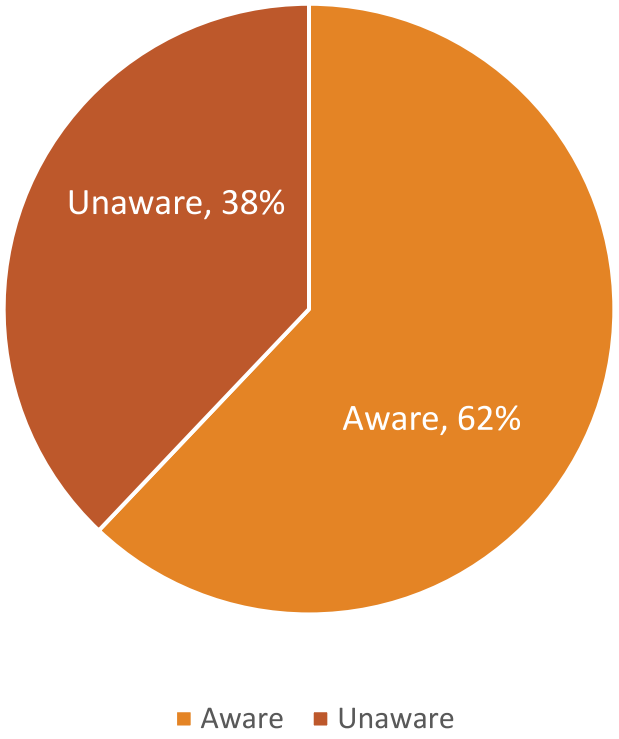
Respondents

145 total respondents



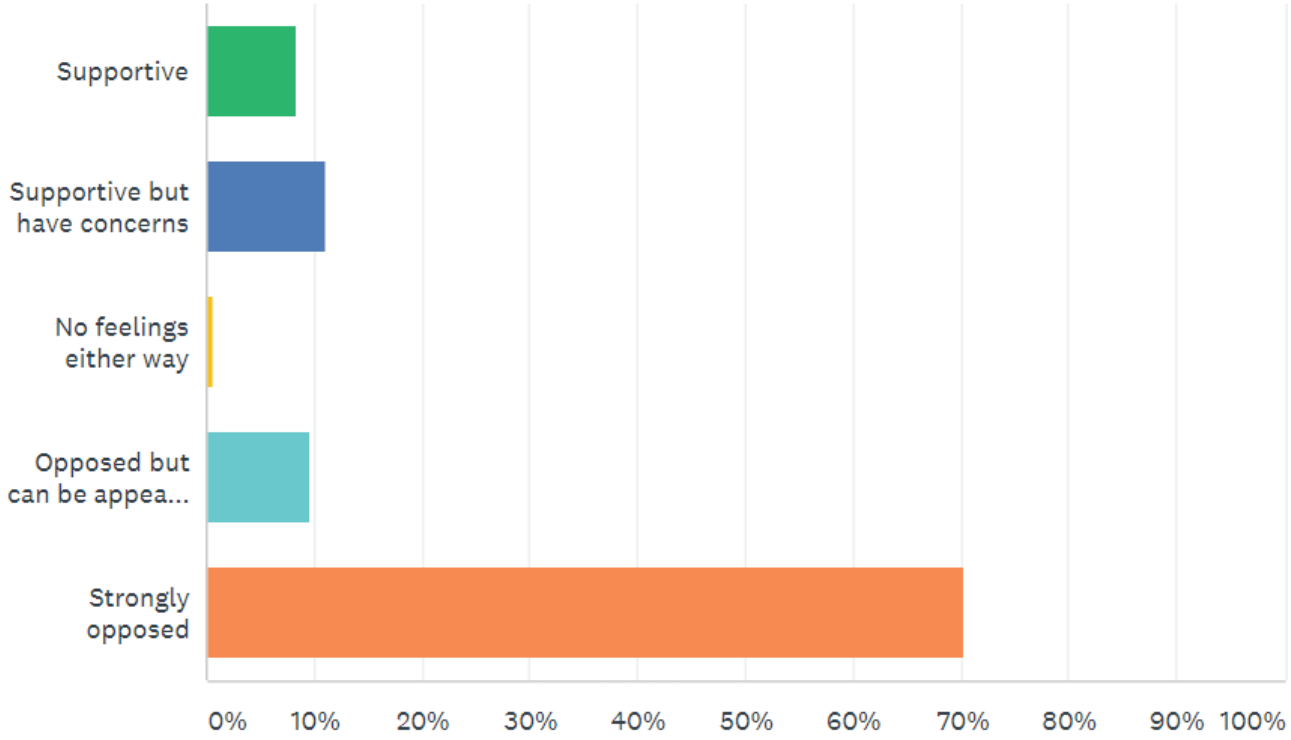
Awareness

"Were you aware of the proposed light rail development: WSAB?"



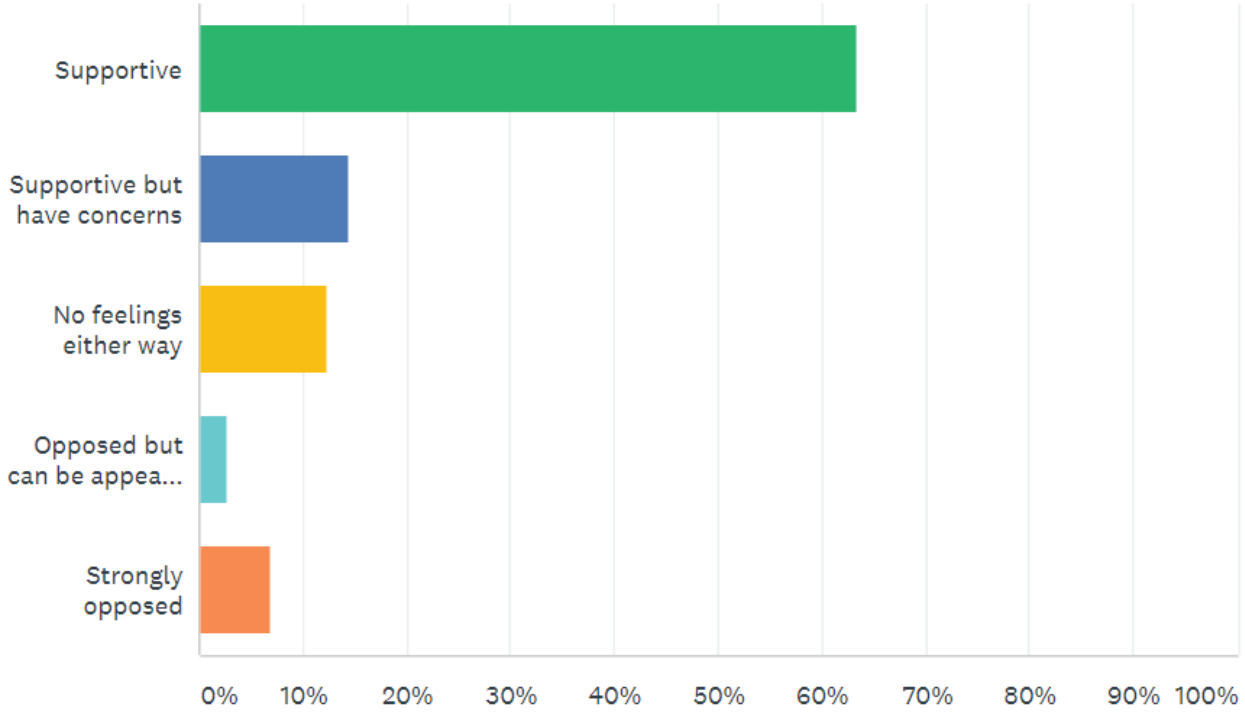
80% of residents oppose Alternative 1

"What are your thoughts on Alternative 1 (Metro line running past MURA, Savoy, and surrounding communities)?"



78% of residents support Alternative or 4

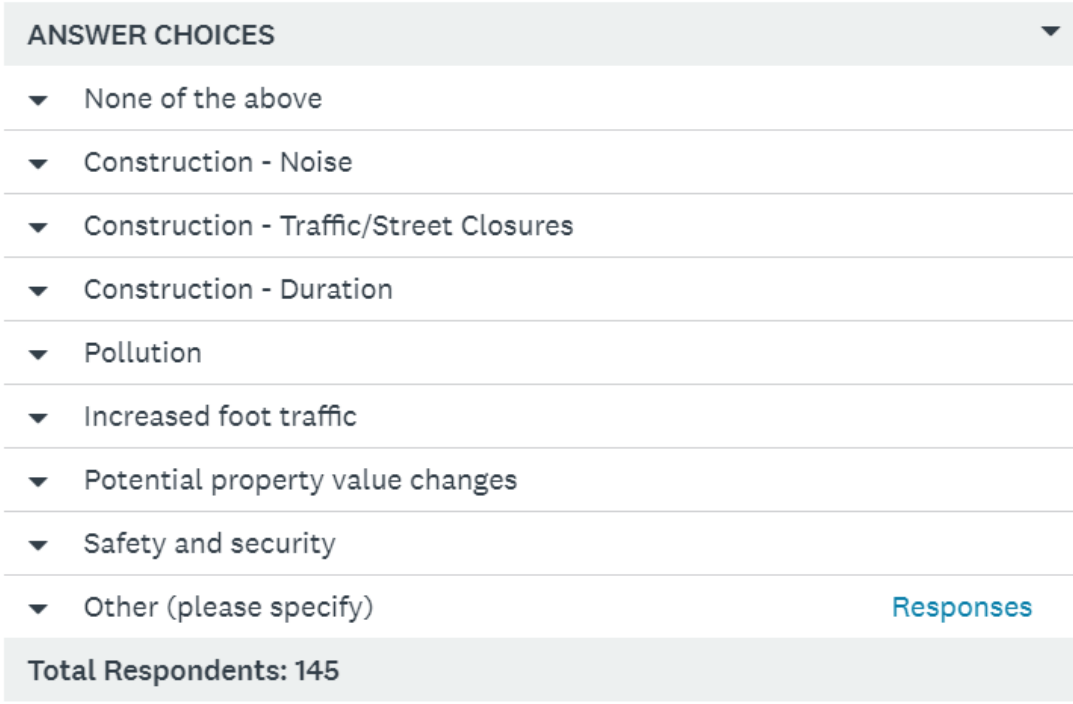
"What are your thoughts on Alternatives 2, 3, 4 (Metro lines connecting South LA to u station via existing rail lines NOT running by Mura, Savoy, and other local communities



Top Issues: Construction and Safety

"What types of concerns do you have about WSAB Alternative 1 (Running by Mura, Sa surrounding communities)?"

- 88% Concerned with Construction
- 83% Concerned with Safety
- 75% Concerned with Pollution



ANSWER CHOICES	
None of the above	
Construction - Noise	
Construction - Traffic/Street Closures	
Construction - Duration	
Pollution	
Increased foot traffic	
Potential property value changes	
Safety and security	
Other (please specify)	Responses
Total Respondents: 145	

Other concerns: Construction Fatigue

- "We already have had SO much construction & foot traffic is already going to increase due to other changes going on in the immediate area"
- "Already non-stop constructions 10+ yrs next to Savoy(Little Tokyo Gold-Line Station 1s St/Alameda St)"
- "The mitigation for the current project at 1st and Alameda have been terrible. I have h and complain about noise issues so many times over the years."
- We already have enough construction going on, and have multiple lines that will be rig us. It seems unnecessary when option 2 will be using already existing options and crea less disturbance.

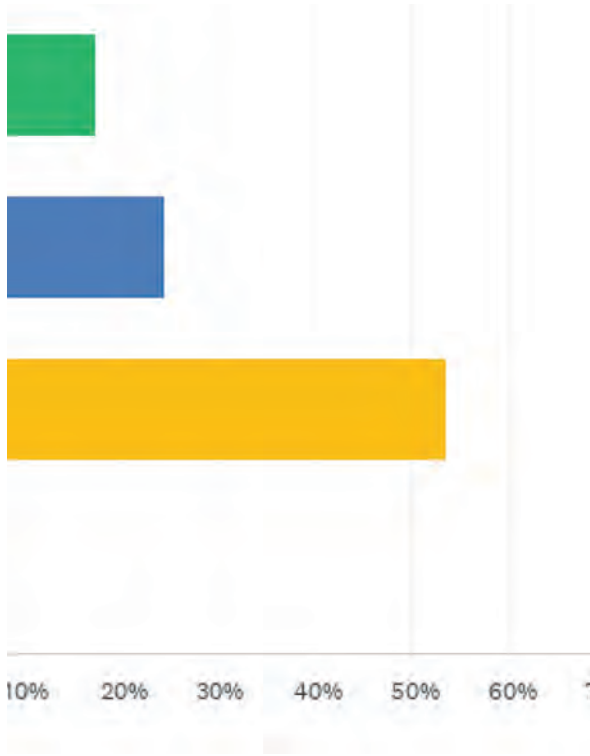
Other concerns: Neighborhood chara

- "The addition of another major rail line would not only subject the neighborhood to a decade of disruption from construction projects but **fundamentally alter the characte area** due to increased population of visitors. If you've ever visited the Arts District / Lit than it's clear what makes these areas so special is their small town feel which I believ negatively impacted by the addition of this major rail project. I am however supportive alignment which visits the South Park area which is better equipped to handle an influ visitors."
- "Adverse change in neighborhood character due to noise, more visitors, less stability; t with Regional Connector at 1st and Alameda (essentially one block away), it will result increase in disruptive environmental and social conditions to the neighborhood"
- "Continued outside pressures on a distinct neighborhood, altering its character"

Strong opposition to a local portal

"If Alternative 1 (Running under Alameda) is chosen would you support a local metro

- 52% do NOT support a local portal in the neighborhood
- 28% support a local portal but NOT at DWP lot
- 15% support a local portal at DWP lot



Thank You

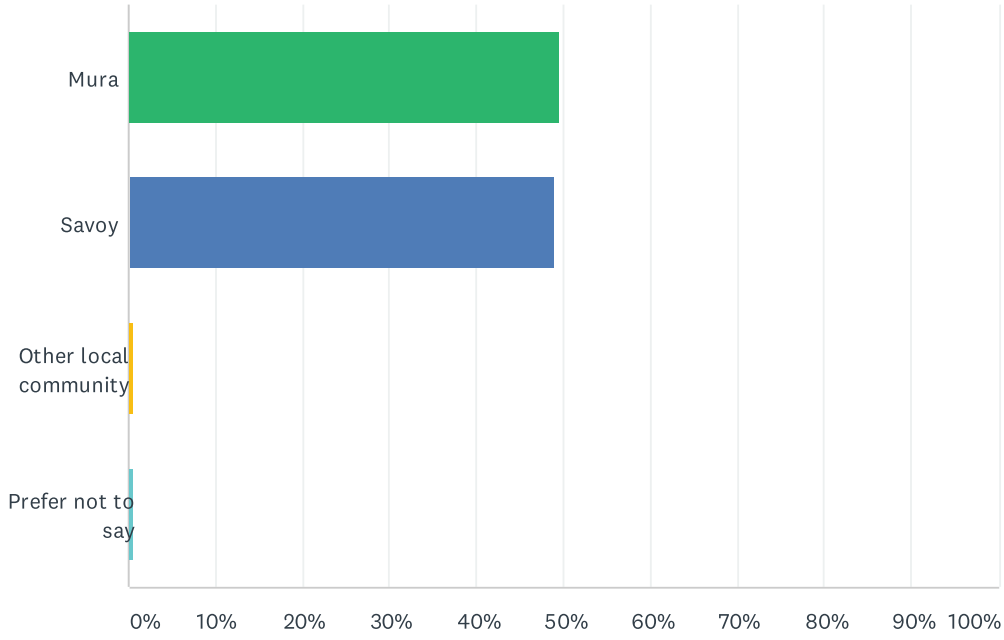
For more information regarding our survey please reach out to

Howard Ming

Howard.ming.nc@gmail.com

Q1 Which community are you a resident of?

Answered: 145 Skipped: 0

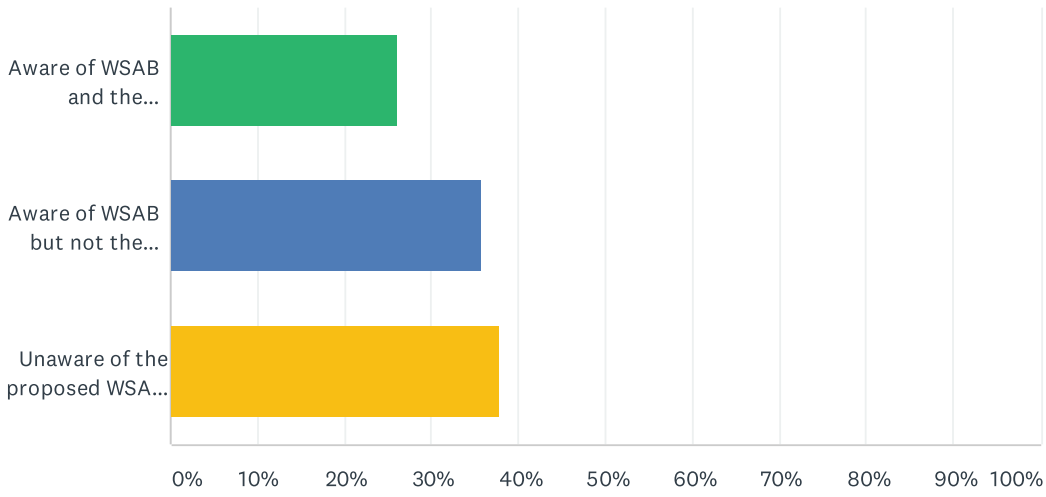


ANSWER CHOICES	RESPONSES	
Mura	49.66%	72
Savoy	48.97%	71
Other local community	0.69%	1
Prefer not to say	0.69%	1
TOTAL		145

I-650

Q2 Were you aware of the proposed light rail development: WSAB?

Answered: 145 Skipped: 0

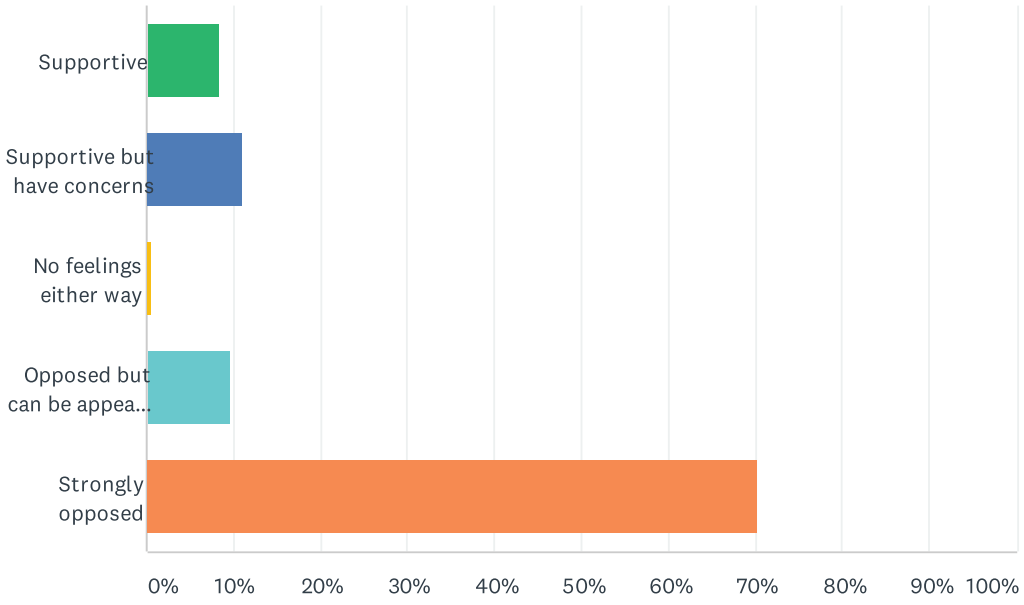


ANSWER CHOICES	RESPONSES	
Aware of WSAB and the specific options being considered	26.21%	38
Aware of WSAB but not the specific options being considered	35.86%	52
Unaware of the proposed WSAB rail line	37.93%	55
TOTAL		145

I-651

Q3 What are your thoughts on Alternative 1 (Metro line running past MURA, Savoy, and surrounding communities)?

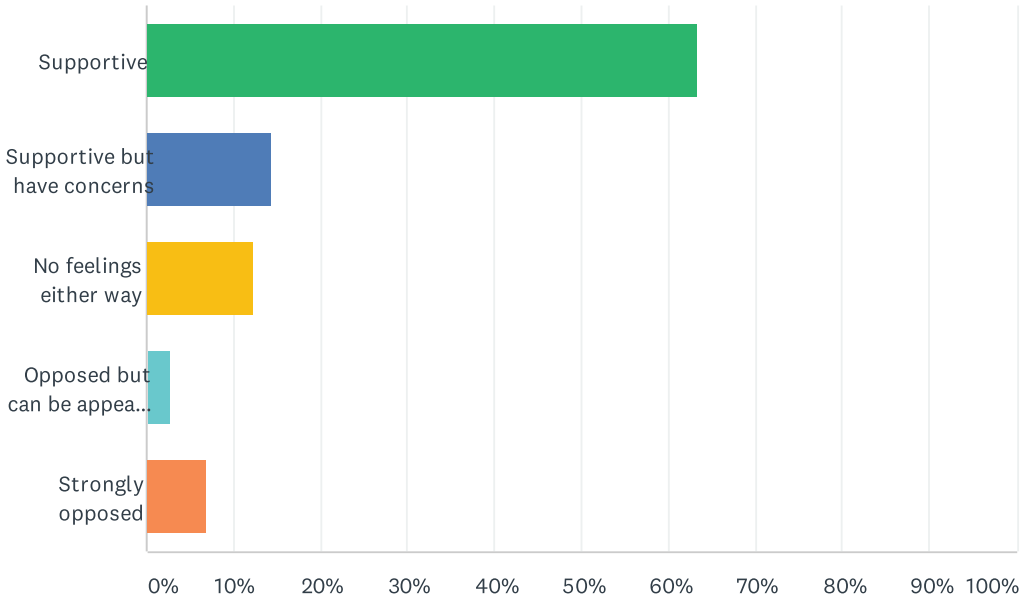
Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
Supportive	8.28%	12
Supportive but have concerns	11.03%	16
No feelings either way	0.69%	1
Opposed but can be appeased with mitigation	9.66%	14
Strongly opposed	70.34%	102
TOTAL		145

Q4 What are your thoughts on Alternatives 2, 3, 4 (Metro lines connecting South LA to union station via existing rail lines NOT running by Mura, Savoy, and other local communities)?

Answered: 145 Skipped: 0

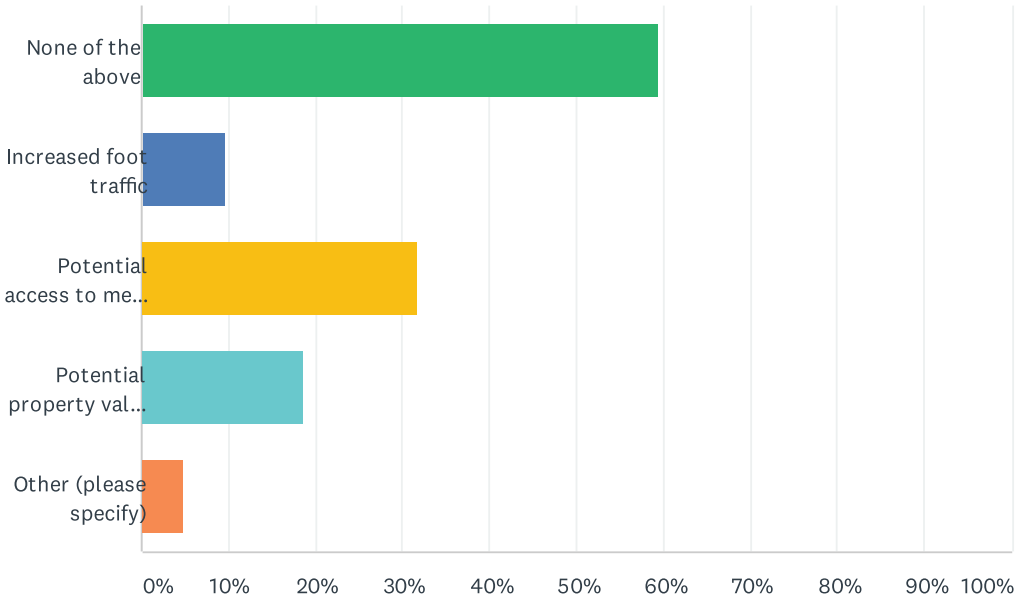


ANSWER CHOICES	RESPONSES	
Supportive	63.45%	92
Supportive but have concerns	14.48%	21
No feelings either way	12.41%	18
Opposed but can be appeased with mitigation	2.76%	4
Strongly opposed	6.90%	10
TOTAL		145

I-653

Q5 What do you find attractive about WSAB Alternative 1 (Running by Mura, Savoy, and surrounding communities)?

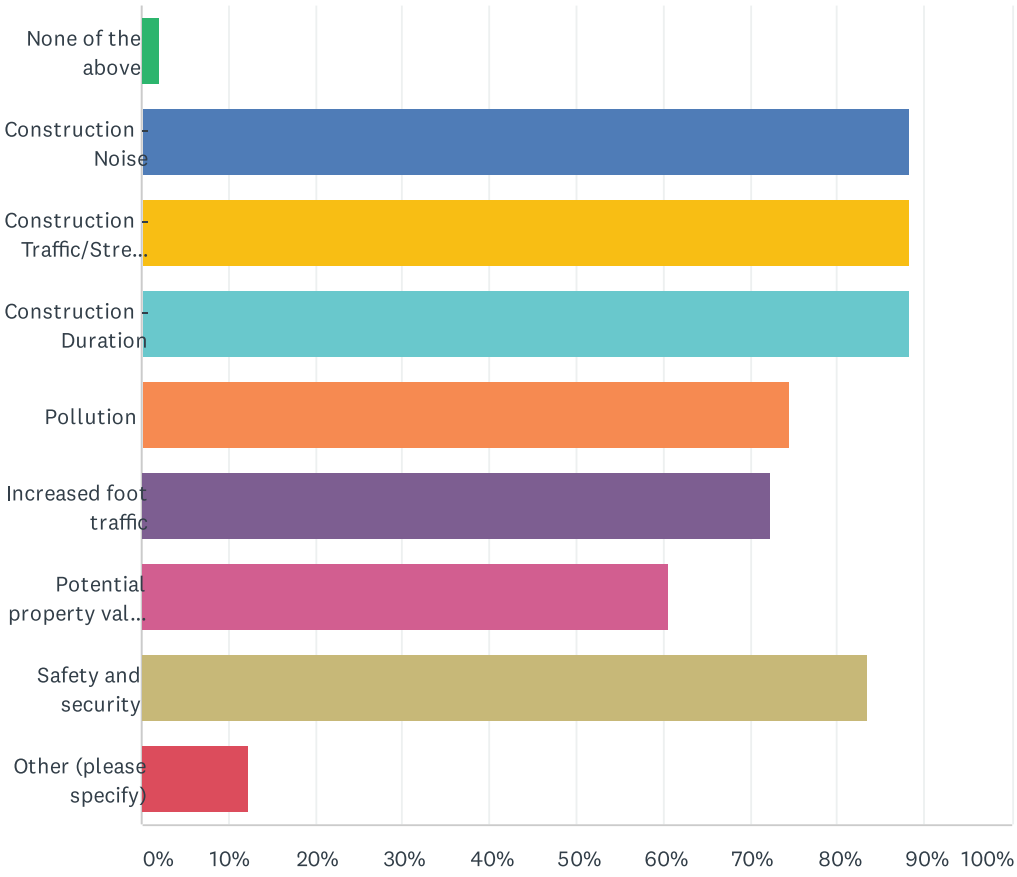
Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
None of the above	59.31%	86
Increased foot traffic	9.66%	14
Potential access to metro lines	31.72%	46
Potential property value changes (up or down)	18.62%	27
Other (please specify)	4.83%	7
Total Respondents: 145		

Q6 What types of concerns do you have about WSAB Alternative 1 (Running by Mura, Savoy, and surrounding communities)?

Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
None of the above	2.07%	3
Construction - Noise	88.28%	128
Construction - Traffic/Street Closures	88.28%	128
Construction - Duration	88.28%	128
Pollution	74.48%	108
Increased foot traffic	72.41%	105
Potential property value changes	60.69%	88
Safety and security	83.45%	121
Other (please specify)	12.41%	18
Total Respondents: 145		

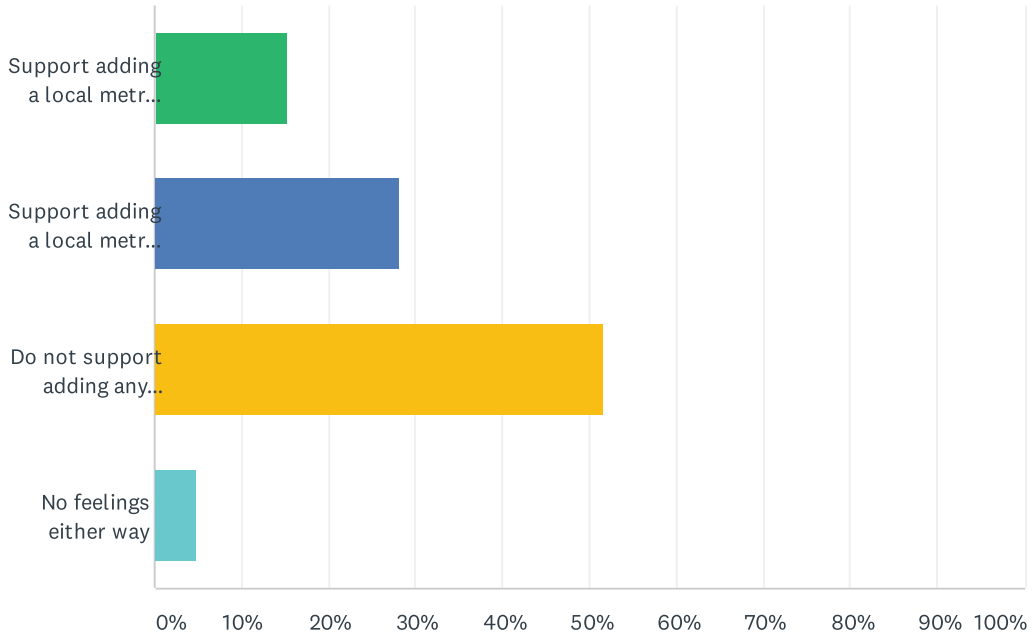
I-655

Q7 Any additional thoughts on WSAB?

Answered: 36 Skipped: 109

Q8 If Alternative 1 (Running under Alameda) is chosen would you support a local metro stop?

Answered: 145 Skipped: 0

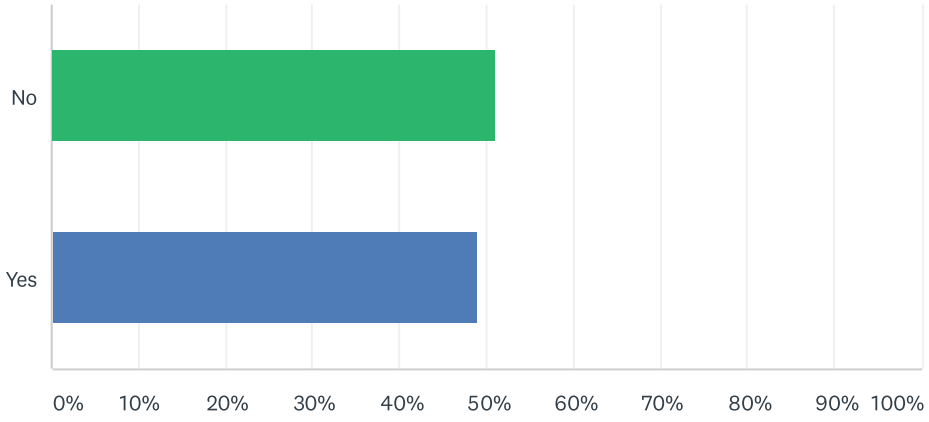


ANSWER CHOICES	RESPONSES	
Support adding a local metro stop at the LADWP lot at 2nd street and Alameda	15.17%	22
Support adding a local metro stop locally but NOT at the 2nd and Alameda location	28.28%	41
Do not support adding any metro stop	51.72%	75
No feelings either way	4.83%	7
TOTAL		145

I-657

Q9 Would you like to receive updates about WSAB via email?

Answered: 145 Skipped: 0



ANSWER CHOICES	RESPONSES	
No	51.03%	74
Yes	48.97%	71
Total Respondents: 145		

I-658

Q7 Any additional thoughts on WSAB?

Answered: 36 Skipped: 109

#	RESPONSES	DATE
1	I strongly oppose Alternative 1 as it will impact the neighborhood negatively and be a detriment to a safe and peaceful living conditions that I moved here for.	6/29/2021 7:32 AM
2	keep the original plan	6/21/2021 8:58 PM
3	Keep the original plan.	6/21/2021 8:33 PM
4	Please do not subject Little Tokyo to any further construction. We have done more than our part to support our fellow Angelenos, and now we need Metro to support us and the healthy existence of our community.	6/21/2021 7:14 PM
5	no	6/21/2021 2:03 PM
6	I strongly oppose option 1 and will seek legal action if this option is selected	6/12/2021 5:10 PM
7	We want safe and quiet environment for our family. Surrounding areas are already pack of moving population even on weekdays. Alternative 1 definately will attract more population around the community including homelesses and non-residents which might affect negatively on the safety and value of the community.	6/11/2021 6:55 PM
8	As much as I selfishly would like all the rapid transit access our neighborhood can get, the alternatives that offers a station to the Fashion district are better for the region overall, and for that neighborhood specifically, because it brings modern high capacity transit into an area that has both residential and commercial/retail needs not yet addressed by Metro.	6/11/2021 11:10 AM
9	10+ years of metro related construction next to Savoy. Plus already have Little Tokyo Station that is only a block away. Waste of land and resources.	6/3/2021 7:42 PM
10	We already have enough construction going on, and have multiple lines that will be right next to us. It seems unnecessary when option 2 will be using already existing options and create much less disturbance.	6/3/2021 3:37 PM
11	I think its a bad idea. I dont want to deal with the construction anymore and the amount of noise and dust that comes with it. My allergies are bad enough as is.	6/3/2021 7:47 AM
12	Bad idea to put near little Tokyo. We already have the gold line and another route in process of completing. I really dislike the years of noise and dust from the construction.	6/2/2021 7:36 PM
13	Should leverage existing lines as much as possible	6/1/2021 7:29 PM
14	I think that WSAB is a great project to connect greater LA with downtown however, I am not supportive of the alignment through Alameda street and the Little Tokyo community surrounding Savoy and Mura. This area has already seen an explosion of foot traffic due to increased development and incoming metro line. The addition of another major rail line would not only subject the neighborhood to another decade of disruption from construction projects but fundamentally alter the character of the area due to increased population of visitors. If you've ever visited the Arts District / Little Tokyo than it's clear what makes these areas so special is their small town feel which I believe will be negatively impacted by the addition of this major rail project. I am however supportive of the alignment which visits the South Park area which is better equipped to handle an influx of visitors.	6/1/2021 5:49 PM
15	Should have tried harder to use the existing heavy rail line along the LA river. With that said I'm okay with alternative 2.	6/1/2021 4:06 PM
16	Never ending construction around Savoy need to be stopped / already increased in both car & foot traffic by Gold-Line & Gold-Line extension. Need to end the construction around the neighborhood.	6/1/2021 2:45 PM
17	I don’t understand the point of creating a separate station for this new line. Why wouldn’t it just connect to the little Tokyo station currently under construction?	6/1/2021 1:23 PM

18	Concern on Safety/Security, Safety/Security, Safety/Security & Noise, Noise, Noise	6/1/2021 1:14 PM
19	Mura and Savoy residents have already endured YEARS of construction and disruption outside on our doorsteps. Enough!	6/1/2021 12:18 PM
20	How long will this construction last	6/1/2021 11:53 AM
21	We have experienced rail noise and construction for over 3 years. It is time for it to end!	6/1/2021 11:44 AM
22	I think it is a great idea to continue building rail services and overall it would likely help the area remain a destination for restaurants and stores. However, the current construction project at 1st and Alameda has not been completed well. Many, many times over the years I have reached out to Metro very late or in the middle of the night to complain about noise. Their "noise mitigation" was laughable. They had maybe one screen to prevent noise. I would call, someone would come out, and they would add a few more screens. Sometimes I went and talked to them in the middle of the night. They have no respect for the residents.	6/1/2021 10:58 AM
23	It's unnecessary for the arts district. There are already enough transit access with regional connector. Option running east-west on 7th street more useful.	5/30/2021 2:33 PM
24	This decision seems to be made without any regard for the local existing community and Little Tokyo residents. There are better places to put a metro stop that does not hurt the local community, but they specifically chose a spot that effects hundreds of residents and that is extremely irresponsible of their use of government power- and this must be stopped.	5/29/2021 11:58 AM
25	Do not run by Mura	5/27/2021 8:57 PM
26	The construction will be painful but to me it's crazy not to have a station in little Tokyo/arts district. I'd love to use the public transit but I certainly won't do that if it first requires a bus to union station.	5/27/2021 4:59 PM
27	Any environmental impact study should consider that the Regional Connector station is only a block away from Mura, and across the street from Savoy. The Regional Connector will be the second busiest transit station in the system. As someone who purchased and resides in my Little Tokyo home based on the character of the current residential neighborhood, construction and establishment of a WSAB station at the DWP site will be sufficiently adverse(to the quality of life and other conditions that made purchasing/residing in Little Tokyo attractive) that it will cause me to seriously consider moving.	5/27/2021 1:52 PM
28	Building the metro stop directly next to two residential buildings (especially when there seems to be alternative which don't effect residential areas) with hundreds of Little Tokyo residents (if not thousands) is clear disregard for the people who have lived here and further gentrification of the area to push out families in Little Tokyo.	5/27/2021 7:35 AM
29	This community has experienced and sustained rapid expansion and development in the neighborhood for 10+ years. I have been a homeowner since 2008 and I strongly oppose this latest development which has the potential to be the most disruptive and destructive to date in our community.	5/26/2021 4:41 PM
30	If it can be underground without disrupting Alameda OR Construction only starts AFTER the regional connector is complete and running regularly so traffic is less dependent on Alameda staying open	5/26/2021 3:09 PM
31	The Union Station connector station construction has already been causing inconvenience and hardships to the community for years and it is unacceptable that we should tolerate even more problems when there is a perfectly acceptable alternative route.	5/26/2021 12:35 PM
32	I am extremely concerned about the metro entrance that is currently being proposed at 2nd and Alameda with safety being my priority.	5/26/2021 12:14 PM
33	Having a metro station stop across the street from two residential structures is extremely dismissive of its residents and extremely unnecessary considering there are numerous ways to get to Little Tokyo and Arts District. Also Arts District has so many non residential areas that would be better for a metro station stop to be placed where it won't disturb any residential buildings and those who call Little Tokyo their home.	5/26/2021 11:26 AM
34	I am firmly against the building of a metro station exit on Rose St of Little Tokyo and think it would be a waste of money! Please do not destroy Little Tokyo and displace its AAPI residents by making the area into a bar district as well! This would be extremely hurtful to	5/26/2021 11:23 AM

I-660

	residents here due to these mains points: cancer causing debris/radon gas from construction when there are residential buildings (Savoy and Mura) directly across the street, permanent noise pollution in a residential area, increase in crime and specifically hate crimes against AAPI residents of Little Tokyo, and a complete waste of LA money as there are countless ways and stations already in the area which give easy access to the area.	
35	As a Japanese American, I am concerned with how you are adversely changing the landscape of the Little Tokyo community for the sake of public transportation, when you have many other less-invasive options to consider. Think about the businesses that will suffer and the residents of the community who will endure years of construction and noise pollution.	5/26/2021 11:13 AM
36	Given the amount of construction in the area an additional construction project would be incredibly disruptive to this neighborhood. I strongly urge the adoption of alternatives 2, 3, or 4.	5/26/2021 11:07 AM

I-661

Ming, Howard - I-160

Comment ID	Response
I-160-1	Metro acknowledges receipt of the documents attached to the submission, including the survey. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding the proximity of the Project to Little Tokyo.

Howard Ming

I wanted to comment today as a member of a community that will be near Alternative 1. The Mura community in Little Tokyo and Savoy communities are very concerned about potential new construction because we've lived next to Metro construction already for the past few years for the Regional Connector. So our biggest concern is being asked to live again next to construction, being exposed to more noise, and possible construction pollution. So we actually filed that a study internally amongst our 493 households. We had about 30 percent of our households respond to our survey, and about 52 percent of them do not support a local portal in our neighborhood and 88 percent have concern with construction noise and pollution. So that's just my comment. We just wanted to let the representatives know today that we are not happy about being potentially asked to live next to construction for the next few years. I-314-1

Ming, Howard - I-314

Comment ID	Response
I-314-1	Your concerns regarding Alternative 1 have been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding construction in Little Tokyo.

Megan Minnema

I believe this rail will create a safety hazard for multiple reasons.
1. The intersection of Flower & Woodruff & Flora Vista in Bellflower has numerous accidents due to the multiple signals and diagonal street. If there is additional traffic and signals it will cause more accidents and confusion at that intersection. Additionally, it puts the pedestrians at higher risk who are using that crosswalk which is also unclear.
2. The residential streets near the crossings will see increased traffic posing risks to the residents.
3. The city of Los Angeles has seen a continual increase in the homeless population. Affordable transportation will allow the homeless to spread out and increase in the surrounding areas.

I-93-2

I also believe it is a waste of funds to create a rail any longer than the shortest option when they will be able to connect by getting on another line to get to their final destination. If rails are running along side each other, aren't we just wasting valuable resources?

I am opposed to this rail being installed regardless of which option is chosen.

I-93-3

Thank you for your time in reading my concerns.

Megan Minnema

Minnema, Megan - I-93

Comment ID	Response
I-93-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-93-2	Regarding item #1, the Locally Preferred Alternative (LPA) will be grade-separated in an aerial configuration over the intersection of Flower Street/Flora Vista Street/Woodruff Avenue. Therefore, the LPA will not introduce additional traffic and signage at the intersection of Flower Street/Flora Vista Street/Woodruff Avenue. Regarding item #2, pedestrian facilities will be part of the project features and include pedestrian pathways and pedestrian gates for pedestrians to safely travel through crossings. Stations will have walkways and Americans with Disabilities Act (ADA)-compliant ramps to accommodate all pedestrian needs. Regarding item #3, see response CR-SAF-2 regarding homelessness on the Metro system. For additional details regarding motorist, pedestrian, and bicyclist safety, see response CR-SAF-4. Based on this analysis, the LPA will provide a safe and secure environment for Metro patrons, pedestrians, bicyclists, and nearby residents traveling along the project alignment.
I-93-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Interlining the WSAB and A Lines would create unreliable operating conditions with the headways proposed on both lines.

George Mirabal

I won't be around in the year 2041.The need is now! I still like the route expansion from Santa Ana to at least Burbank Airport. I-70-1

Mirabal, George - I-70

Comment ID	Response
I-70-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified. As noted in Section 2.5.6 in Chapter 2 of the Final EIS/EIR, project opening is anticipated to be in 2035.

Law Office of Nicholas J. APC

I love this project and think it will revolutionize an important part of LA county. I look forward to keeping an eye on this project from my office in Downtown LA. I-156-1

Mireles, Nicholas J. - I-156

Comment ID	Response
I-156-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Gabriela Miron

WSAB is a needed project to be able to move or be transported when there is not an option to have a car. Take our opinions and suggestions into consideration. Put stations that are needed, like Little Tokyo and Union Station. I-352-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: CFCO/ GABRIELA MUÑOZ

Domicilio:

Télefono/Celular: (323) 979-6101

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

WSAB! PROYECTO QUE SE NECESITA PARA PODER MOVERSE O TRANSPORTARSE. CUANDO NO SE PUEDE TENER CARRO. TOMEN EN CUENTA LAS OPINIONES O SUGERENCIA. PONER LAS ESTACIONES QUE SE NECESITAN COMO LITTLE TOKYO & UNION STATION

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Miron, Gabriela - I-352

Comment ID	Response
I-352-1	Your support for Alternative 1 (LA Union Station to Pioner Station) and Design Option 2 (Little Tokyo Station) has been noted. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

R. Mishrek

Hello Mrs. Khanna:I live in Cerritos and would prefer Alternative 4 (Pioneer to Green line).Thank you. I-198-1

Mishrek, R. - I-198

Comment ID	Response
I-198-1	Your support for Alternative 4 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The Metro Board identified Alternative 3 as the LPA, which is identified in the Final EIS/EIR. Alternative 3 includes the complete limits of Alternative 4; therefore, all of the benefits of Alternative 4 would also be realized with the identified LPA.

Donald L. R. Mitchell

I am a 78 year resident of the Southeast area of Los Angeles County. I have lived in or worked in the cities of Maywood, Bell, Bell Gardens, Cudahy, South Gate, and Downey. I have seen the impact that public transportation, or the lack of it, has had on the area. It is my opinion that the first alternative, Union Station to Pioneer Station would best serve the needs of the area. I-69-1

Mitchell, Donald L. R. - I-69

Comment ID	Response
I-69-1	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 and 2. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the LPA.

Christina Montalvo

I support WSAB corridor with the alternative to continue all the way to Union Station so me and my community have the opportunity to transfer to other places in LA county. I-365-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Christian Montalvo

Domicilio: 8140 Beechwood Ave Apt C CA 90280

Télefono/Celular: (323) 946-3503

Correo Electrónico: cmontalvo456@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I support WSAB Corridor with the alternative to continue to the line all the way to union station so me & my community has the opportunity to transfer to other places in LA County.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Montalvo, Christina - I-365

Comment ID	Response
I-365-1	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. The LPA will also accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project.

Ana Mora

As a current resident of Paramount, I feel having any Metro branch corridor into this area and into Artesia is welcoming. Having access to Union Station from Paramount or Bellflower would open up much access to the community and reduce the amount of cars needed to drive into downtown LA. It would provide access that could be affordable and easier than traveling by car. It would also open up travel to resources only found in Downtown LA. Thank you.

I-217-1

Mora, Ana - I-217

Comment ID	Response
I-217-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would reduce vehicle miles traveled.

Andrea Moraz

This is Andrea Moraz, a long-time resident of Bellflower, and I just have a couple comments. I was here during the construction of the never-ending 105 freeway that took forever to build, and during that process, when the properties were purchased, they were left abandoned for multiple, multiple years due to litigation, due to issues that came up, and a variety of reasons. And then they scaled down the freeway to where it was almost obsolete at the time that it was actually built, and it is completely congested. So I can see where this rail line can be helpful, but what I'd like them to bear in mind is during the process, rather than have that similar situation where properties are left -- literally houses that were purchased and left abandoned for years does not take place again. Because that led to crime, it led to, you know, a mess, and I would like to see that prevented. I-344-2

And then my second comment that really relates to my particular area -- I live in Bellflower off of Clark Avenue which is a two-lane street with very few left-turn lanes. It's already a very difficult street, but a main street that many residents in this area use, and it looks like one of the lines is anticipated to go right across that street. It's already a safety issue with cars that get backed up, cars trying to make left turns, unable to do so because there are no left-turn lanes, and there are very few signals to make left-turn lanes at for all of the residents that live in this area. So I would like them to address the issue of Clark Avenue, and also as far down to where it, you know intersects, with the City of Downey to ensure that that is a safe north/south drive for those of us who have to go that way, and there really are not a lot of good options. Most of the streets in this area do not have real clear drive-thrus to get from the north/south direction. So I hope that they consider a mitigation of that before they do construction in that area. I-344-3

Moraz, Andrea - I-344

Comment ID	Response
I-344-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-344-2	The West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report (Appendix G of the Draft EIS/EIR) includes an evaluation of displacements as they pertain to communities and neighborhoods, stating that changes to residential properties will not cause residential neighborhoods to become isolated, and that the required displacements will not change the character and cohesion of the affected communities. See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act. Only parcels that will be needed for the construction or operation of the Locally Preferred Alternative will be acquired.
I-344-3	The modifications to the Clark Avenue crossing made by the Project will improve the safety of the crossings. The street modifications are focused on safety improvements to accommodate the Project at the train crossing and also implement mitigation measures at the intersections where the Project will result in adverse impacts. Turning movements to and from Pacific Avenue and Alondra Boulevard will be restricted to reduce conflicts at that intersection. To accommodate the change in traffic patterns, a new signal and a southbound left-turn bay will be added to the Clark Avenue/Los Angeles Street intersection (Project Measure TR PM-7).

Andrea Mraz

I am a long time 30 year Bellflower resident. What is the plan to mitigate traffic issues during construction and caused by rail crossings once completed, in particular around the Bellflower city limits, including Clark Ave, Flora Vista Artesian Blvd, etc? What is the plan to mitigate criminal activity from abandoned buildings, open space and during years of construction? I recall many years of abandoned and derelict buildings during the construction and acquisition of the 105 freeway properties that negatively impacted surrounding cities, including Downey and Bellflower. Those areas in Long Beach that have metro lines have traffic and safety issues in the areas where the lines exist. How will we prevent that in Bellflower? Lastly, why is this proposed to impact those cities with that tend to have lower income families? I can't help but notice that the higher socioeconomic areas are not having these lines impact their cities. For example the 710 freeway remains a dead end at South Pasadena, likely because of the greater wealth in that area. I vote NO on putting this monstrosity through our city!

I-43-2

I-43-3

I-43-4

Mraz, Andrea - I-43

Comment ID	Response
I-43-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-43-2	Regarding construction impacts, as stated in Mitigation Measure TRA-20 (Transportation Management Plan [TMP]) in the Draft EIS/EIR, referred to as TRA-18 in the Final EIS/EIR, a TMP will be developed and coordinated with local jurisdictions. The TMP will address potential impacts from construction activities on vehicular, transit, pedestrian, and bicycle access and mobility, including but not limited to: temporary lane/roadway, sidewalk, bicycle facility, and freeway ramp closures; detours; increases in traffic volumes (including regular traffic and construction traffic, construction equipment, materials delivery vehicles, waste/haul vehicles, and employee commutes); construction parking; and emergency services (e.g., fire, police, ambulances). Regarding conditions once the Locally Preferred Alternative (LPA) is operational, Section 3.4.1 of the Draft EIS/EIR included a traffic intersection operations analysis. The focus of the analysis was on those intersections that could be affected by the Project, referred to as the Affected Area for traffic operations within the Draft EIS/EIR. A preliminary screening was conducted to determine the key intersections where impacts could occur. Mitigation measures were identified where the LPA will result in adverse effects for intersections. Within the City of Bellflower, the intersection of Alondra Boulevard/Clark Avenue was identified with an adverse effect that was addressed with Mitigation Measure TRA-15 (Alondra Boulevard/Clark Avenue), which extends the eastbound and westbound left-turn lanes at the intersection. In the Final EIS/EIR, a new signal was added at the intersection of Clark Avenue and Los Angeles Street as a project measure (TR PM-7) in response to coordination with the City of Bellflower. These measures are summarized in Section 3.5 of the Final EIS/EIR.
I-43-3	As stated in Section 4.19.3.18 of the Draft EIS/EIR, "the potential for crime during construction is primarily related to construction equipment and staging areas that are not adequately secured. To reduce potential impacts, construction sites will include security features such as CCTV [closed-circuit television], on-site guards and security teams, and perimeter fencing to prohibit unauthorized individuals from accessing the area." All at-grade construction sites, including entrances, portals, staging and storage areas, and active construction sites, that interface with public right-of-way will provide the security features described above. However, crime from intentional acts against people and facilities cannot be completely eliminated. Mitigation Measures COM-1 (Construction Outreach Plan) and SAF-3 (Construction Site Measures) aim to address safety and security concerns during construction of the Project. COM-1 requires development of a construction outreach plan to notify communities and businesses of detour routes, maintain access to community assets and businesses, and signage/barriers to keep people from accessing the construction area. SAF-3 (Construction Site Measures) requires security patrols, signage, lighting, and other safety measures at construction areas. CCTV is also required at all stations and in trains. With implementation of Mitigation Measures SAF-3 (Construction Site Measures) and COM-1 (Construction Outreach Plan), the Locally Preferred Alternative (LPA) will not result in adverse effects related to safety and security during the construction phase. See response CR-SAF-1 regarding safety and security on the LPA during operation.

Comment ID	Response
I-43-4	As stated in Chapter 1, Section 1.2 of the Draft EIS/EIR, the goal and purpose of this Project are to provide a reliable fixed guideway transit service that would increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth. This Project would serve the Gateway City communities of Los Angeles County with a southern terminus in the City of Artesia and a northern terminus in southeast Los Angeles County at the Slauson/A (Blue) Line Station. The Locally Preferred Alternative would provide improved transit service, transit access, regional mobility, and air quality benefits to affected environmental justice communities, including the City of Bellflower. The proposed alignment would use existing rail rights-of-way that cross through the affected cities. Your opposition to the Project is noted.

Juan Munoz

From: noreply@granicusideas.com <noreply@granicusideas.com>
Sent: Thursday, August 12, 2021 6:52 PM
To: Ramos, Dolores <RamosD@metro.net>; Kim, Chad <KimC3@metro.net>; Greene, Scott <GreeneS@metro.net>
Subject: New eComment for Service Councils - Joint Meeting on 2021-08-12 6:00 PM

New eComment for Service Councils - Joint , Meeting on 2021-08-12 6:00 PM

Juan Munoz submitted a new eComment.
Meeting: Service Councils - Joint Meeting on 2021-08-12 6:00 PM
Item: 2. RECEIVE Overview of West Santa Ana Branch Project

eComment: looking at the draft EIR and with all it's four alternatives and I am concerned about , many impacts along those who live along areas where union pacific owns the tracks that are , mostly single track in most areas notably Randolph street in the Huntington park that travels , through some residential and industrial parts and along the san Pedro subdivision south of Santa Ana street in Cudahy to a oil refinery where the current union pacific tracks end at near : Somerset Avenue in Bellflower while south of it is just the abandoned tracks and open land. :

I-201-1

View and Analyze eComments

Munoz, Juan - I-201

Comment ID	Response
I-201-1	Chapter 2 of the Draft EIS/EIR identified the alternatives under consideration for the WSAB Project. Impacts to properties along the corridor are characterized in Chapters 3 and 4 of the Draft EIS/EIR. Your comment regarding the impacts of the Build Alternatives has been noted. Refer to response CR-GEN-5 for a discussion of mitigation requirements under the National Environmental Policy Act and the California Environmental Quality Act (CEQA), as well as the requirement under CEQA for the lead agency to adopt a statement of overriding considerations if it approves a project with significant and unavoidable environmental effects.

Alexander Murray

Please terminate this line at 7th St/Metro Center. It makes more sense from a network connectivity perspective. I-44-2

The transfer at Union Station, much like the current Gold Line transfer, will be too long and will add too much time to peoples' trips. I-44-3

Murray, Alexander - I-44

Comment ID	Response
I-44-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-44-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-44-3	Your opposition to a northern terminus at LA Union Station is noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and the study of cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo. The LPA's northern terminus will be at the Slauson/A Line Station and does not include a transfer at LA Union Station.

Lynn Nakamura

I would like to see the WSAB come up Alameda to Union Station, but avoid disturbing the Japanese American Museum on Alameda and 1st Street. I would like to see a station in Little Tokyo/Arts District as this would be helpful to those who work, play and or live in the Arts District and Little Tokyo. Idealy I would like to see it bing able to connect with the Regional Connector on 1st and Alameda to make it easy to access downtown and points north and east from the WSAB. I speaking to our neighbors in the condos along 2nd street, there are concerns with a station exit on the east side of Alameda. To mitigate these concerns, I would recommend either having that portal on the eastside of the street to be closed late at night until early morning and to have security guards patroling the area.

I-147-2
I-147-3
I-147-4

As the manager for St Francis Xavier Church, we would like to see the WSAB come up from Cerritos to Little Tokyo as it would help our parishioners who come for work and worship purposes.

I-147-5

Nakamura, Lynn - I-147

Comment ID	Response
I-147-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-147-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. A separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo.
I-147-3	Your support for a Little Tokyo/Arts District station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. This comment submission was provided to Metro prior to the start of Regional Connector service. With the completion of the Regional Connector, a connection to the Arts District is provided by walking or bus transfer from Little Tokyo.
I-147-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-147-5	Your support for a Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. With the completion of the Regional Connector, the A Line continues to Little Tokyo.

Allen Natian

From: Allen N [anatian@gmail.com]Sent: 8/10/2021, 5:44 PM

To: wsab@metro.netSubject:

Input: Choose either 1 or 2,

Hello, I am a resident of LA county, and after watching your video, I strongly urge you to ONLY consider Alternative 1 or Alternative 2. These alternatives add more stations in DTLA, which will increase ridership and all the benefits of it. The rest of them leave DTLA with the same stations it has and can hurt ridership. I-119-2

Alternative 4 is THE worst one, since it requires too many transfers to get to southeast county, not to mention neglecting anything else north of the green/C line. I-119-3

Alternative 1 and 2 might be the most expensive option, but it is the best investment for this project.

Thank you,

-Allen I-119-4

Natian, Allen - I-119

Comment ID	Response
I-119-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-119-2	Your support for Alternatives 1 or 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 and 2. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station.
I-119-3	Your opposition to Alternative 4 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-119-4	See response to I-119-2.

Juana Navarro

I would like it to reach Downtown, this would help improve traffic, save time and of course improve the environment. I-239-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

13

Nombre/Afiliación/Organización: Juana Navarro.

Domicilio: 3531 60th PL. Apt. B.

Télefono/Celular: 323-738 4683.

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Me gustaria que llegara hasta el centro, esto ayudaria a mejorar el trafico, ahorras tiempo y por supuesto al medio ambiente mejoraría.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Navarro, Juana - I-239

Comment ID	Response
I-239-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would reduce regional vehicle traffic. Air quality environmental benefits are discussed in Chapter 4, Sections 4.5 (operations) of the Draft EIS/EIR.

Marilyn Nomura

Sorry I didn't get this in on time. I was in Idaho and did not have access to my mail until I returned. Please accept my Comments attached. Thank you. Marilyn Nomura
LETTER TRANSCRIBED:
Concern during construction:- Noise levels high & disruptive- Dirt, dust coming into yards & polluting swimming pool- Dirt & dust in the house when windows or doors are openConcerns when trains are running- Noise level disruptive to home owners during hours of operation- Not being able to open windows & doors due to noise- Track raised so train is at level of 2nd story of homes where bedrooms are located, causing excess noise, loss of sleep- Not being able to open blinds & windows when warm out during the day or at night & passengers on train can see into bedrooms – lack of privacyEven with high walls, the sound carries. Will windows cost for upgraded be the projects responsibility to replace?

I-288-2
I-288-3
I-288-4

Next stop: your input.

DATE / *FECHA* / 日付 / 날짜:
9/27/21

LOCATION / *LOCALIZACIÓN* / 場所 / 위치:
11246 Sharon St Cerritos

We welcome your feedback on / *Agradecemos sus comentarios sobre*
私たちはあなたのご意見を歓迎します / 여러분의피드백을기다립니다

Concern during construction:
- Noise levels high & disruptive
- Dirt, dust coming into yards & polluting swimming pool
- Dirt & dust in the house ~~dawhen~~ when windows or doors are open

Concerns when trains are running:
- Noise level disruptive to home owners during hours of operation.
- Not being able to open windows & doors due to noise
- Track raised so train is at level of 2nd story of homes where bedrooms are located, causing excess noise, loss of sleep,
- Not being able to open blinds & windows when warm out during the day or at night & passengers on train can see into bedrooms - lack of privacy.

Even with high walls, the sound carries. Will windows cost for upgraded be the projects responsibility to replace?

Marilyn Nomura
NAME / NOMBRE / お名前 / 이름

mjcricket@sbcglobal.net
EMAIL / CORREO ELECTRÓNICO / Eメール / 이메일

ORGANIZATION / ORGANIZACIÓN / 会社・団体名 / 조직

11246 Sharon St
MAILING ADDRESS / DIRECCIÓN / 郵送先住所 / 주소

818 634-1474
PHONE / TELÉFONO / 電話番号 / 전화번호

Cerritos CA 90703
CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL
市、州、ZIPコード / 시, 주, 집코드

Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.
お客様の声が、私達の未来を作ります。ご意見ありがとうございます。
여러분의 목소리가 우리의 미래를 만듭니다. 의견 감사합니다.

Nomura, Marilyn - I-288

Comment ID	Response
I-288-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-288-2	See response CR-NOI-2 regarding the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction activities.
I-288-3	See response CR-AQ-1 regarding fugitive dust emissions during construction and response CR-AQ-3 regarding air quality impact thresholds and guidance, and Metro-related policy.
I-288-4	The noted residence is represented by Cluster N215 in Table 4.7.7 and shown in Figure 4.7-11 in Section 4.7.4.2 of the Draft EIS/EIR. A soundwall is proposed at this location per Mitigation Measure NOI-1 that will reduce noise impacts from severe to no impact at Cluster N215. See response CR-NOI-1 regarding the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction and operational activities. Additionally, Project Measure VA PM-8 (Residential Screening for Aerial Structures) has been added to Chapter 4, Section 4.4.4.1 of the Final EIS/EIR, as well as Section 8.1.1 of the West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report, to provide screening elements to limit views of project components on the aerial structures from residential backyards.

Rogelio Noriega

As one who works a few feet away from the projected Gardendale station, a direct line into Union Station would work best, not only for a direct route for myself, but having the option of additional stops (opportunities) along Alameda would be most beneficial for me, and the traveling public - one seat travel, fewer transfers, etc. Thank you.

I-111-1

Noriega, Rogelio - I-111

Comment ID	Response
I-111-1	Your support for Alternative 1 (Los Angeles Union Station to Pioneer Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.

Linda O.

The trains should not run through Little Tokyo, it is dangerous for pedestrians and removes community and village atmosphere. There are streets nearby that are wider and have less pedestrian traffics and would be better suited for trollies, trains

I-108-1

O., Linda - I-108

Comment ID	Response
I-108-1	Your opposition to an alignment within the Little Tokyo community has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The LPA is not in the Little Tokyo community.

Carmen Ocampo

MTA is doing projects like WSAB that will make the difference in traveling faster without having to drive. Take into account stations like Little Tokyo and Union Station to be able to transfer to other lines. I-354-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: FFCO/ CARMEN OCAMPO

Domicilio:

Télefono/Celular: (323) 697-5030

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

MTA ESTA HACIENDO PROYECTOS COMO WSAB, QUE MARCARA LA DIFERENCIA DE PODER VIAJAR MAS RAPIDO Y SIN TENER QUE MANEJAR. TOMEN EN CUENTA LAS ESTACIONES COMO ESTAR EN LITTLE TOKYO Y UNION STATION PARA PODER TRANSBORDAR A OTRAS LINEAS.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Ocampo, Carmen - I-354

Comment ID	Response
I-354-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Jen Ocampo

My name is Jen Ocampo and I have been a resident of Little Tokyo since 2006 and I am a owner and resident of the Mura community on Traction Avenue.

I am writing to express my oposition to Alternative 1 Design Option 2. The option's proposed east side portal at the DWP site at 2nd Street and Alameda is across the street from Mura, which is bordered by 2nd Street and Rose Street. One of our parking garage entrances is on Rose Street, directly across from the DWP site. I-188-2

Given the currrent Regional Connector construction, there appears to be a lack of alignment and coordination at Metro and this project's Alternative 1. I am a supporter of expanding our public transportation system and increasing ridership accessibility, however Alternative 1 Design Option 2 presents concerns about construction, pollution, noise, traffic, our safety, and security. I-188-3 I-188-4

During the 15 years I have lived in the Little Tokyo, I have experienced the impacts of construction and other related impacts from mass transit projects in the neighborhood with minimal outreach and poor communication to the residents of our building. In the last few years, there have been increasing incidents of crime to our building, our residents and our neighborhood. Alternative 1 Design Option 2 would only increase the risk related to these existing concerns. I-188-5

I appreciate you taking my comments into consideration and hope you keep the residents in mind when making your decision.

Thank you.

Ocampo, Jen - I-188

Comment ID	Response
I-188-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-188-2	Your opposition to Alternative 1 with Design Option 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding the proximity of the Project to Little Tokyo.
I-188-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-188-4	See response to I-188-2.
I-188-5	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Little Tokyo Business Association (Mike Okamoto)

My name is Masao "Mike" Okamoto and I am the Immediate Past President of the Little Tokyo Business Association and an architect by profession.

West Entrance WSAB Portal
I recommend that the West Entrance portal be relocated from Office Depot sidewalk to the Regional Connector station site. This will potentially save Metro millions of dollars by eliminating the need to acquire the Office Depot property. In addition, placing both the Regional Connector and WSAB station portals at same location is more convenient for riders, increases efficiency, improves foot traffic flow and wayfinding, and reduces confusion for riders.

East Entrance WSAB Portal
Residents of condominium developments, Savoy and Mura that face Alameda Street, as well as Tokyo Villa to the south have expressed concerns over the proposed location and design of the East Portal. I have heard the concerns of property owners along Alameda Street as well as the businesses located in Honda Plaza on 2nd Street between Central Avenue and Alameda. I urge Metro to explore and recommend alternative portal sites as well as mitigations that address construction impacts, noise, dust, temporary utility shutdowns, and vibrations.

I-380-1

Okamoto, Masao - I-380

Comment ID	Response
I-380-1	Your comments regarding Alternative 1 (LA Union Station to Pioneer Station), Design Option 1 (Little Tokyo Station) have been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of Little Tokyo. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified. See response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.

James M Okazaki

From: James M Okazaki <jokazaki@sbcglobal.net>
Sent: Monday, September 27, 2021 10:01 PM
To: Khanna, Meghna <KhannaM@metro.net>
Cc: Michael Kodama <mkodama@eco-rapid.org>
Subject: Comments on the WSAB DEIS/EIR

Meghna,

My comments, attached!

James M. Okazaki

I-190-1

September 27, 2021

Ms. Meghna Khanna,
Project Manager
Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012

Re: Comments on the WSAB Transit Corridor, DEIS/DEIR

The following is a summary of the findings, major issues and concerns about the WSAB DEIS/DEIR documents and the Project itself, affecting Little Tokyo:

Alternative 1 is a subway alignment under Alameda St. which, during construction, could result in a significant impact to Little Tokyo, if **Design Option 2** (the Little Tokyo Station) is built. **Construction** - The impacts during the construction of the Project, including "staging," will have the most impact to the residents and the businesses in Little Tokyo/Arts District. These include impacts to traffic, parking, air pollution, noise, vibration, and security, etc. I-190-2

Mitigations - The mitigation measures identified in the DEIS/DEIR do not adequately address the concerns of the businesses and residents of Little Tokyo/Arts District who, since 2004, have actual experience with Metro Rail construction over the past 17 years with the construction of the East Side Gold Line and the Regional Connector. I-190-3

BIF and GLT - The Business Interruption Fund (BIF), Go Little Tokyo (GLT) Marketing Program, and the Parking Management Plans implemented by Metro for the Regional Connector did help Little Tokyo, but all of these efforts need to be improved and enhanced for the WSAB Project. I-190-4

The following are the specific issues pertaining to construction impacts and the mitigations that need Metro's attention:

1. Station Location and Staging Areas

Metro proposes to construct the Little Tokyo Station as a "cut-and-cover," going 80 feet deep under Alameda St. and across the entire width of Alameda St. That means streets will temporarily have to be closed, and staging could occur on the nearby Office Depot site. However, Metro staff has indicated that the proposed staging areas on the Mangrove and Office Depot sites may not take place. Some in the community have expressed concern that staging would then take place on Alameda St. This could be problematic, as half of Alameda St. would be closed for the duration of the Project. Maintaining two travel lanes in each direction during the peak periods could result in less disruption. Furthermore, the Station construction as indicated in the DEIS/DEIR is directly adjacent to the residential properties on the east side of Alameda St. and on the west side of Alameda south of Second St., which exposes these residents to traffic, visual, air pollution, and noise impacts. Thus, I recommend that Metro develop additional enhancements to the mitigation strategies to minimize the impacts of constructing the Station in the middle of Alameda St. next to the residential complexes near-by. I-190-5 I-190-6

2. Portal Locations

Metro's proposed portal on the west side of Alameda may not be convenient for the transfer to the Regional Connector Station. It is recommended that Metro investigate the relocation and re-orientation of the WSAB Station portal onto the Regional Connector Plaza and develop an underground connection between the two. I-190-7

The portal on the east side of Alameda St. is directly in front of the Savoy and Mura residential complexes, as well as Tokyo Villa, just across the street on the west side of Alameda St. Many of these residents have experienced the Regional Connector construction impacts at First and Alameda, and the WSAB project's impacts are even closer to them. Metro should investigate a Business Interruption Fund-type of mitigation measure to address these resident's concerns. I-190-8

Residents had also complained that noise was a significant issue during the major construction activities of the Regional Connector. The Noise Mitigation Plan should include compensation to condominium owners and include such mitigations as Double-Pane Window replacement and Relocation throughout the duration of the noisy work, with restrictive working hours to minimize the noise impacts. I-190-9

Now that more employees working from home, I recommend that the Business Interruption Fund (BIF) be modified to include impacts to residents who work at home, day or night. Furthermore, the BIF should be modified to allow traffic-impacted businesses to be included to benefit from the BIF. I-190-10

Metro should also investigate the relocation or reorientation of the portal on the east side to reduce the various negative impacts to the residents, including looking at locating the portal on Traction Avenue further away from the residents. I-190-11

3. Traffic and Pedestrian Access and Circulation

The Little Tokyo community has experienced many years of traffic impacts from the street closures and detours as well as ingress and egress from trucks hauling loads associated with the Metro Rail's Regional Connector Project. Therefore, for the WSAB Project, I recommend that there be no haul routes or street closures on First St., Second St., Central Ave. and Rose St., and that traffic on Alameda St. be kept at two lanes of traffic in each direction during peak periods. Access to parking at Honda Plaza on the west side of Alameda St. and the residential properties on the east side of Alameda St. must be maintained at all times. In addition, I recommend that sidewalks on both sides of Alameda St. remain accessible at all times. I-190-12

4. Special Events in Little Tokyo

There are several Special Events in Little Tokyo, such as the Nisei Week Parade and Closing Ceremony (mid-August), Oshoogatsu (January 1), and Haunted Little Tokyo (late October), in which streets are closed near the Project site. I recommend that all the Project-related street closures and detours planned for the Project be coordinated with the community to avoid any negative impacts. I-190-13

5. Parking

The potential use of the Office Depot parking lot for WSAB construction staging is a concern for Little Tokyo because it currently meets the demand from the businesses along Central Avenue, and restaurants in the Arts District, and the overflow need from Honda Plaza, on the south side of Second St. Metro staff has said that they may not use the lot, but the EIR says it will, so Little I-190-14

Tokyo community is not sure what is going to happen with this parking lot. Obviously, the parking needs in the community must be satisfied during the construction of the Project, and Metro ought to specify in the DEIS/DEIR how this will be mitigated. On-street parking on Central Ave. and Second St. and Rose St. should be maintained during construction. In fact, I recommend that Metro in coordination with LADOT establish a Passenger Loading Zone on the west side of Alameda St. between First and Second Sts. that will be needed when the Station opens.

I-190-14

I-190-15

6. Environmental Justice and Historical Designation

Although most cities along the WSAB corridor are identified as Environmental Justice Communities, the DEIR fails to identify Little Tokyo as an Environmental Justice Community. Metro must rectify this omission, and also add the fact that 13 buildings along Judge John Aiso Street and along the northside of East 1st Street are collectively recognized as a U.S. National Historic Landmark.

I-190-16

I-190-17

7. Other issues

Although not necessarily a Little Tokyo issue, proposed relocation of the Union Station portal closer to the Red Line/Purple Line and the Gold Line to Pasadena as part of Alignment 1 would increase ridership to the Little Tokyo Station (Design Option 1) This could potentially improve rail connectivity. Similarly, relocation of the Arts District / Downtown Industrial Station closer to 7th St. could also improve regional rail connectivity in light of the possible expansion of the L.A. Streetcar project along 7th St. reaching the Arts District from the Financial District.

I-190-18

I-190-19

In the Final Analysis, I believe that Metro Board should approve for the LPA, Alternative 1 with both Design Option 1 and Design Option 2, and oppose Alternatives 2, 3, and 4, because:

- Alternative 1 is the only alternative that connects the City of Artesia to Union Station, which was promised by Metro when voters overwhelmingly approved Measure M in 2016.
- Design Option 1 improves the rail connectivity at Union Station by placing the WSAB portal adjacent to the Pasadena Gold Line, and the Purple/Red Line and Metrolink.
- Design Option 2 meets Metro's regional rail connectivity goal connecting the WSAB directly to all the other rail lines, including Green Line, Blue Line, Regional Connector, and the Red/Purple Lines.

I-190-20

I-190-21

I-190-22

Sincerely,

James M. Okazaki

Okazaki, James I-190

Comment ID	Response
I-190-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-190-2	Your concerns regarding Alternative 1, Option 2 have been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo. Also refer to response CR-GEN-6 regarding operation and construction activities within the Little Tokyo community. For a complete discussion of construction-related impacts of Alternative 1, Design Option 2, refer to Chapter 4, Section 4.19 of the Draft EIS/EIR.
I-190-3	The mitigation measures included in the Draft EIS/EIR would have addressed impacts associated with Alternative 1, although, as concluded in Chapter 3, Section 3.7, and Chapter 4, Section 4.19 of the Draft EIS/EIR, construction impacts of Alternative 1 related to transportation, air quality, and noise would remain adverse. Refer to response to comment I-190-2.
I-190-4	Refer to the response to comment I-190-2.
I-190-5	Refer to the responses to comments I-190-2 and I-190-3.
I-190-6	Refer to the responses to comments I-190-2 and 1-190-3.
I-190-7	Refer to the response to comment I-190-2.
I-190-8	Refer to the response to comment I-190-2.
I-190-9	See responses to comments I-190-2 and I-190-3. The Locally Preferred Alternative will not include construction activities within the Little Tokyo community. See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction and operational activities.
I-190-10	Refer to the responses to comments I-190-2, I-190-3, and I-190-9.
I-190-11	Refer to the responses to comments I-190-2 and I-190-3.
I-190-12	Refer to the responses to comments I-190-2, I-190-3, and I-190-9.
I-190-13	Refer to the responses to comments I-190-2 and I-190-3.
I-190-14	Refer to the responses to comments I-190-2 and I-190-3.
I-190-15	Refer to the responses to comments I-190-2 and I-190-3.
I-190-16	Refer to the response to comment I-190-2, and I-190-3. Refer to response CR-EJ-1 regarding the identification of Little Tokyo as an Environmental Justice community and the response to comment I-190-17 regarding the Little Tokyo Historic District.

Comment ID	Response
I-190-17	Refer to the response to comment I-190-2. The Area of Potential Effects (APE) was established through consultation among the Federal Transit Administration (FTA), Metro, and the State Historic Preservation Officer (SHPO). The APE was established during studies in support of the Draft EIS/EIR and included consideration of all four Build Alternatives evaluated in the Draft EIS/EIR. It was delineated to encompass areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Build Alternatives. For the underground segments of Alternatives 1 and 2, the APE includes the street or parcels directly above the proposed tunnel areas and areas with ground disturbance. The APE also incorporates consideration for indirect effects to built environment resources in an "architectural APE." Generally, the architectural APE encompasses one parcel out from the areas of construction or the first row of adjacent parcels in all areas where the alignment is underground or aerial. SHPO concurred with the methodology used to define the APE in a letter dated May 29, 2019. Within the vicinity of the Little Tokyo Historic District, the project APE includes the project alignment for Alternative 1, which runs from LA Union Station south along North Alameda Street (underground), passing East Temple and East 1st Streets. The APE in this area includes the following Los Angeles County Assessor's parcels in the immediate vicinity of the Little Tokyo Historic District, which are located directly adjacent to the project alignment and buffer the Little Tokyo Historic District from the project alignment: APN 5161012905 and 5161012904. The boundary of the Little Tokyo Historic District encompasses several parcels fronting East 1st Street and Judge John Aiso Street, all of which are located west of North Central Avenue. As these parcels are physically separated from the project alignment by a road and a row of parcels, the Little Tokyo Historic District was excluded from the APE. Additionally, Alternative 1 did not propose aboveground elements within the vicinity of the Little Tokyo Historic District, nor are there any project elements that have the potential to result in noise, vibration, or atmospheric effects/impacts at this location. As a result of the information summarized above, the Little Tokyo Historic District was not included in the APE for the Project and was not analyzed in detail for potential effects/impacts.
I-190-18	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-190-19	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-190-20	Your support for Alternative 1 with both Design Option 1 and Design Option 2 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-190-21	Refer to the response to comment I-190-20.
I-190-22	Refer to the response to comment I-190-20.

James Okazaki

I'm James Okazaki. I'm a member of the Asian American Architects and Engineers. I just noticed a few things as I was listening to this presentation, and I just wanted to sort of -- other people's comments, and I just wanted to sort of ask that you sort of clarify. You know, when people talk about safety and security, the document makes it clear what safety is. Those relate to traffic accidents, pedestrian safety at crossings, and so forth, and the security is the crime part of it. People seem to kind of mix it together, so sometimes it's confusing exactly what they're talking about. So I just wanted to make sure that you ask the people to clarify if you're talking about crime, which is related to security, or accidents, which is safety like railroad crossings, right? I think that would help. I-305-2

I also wanted to point out that, you know, reading the document, the original funding for Metro, Measure M, I was reading it recently. When it passed with 71 percent back this 2016, the language makes it clear that the alignment the people voted on, the 71 percent of the people who voted on Measure M, expected to go from the City of Artesia to Union Station. It makes it clear that it goes to Union Station. So I just want to point that out. I-305-3

The other was, I noticed that the Union Station alignment, Alternative 1, had an expandability of the rail going north. I didn't see that in Alternative 2 in the downtown area. So I'm just wondering how you expect to expand that in the future, because we should be looking long-term, 100 years, in terms of rail installation, right? So we should look at the expandability. I-305-4

Also, connectivity. We are connecting everything up and down this corridor, except there was a missing link in Little Tokyo, the optional station. So I just wanted to point that out, that was inconsistent with the overall goal of this project, which was to connect and access all other transportation systems and rail lines. I-305-5

Okazaki, James - I-305

Comment ID	Response
I-305-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-305-2	Safety and security impacts were addressed in Chapter 4, Section 4.18 of the Draft EIS/EIR. Traffic-related safety impacts were addressed in Chapter 3, Sections 3.4.3 and 3.6.3 of the Draft EIS/EIR. As stated in Chapter 4, Section 4.18 of the Draft EIS/EIR, safety refers to the prevention of accidents at or adjacent to Metro transit facilities. Security relates to protection of people from intentional acts that could result in injury or harm and protection of property from deliberate acts. This includes crime prevention, law enforcement, and protection against terrorism.
I-305-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and an ultimate northern terminus at LA Union Station. Alternatives 3 and 4 of the Draft EIS/EIR were based on the outcome of the Final Evaluation of Minimum Operable Segment Report which was completed in 2019. This study looked at ways to accelerate the delivery of the Project compared to what was in the Measure M Expenditure Plan by looking at minimum operable segment (MOS) options (also referred to as initial operating segments). These options were presented to the Metro Board in September 2019 and the Metro Board recommended two MOS options for inclusion in the Draft EIS/EIR: MOS 1: I-105/C Line Station to Pioneer Station and MOS 3: Slauson/A Line Station to Pioneer Station. The MOS options were renamed to Alternative 4 and 3, respectively, in the Draft EIS/EIR. Measure R and M funding is included in the funding plan for the LPA (Slauson/A Line Station to Pioneer Station). Appendix R: Funding and Financing for the West Santa Ana Branch Project of the Draft EIS/EIR provides information on the funding sources and financing for the Project, including funding commitments and potential additional funding and financing in the event that actual construction costs for the Staff Preferred Alternative are greater than the initial Measure M Expenditure Plan estimates. A financially constrained funding plan is currently not available for the extension to LA Union Station. Based on discussions with the FTA, the Record of Decision will be issued on the financially feasible alternative, which considers both local and federal funding sources.
I-305-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-305-5	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, the A Line continues to Little Tokyo.

I-336
I-336-1

James Okazaki

Little Tokyo Community Council is concerned about, you know, the clarification that Metro recently gave, that is that you're not going to have a staging area on the Office Depot lot, no on Domingo side, so just wondering what the heck Metro is going to do about the staging area. Is it going to be an Alameda Street? That's very problematic for us, so just wanted to bring that up, and that Little Tokyo Community Council would like to see Alameda Street kept open to two lanes in each direction during the peek periods. Although, in one lane in each direction is acceptable during off-peeks and weekends. We're concerned about the haul route in Little Tokyo also. Just want to make sure that you guys stay on the Alameda Street and don't come onto 1st, 2nd, or Central Avenue, which was used during the Regional Connector Project. Also, the home, the plaza, which is on the corner of 2nd and Alameda, on the south side of 2nd, we do not want to see any impact to their access and circulation during construction. I-336-2 I-336-3 I-336-4

Also, given that the Little Tokyo Station is going to be 80-feet deep, we would like to have Metro consider mining for that station, rather than the cut-and-cover, because we think that would be more disruptive to our community. I-336-5

In terms of the parking, you know, if there is any need to take the Office Depot lot during construction, even though you said you're not going to, and it's identified as a staging area in the document if you do take it, please, please clearly mitigate the impact by replacing it somewhere in the area. I-336-6

Also, in terms of the station, the Little Tokyo Community would like to have Metro reconsider the orientation of the west portal right there in the Office Depot location where you're buying about 30 feet of property to install all the interests and stuff, the elevators, to reconnect better to the Regional Connector Site. Then on the east side of Alameda, the community has expressed concern about the impacts. So please look at reorientation that or even relocating that eastside interest to mitigate the impact to the homeowners during construction. They're working about air pollution, noise, vibration, and so forth. I-336-7

In addition, they're worried about security. During construction, as well as afterwards -- and I know during the meetings that we had the security gentleman, John -- I forgot -- he pointed out that because the Regional Connector Station site where the West Santa Ana Branch will come into will be a very busy station that it is possible to have a person permanently in the station there during the duration of the operation. We'd like to make sure that the final EIR includes such language that hopefully helps us out the with security concern that the community has. I-336-8

Also, in terms of overall mitigation, you know, Little Tokyo was beneficial with the Business Interruption Fund, which was very helpful to the businesses. Although, we think that some of the definitions of the impacted businesses were insufficient to cover some of the businesses who lost out and have left Little Tokyo during the construction of the Regional Connector. We're hoping that some of the homeowners who live on the eastside, Mura, they are saying that they -- they actually work from their home during the COVID crisis the last eighteen months. So we're hoping that Metro will reconsider or enhance their mitigation measures to include, maybe, some of the offices that people have gotten used to over the last year and a half during the COVID for this project and that we continue the mitigation, such as the marketing of Little Tokyo, that really helped to save some of these businesses. The Go Little Tokyo campaign that was very successful and continued and the Little Tokyo Community Council is going to take it over as their program after the Regional Connector leaves. I-336-9

There was a couple of concerns that was expressed by the Little Tokyo Community, as well as one I-136-10

of our member agencies, Japanese American National Museum. There is an alignment of Alternative 1 that requires taking about a foot of easement or property of the Janum -- I think 78, 80 feet below ground, and they're wondering if the alignment could be shifted a little bit so you don't have to take any of their property.

The second issue is that site is a potential development for the community, as well as the City of LA and Metro, a joint project of both agencies, and the Option 1 has an alignment that goes into their properties. We just want to make sure that you work collaboratively with the city and LTCC and Metro jointly so we make sure that we can do a project there while the alignment is under the alignment [sic]. So anyways, those are the comments that I have and really appreciate you giving me extra time to express them all.

I-336-10

Okazaki, James - I-336

Comment ID	Response
I-336-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-336-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding construction in Little Tokyo.
I-336-3	Refer to the response to comment I-336-2.
I-336-4	Refer to the response to comment I-336-2.
I-336-5	Refer to the response to comment I-336-2.
I-336-6	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and Common Response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-336-7	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. As stated in that response, a separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo.
I-336-8	As stated in Chapter 4, Section 4.19.3.18 of the Draft EIS/EIR, "the potential for crime during construction is primarily related to construction equipment and staging areas that are not adequately secured. To reduce potential impacts, construction sites would include security features such as CCTV [closed-circuit television], on-site guards and security teams, and perimeter fencing to prohibit unauthorized individuals from accessing the area." All at-grade construction sites, including entrances, portals, staging and storage areas, and active construction sites, that interface with public right-of-way will provide these security features described. However, crime from intentional acts against people and facilities cannot be completely eliminated. Mitigation Measures COM-1 (Construction Outreach Plan) and SAF-3 (Construction Site Measures) aim to address safety and security concerns during construction of the Project. COM-1 (Construction Outreach Plan) requires development of a construction outreach plan to notify communities and businesses of detour routes, maintain access to community assets and businesses, and install signage/barriers to keep people from accessing the construction area. SAF-3 (Construction Site Measures) requires security patrols, signage, lighting, and other safety measures at construction areas. CCTV is also required at all stations and in trains. With implementation of Mitigation Measures SAF-3 (Construction Site Measures) and COM-1 (Construction Outreach Plan), the Project will not result in adverse effects related to safety and security during the construction phase. See responses CR-SAF-1 regarding safety and security during project operation and CR-SAF-3 regarding security patrols and enforcement. Based on this information, there were no updates needed to the analysis presented in the Draft EIS/EIR in response to the comment.
I-336-9	Refer to the response to comment I-336-2.
I-336-10	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community. The LPA does not include construction in the Little Tokyo community.

James Okazaki

This is James Okazaki, and today I'm representing the Little Tokyo Community Council, and I know Martin talked about this at the public briefing meetings, but I wanted to put on record now some of the concerns that were expressed by the task force members involved in this Little Tokyo Community Council work in analyzing the West Santa Ana Branch, and here we go.

In terms of the station location and the station area, there was a concern about the fact that this is going to be a cut-and-cover station in Little Tokyo between 1st and 2nd. And that -- there was concern that although the document describes a staging area on the Mangrove side and the Office Depot side, that staff comments during the briefings indicated that there may not be any staging in those properties because of our concern. But then that leads us to believe that that staging might take place on Alameda Street, and we're very concerned about staging on the street. I-343-2

We would like to make sure that there is no staging on the street, and that we get two lanes of traffic maintained most of the time, particularly during the peak period on Alameda Street in that segment of construction. And also that -- let me see. That, you know, it's right next to the Savoy condominium complex which is directly east of the station site, and we're really concerned about the closeness of the station construction to these homes, and we really want to see specially developed mitigation strategies behind to minimize impacts to these residential properties. I-343-3

Okay. That might include -- that would include not just traffic, but air pollution and particularly the noise impact during the construction of the station.

Another issue dealt with portal location. I think you heard from George Campos, who was talking about concern on the east side of Alameda at 2nd at the DWP property, and that there's also concern about the -- the construction of that directly in front of Savoy, as well as Mura and across the street from Tokyo Villa. They are very concerned about that. So the mitigations that Metro had, the standard mitigation the community feels is inadequate, and they want to see more a comprehensive, enhanced mitigation measures if you're going to put a station there. And, in fact, if you can't come up with those station mitigations, they are asking that you consider eliminating that portal. I-343-4

There was also no discussion in the document -- the EIR document about the business impact fund that -- that interruption fund that was developed for the Regional Connector, as well as the Crenshaw and the Wilshire projects. And I realize that -- we realize that this is outside the standard EIR mitigation, but that we would hope that Metro will continue those mitigation projects, because we thought that that was very successful in the Regional Connector project that still is being built. But we thought that it need to be enhanced, this time allowing to include people now that are working from home to address their impacts when they're residing during the construction during the day. And that's something that we would like the final EIR to include, the BIF issue. Okay? I-343-5

And, as George indicated, on the east side of Alameda at 2nd, there are concerns also, as I said, about the hauling, obviously, if you have any lay down on that property. They're concerned about truck traffic on the Rose on Beckham Street. They would hope that traffic would be maintained on Alameda during the construction of that portal. If, indeed, you come up with other mitigation measures, such as window pane -- double-paned windows, if they don't exist today, and relocation for all these residents, you know, during the noisy periods of construction, and also more restrictive working hours if the noises continue to a problem for these residents and you can't relocate them. I-343-6 I-343-7

The third major issue has to deal with traffic and pedestrian access and circulation during the construction both of the portal and the station. And the community was hoping that you would I-343-8

not have to put any hauling trucks on 1st Street Central or 2nd west of Alameda, and that you stay primarily on Alameda Street for your haul rock. Okay? And it's important to maintain access to the -- to the homes on Alameda on the east side during that entire phase, because, you know, there are people dropped off and picked up, as well as people walking on Alameda to get to their homes on the east side of Alameda. So hopefully the access and circulation for both vehicles and for pedestrians is maintained during the construction during that period of time. I-343-8

There was also concern about special events. I think the document included an issue or noticed there was a Nesei Week during the summer. It's in mid-August, but usually the second week of August. But there's also Shogatsu which is the New Year's celebration on January 1st, and there's also a Haunted Little Tokyo in late October in which we close some streets, and we want to make sure that we totally coordinate that with the project managers and the contractors. I-343-9

One has to do with parking. As we said earlier, if the Office Depot side is used as staging, that means that the replacement parking must be replaced, and that the community is asking that you not restrict parking that exists on Central Avenue and on both sides of 2nd Street west of Alameda. I-343-10

As you know, there was also a lack of identification of the environmental justice issue just for Little Tokyo, and they want to make sure that you guys, in the final EIR, acknowledge that Little Tokyo is an environmental justice community and that 1st Street North is a historical -- has a historical designation as a U.S. National Historic Landmark. We want to make sure that that's acknowledged. I-343-11 I-343-12

The Little Tokyo alignment north of 1st Street on the west side, this goes under JANM on Alternative 1, and we're hoping you could wiggle that a little bit to the east so that you don't have to take 280 square feet of the -- their property, if possible. And that, you know, take a look at the industrial station site to see if it could use the Alternative 2 station location instead of the Little Tokyo Alternative 1 station location for -- at 6th and Alameda. Consider 7th and Alameda as the station as part of Alternative 1 alignment. I-343-13

Okazaki, James - I-343

Comment ID	Response
I-343-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-343-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-343-3	Refer to the response to comment I-343-2.
I-343-4	Refer to the response to comment I-343-2.
I-343-5	Refer to the response to comment I-343-2.
I-343-6	The comment is in regard to Alternative 1, which is not the identified Locally Preferred Alternative. Refer to response CR-GEN-1.
I-343-7	See response to comment I-343-6, response CR-GEN-1 regarding identification of the Locally Preferred Alternative, and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-343-8	The comment is in regard to Alternative 1, see response to comment I-343-7.
I-343-9	See response to comment I-343-7.
I-343-10	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-343-11	See response CR-EJ-2 regarding the Little Tokyo community.
I-343-12	It is noted that the Little Tokyo Historic District is listed in the National Register of Historic Places and is a National Historic Landmark. However, the Little Tokyo Historic District was excluded from the project Area of Potential Effect (APE) based on the APE delineation methods, further described below. The APE was established through consultation among FTA, Metro, and the State Historic Preservation Officer (SHPO). The APE was established during studies in support of the Draft EIS/EIR and included consideration of all four Build Alternatives evaluated in the Draft EIS/EIR. It was delineated to encompass areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Build Alternatives. For the underground segments of Alternatives 1 and 2, the APE includes the street or parcels directly above the proposed tunnel areas and areas with ground disturbance. The APE also incorporates consideration for indirect effects to built environment resources in an "architectural APE." Generally, the architectural APE encompasses one parcel out from the areas of construction or the first row of adjacent parcels. SHPO concurred with the methodology used to define the APE in a letter dated May 29, 2019. Within the vicinity of the Little Tokyo Historic District, the APE for the WSAB Project includes the project alignment for Alternative 1, which runs from LA Union Station south along North Alameda Street (underground), passing East Temple and East 1st Streets. The APE in this area includes the following Los Angeles County Assessor's parcels in the immediate vicinity of the Little Tokyo Historic District, which are located directly adjacent to

Comment ID	Response
	the project alignment and buffer the Little Tokyo Historic District from the project alignment: APN 5161012905 and 5161012904. The boundary of the Little Tokyo Historic District encompasses several parcels fronting East 1st Street and Judge John Aiso Street, all of which are located west of North Central Avenue. As these parcels are physically separated from the project alignment by a road and a row of parcels, the Little Tokyo Historic District was excluded from the APE. Additionally, Alternative 1 did not include aboveground elements of the Project proposed within the vicinity of the Little Tokyo Historic District, nor are there any project elements that have the potential to result in noise, vibration, or atmospheric effects/impacts at this location. As a result of the information summarized above, the Little Tokyo Historic District was not included in the APE for the Project and was not analyzed in detail for potential effects/impacts.
I-343-13	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community. The LPA does not include construction in the Little Tokyo community.

James Okazaki

I just want to reiterate the importance of acknowledging in these documents, the final EIR, Metro's intentions of continuing the business interruption fund. We found it to be successful somewhat in the -- in the Regional Connector project, and I know that the Crenshaw and the Wilshire projects also benefited. But, obviously, this document that you have, the draft EIR, mentions nothing about the business interruption fund. So -- but as the community has indicated through Little Tokyo Community Council, the BIF was not something heavy enough to help businesses. Some still went out of business doing the Regional Connector project, because the radius for the definition of the mom-and-pop businesses that would be affected that would benefit from the BIF was not inclusive enough to handle some of the other impacts, such as the street closure that impacted the entire block. So we're hoping that the BIF can be modified and expanded to be more considerate. And, as I said earlier, there are now people working from home, so hopefully those people that work from their home can also be included in the BIF in the new modified expanded version. I-346-2

The Go Little Tokyo marketing strategy also that Metro paid for was very, very successful during the Regional Connector construction. And -- but it's going to be terminated next month, and we're hoping that the West Santa Ana Branch project can reinvigorate the Little Tokyo community again with continuation of Go Little Tokyo marketing strategy that helped us -- to understand the impacts. Thank you very much. I-346-3

Okazaki, James - I-346

Comment ID	Response
I-346-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-346-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding construction in Little Tokyo.
I-346-3	Refer to the response to comment I-346-2.

Art Olivier

With Bellflower Blvd, Alondra Blvd, Clark Street and Lakewood Blvd crossings being on grade, traffic will be backed up on those streets and much of the traffic in Bellflower will be diverted to Woodruff Ave, as this will be the only crossing not at grade level. This will hurt the businesses on Bellflower, Alondra and Lakewood and make Woodruff more dangerous as it is mostly high-density residential. Our transportation dollars should go to help traffic flow, not make it worse. Please consider making at least one more of Bellflower's crossings above grade. I-1-1

Oliver, Art - I-1

Comment ID	Response
I-1-1	Refer to response CR-GEN-4 regarding grade separations. For the roads mentioned in the comment, an operations analysis was conducted for 10 intersections in the City of Bellflower. The analysis was documented in the Draft EIS/EIR (Chapter 3, Section 3.4.1.2 and Table 3.14). Intersection operations, measured using delay, were evaluated. Most intersections did not have adverse effects identified for traffic operations. Mitigation measures were developed to address adverse effects at two intersections: Flora Vista Street/Clark Avenue and Alondra Boulevard/Clark Avenue. At intersection No. 81, Flora Vista Street/Clark Avenue, Mitigation Measure TRA-15 (Flora Vista Street/Clark Avenue), referred to as TRA-14 in the Final EIS/EIR, will convert the stop-controlled intersection to signalized, subject to the approval of the City of Bellflower. With that mitigation measure, effects will be less than adverse. At intersection No. 82, Alondra Boulevard/Clark Avenue, Mitigation Measure TRA-16 (Alondra Boulevard/Clark Avenue), referred to as TRA-15 in the Final EIS/EIR, will extend the eastbound and westbound left-turn pockets. With that mitigation measure, effects will be less than adverse. It should also be noted that Metro continues to coordinate with the California Public Utilities Commission (CPUC) to identify design requirements where the light rail transit alignment passes through intersections at grade. Coordination will continue through the design phases of the Project, and approvals from CPUC will be required prior to operation.

Darrin Oliver

Thank you for the presentation. I'm a homeowner in Florence, Firestone area. I'm really excited for the project. I'm kind of a transit geek even though it's not what I do for my profession, but I really enjoy all of it and hearing about what is coming so I think it will be a great benefit to the community. I do see the staff recommendation that Option 3 is probably the most tenable considering the construction delays even for the Crenshaw Line, and I remember it was even delayed for the Expo Line when I was a bit younger. So it makes sense, but I recall someone else even seen saying that -- my main concern is just whether or not it will be full on the Blue Line because I would take the Blue Line myself from downtown and it would be packed some nights. Of course, this is way before COVID and things like that, but I would take it in the evening and it would be packed, and I would be waiting. You know, the Blue Line, it gets all caught up in stuff around Trade Tech and stuff. So that's my main concern, is if you're bringing in this influx of people, how are you going to mitigate the legways or the headways between each of the trains coming, you know, during rush hour service, and that's all.

I-311-2

I-311-3

Oliver, Darrin - I-311

Comment ID	Response
I-311-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-311-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. Metro has the financial capacity to construct, operate, and maintain Alternative 3.
I-311-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Because the Metro Board identified Alternative 3 as the LPA, the Project will provide a transfer to the A Line at the Slauson/A Line Station via vertical circulation elements and pedestrian bridges. As noted in response CR-GEN-1, a separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo.

Jose Olmos Ruiz

I think that this project would really benefit the environment and as a result, it would give rise to many job opportunities. I-277-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Jose Olmos Ruiz

Domicilio: 6121 Malabar St. H.P. 90255

Télefono/Celular: (323) 336-7145

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Creo que sería un buen beneficio para el medio ambiente y con sigo acarría muchos trabajos este gran proyecto.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Olmos Ruiz, Jose - I-277

Comment ID	Response
I-277-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic. Chapter 4, Section 4.17.3.2, under the subheading "Regional Mobility and Connectivity," of the Draft EIS/EIR discusses the impact the Project is expected to have on the region. The Project would benefit local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent would have access to a larger labor market, which may provide greater economic opportunities.

Jonathan Ong

Alternatives 1 & 2 are clearly the best, with my preference being #2.However, could we build Alternative 4 first, then do the downtown portion of Alternatives 1 or 2, then dothe line between Paramount/Rosecrans & downtown? This would split Alternatives 1/2 into three buildphases.I would also prefer if the purple or red line connected to this line (or the blue line)Thanks

I-191-2
I-191-3
I-191-4

Ong, Jonathan - I-191

Comment ID	Response
I-191-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-191-2	Your support for Alternatives 1 and 2, with a preference for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. See response CR-GEN-7 regarding Alternative 2.
I-191-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). It is anticipated that the LPA will be constructed and opened in a single phase. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.
I-191-4	The comment was written prior to the start of Regional Connector service. Operations on the Metro A (Blue) Line have changed since the Regional Connector opened in June 2023. The Locally Preferred Alternative will provide connection to the B and D (Red and Purple) Lines via transfer via the A Line at the 7th Street/Metro Center Station.

Lupe Ortiz

HiMy name is Lupe Ortiz and I’m an owner and resident at Savoy. I am opposed to this projectas it will create additional noise, as well as foot and vehicle traffic to an already busy area.As a resident of Savoy I am constantly hearing traffic noise as Alameda Street is a heavilyutilized and congested street. Additionally, the noise from LAPDs heliport at Piper Tech andfoot traffic on weekdays and weekends is over burdensome. Therefore, I would urge the Boardto oppose this project as it would add noise to an already congested and noisy area.Thank you.

I-195-1

Ortiz, Lupe - I-195

Comment ID	Response
I-195-1	The Savoy Community is located at 100 S. Alameda Street in Los Angeles, 90012 in the Little Tokyo neighborhood. The northern terminus for the Locally Preferred Alternative (LPA) will be at the Slauson/A Line Station located approximately 4 miles south of these two residential communities. The LPA will not have construction and operational activities in the Little Tokyo neighborhood. See response CR-GEN-1 regarding LPA identification and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community. For further information regarding the noise effects of Alternative 1, refer to Chapter 4, Sections 4.7 and 4.19.7 of the Draft EIS/EIR.

Tom Osborne

My name is Tom Osborne. I live in Northridge. I am excited about the development of having new public transit access throughout Los Angeles County. I'm always kind of jealous about the public transit that you see in places like New York City, as well as in Europe, how you can get anywhere you need without even the necessary component of a vehicle. So it would be very helpful... I-296-2

My comment is essentially that I'm looking forward to this kind of going off the ground because it will help. Also, I hope to eventually get us to an alternative route to Santa Ana, as well as Anaheim one of these days, once you have a communication with Orange County transit. I-296-3

I think my only concern about the route that you have on Pioneer is that I find it very confusing as a transit rider that you pick Pioneer as one of the stations when, I believe, it would be better to have a station on 183rd and Gridley because the mall is essentially right there. It's easy for anyone who works within the mall to be able to get right into that area and not have to kind of have a big walk from Pioneer to the nearby mall. It has a little bit more of an employment opportunity there for not just people who live in the area, but anyone who is commuting for work into that area from other parts of LA and even Orange County or so on and so fourth. So I guess that's the one thing I would like to see if it can be possible that something like that can be drafted for better area placement. I-296-4

Also, I know it has nothing to do with this particular one, but I would think that if we're going to do a C Line placement, you know, the best way to have transit ease and accessibility is to also extend that line to the Metrolink station in -- all the way to the east in -- I forgot the name of the city, but that's my suggestion. I-296-5

Osborne, Tom - I-296

Comment ID	Response
I-296-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-296-2	Your interest in the Project is noted.
I-296-3	Any extension beyond the Locally Preferred Alternative limits would be the subject of a future environmental document once an alignment and funding sources are identified.
I-296-4	The alignment at 183rd Street and Gridley Road has been designed not to preclude a future station at this location. As stated in Chapter 2, Table 2.1 in the Draft EIS/EIR, the station was eliminated from consideration by the Metro Board in November 2018 due to lack of community support, limited ridership potential, and proximity to the Pioneer Station in the City of Artesia. The West Santa Ana Branch Transit Corridor Technical Refinement Study prepared in 2015 assessed the feasibility of the Pioneer Station as a southern terminus for the WSAB corridor. The study found that this station was preferred by the cities. The study noted that this station location is compatible with Artesia's plans to make Pioneer Boulevard more pedestrian-oriented, and has better potential for transit-oriented development and structured parking.
I-296-5	Extension of the C Line is outside of the scope of the WSAB Project.

Juan Ozorio

I believe that the West Santa Ana Branch transit corridor is a great project to extend the stop towards Little Tokyo and Union Station. The unfair disadvantage of cutting the transit short is boxing in the communities that should have an easy access to the rest of AL.

I-211-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

35

Name/Affiliation/Organization: Juan Ozorio

Address: 4511 Cecilia St Spc 9

Phone/Cell: (323)-705-8705

Email: youthjuan15@gmail.com

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I believe that the West Santa Ana Branch transit Corridor is a great project to extend the stop towards little Tokyo and Union Station. The unfair disadvantage of cutting the transit short is boxing in ~~[illegible]~~ communities that should have an easy access to the rest of L.A.

Comments may be submitted during a virtual public hearing or via:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Ozorio, Juan - I-211

Comment ID	Response
I-211-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 1. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process.

Macaria Pacheco

I’m a user of the MTA system. I like this project, it gives the option to transfer and get to know other places. Due to COVID, there is no payment for using the bus and that is a great help to all the users, this transportation is a great help. I-367-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: FFCO/ MARIA PACHECO

Domicilio:

Télefono/Celular: (323) 809-8228

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

SOY USUARIA DEL SISTEMA DE TRANSPORTACION DEL MTA. ME GUSTA ESTE PROYECTO DA LA OPCION DE TRANSBORDAR Y CONOCER OTROS LUGARES. DEBIDO A COVY19, NO SE ESTA PAGANDO EL USO DEL CAMION Y ESO ES UNA GRAN AYUDA PARA TODOS LOS USAMOS ESTE TRANSPORTE ES UNA GRAN AYUDA.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Pacheco, Macaria - I-367

Comment ID	Response
I-367-1	Your interest in the Project has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. The LPA will also accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project.

Ben Pack

From: Ben Pack [benbpack@gmail.com]

Sent: 8/2/2021, 9:44 AMTo: wsab@metro.net

Subject: WSAB Public Comment

To Whom It May Concern:

I am writing in with a comment on the recently released Draft EIS/EIR for the WSAB rail project. I am curious if Metro has studied extensions that go west on Slauson instead of going north from the A Line to Downtown Los Angeles. Although this changes the project's direction, my thoughts on studying/choosing this alternative are:1. The neighborhoods along Slauson are already population dense and transit dependent. They could benefit greatly from improved rail transit.2. A metro owned right of way already exists on much of Slauson, which would allow for cheaper at-grade or aerial construction instead of tunnelling through downtown.3. An initial east/west segment on Slauson could connect with three other north/south lines(A, J and K) and these "southern" connections would give riders more choices; for instance a rider from Artesia to USC would have one connection at the J line instead of two at the A and E/J lines. Rides to downtown LA would require only one transfer.4. This alignment avoids adding congestion to Metro's busiest stations, namely 7th/Metro and Union Station.5. Two north/south lines (A and J) already exist close to the study area. At the cost of billions, building another line to Downtown LA parallels existing infrastructure instead of creating new connections and serving new communities.6. A future extension could continue west from the K line transfer and reach job locations in Fox Hills, Playa Vista, or Venice/Santa Monica via Lincoln. Such an extension would also connect to future Metro projects under study, such as the Sepulveda line or Lincoln Blvd BRT. Thank you for your time.

I-120-1

Ben Pack

Pack, Ben - I-120

Comment ID	Response
I-120-1	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of the identified corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated. The concept of an east-west light rail line running on Slauson Avenue was raised during the scoping period. While such a line might have merit, it would not serve the need identified for the WSAB Project. As discussed in Chapter 1, Section 1.2.2 of the Draft EIS/EIR, the WSAB Project is specifically designed to serve an identified transit need in a specific generally north-south corridor that includes portions of the Cities of Los Angeles, Vernon, Maywood, Huntington Park, Commerce, Bell, Cudahy, Bell Gardens, South Gate, Lynwood, Compton, Downey, Paramount, Bellflower, Long Beach, Lakewood, Norwalk, Artesia, Cerritos, and Hawaiian Gardens. The Locally Preferred Alternative would connect to the C (Green) line at the I-105/C Line Station, providing transfer to an east-west rail line that also connects to the A Line and J (Silver bus rapid transit) Line and future K Line.

Linda Parsonson

I am concerned about the sound level on Main St in South Gate west of the train. The train tracks are elevated, the sound from the freight train horn comes down on us. There is a church immediately east and west of the tracks. There should be a sound wall on the northeast side of the tracks and on the southeast side on Main. One block to the west is another church; please put a sound wall on both east and west sides. (Big church - Community of Faith; little church - Native American Church)

I-291-1

Next stop: your input.

DATE / FECHA / 日付 / 날짜:

LOCATION / *LOCALIZACIÓN* / 場所 / 위치:

We welcome your feedback on / *Agradecemos sus comentarios sobre*
私たちはあなたのご意見を歓迎します / 여러분의피드백을기다립니다

I am concerned about the sound level on Main St in So Gate West of the train. The train tracks are elevated, the sound from the freight train horn comes down on us. There is a church immediately east & west of the tracks. There should be a sound wall on the northeast side of the tracks and on the south ~~east~~ side on Main. One block to the west is another church. Please put a sound wall on both east & west sides
(Big church - Community of faith)
Little church - Native American church)

Linda Parsonson
NAME / NOMBRE / お名前 / 이름

homeowner
ORGANIZATION / ORGANIZACIÓN / 会社・団体名 / 조직

562-6346589
PHONE / TELÉFONO / 電話番号 / 전화번호

LLPHARMY@gmail.com
EMAIL / CORREO ELECTRÓNICO / Eメール / 이메일

5780 Main St. ~~South Gate~~
MAILING ADDRESS / DIRECCIÓN / 郵送先住所 / 주소

South Gate, Ca 90280
CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL
市、州、ZIPコード / 시, 주, 집코드

Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.
お客様の声が、私達の未来を作ります。ご意見ありがとうございます。
여러분의 목소리가 우리의 미래를 만듭니다. 의견 감사합니다.

Parsonson, Linda - I-291

Comment ID	Response
I-291-1	As shown in Section 4.7 of the Draft EIS/EIR, both churches (Community of Faith and Native American Church) are included in the analysis as Sensitive Receptor Clusters 181 and 184, respectively. Soundwalls will provide limited noise reduction at the at-grade crossing due to the necessity for a gap to maintain traffic on Main Street. Refinements of the noise model included in the Final EIS/EIR Section 4.7.4.2 show that Clusters 181 and 184 will be reduced to "no impact" with warning bell noise set at the California Public Utilities Commission minimum noise level for light rail noise. Table 4.7.6 in this section has been updated and no longer incudes Clusters 181 and 184. However, in instances when a freight train would pass by, impacts would be moderate after mitigation. Refer to response CR-GEN-5 for a discussion of mitigation requirements under the National Environmental Policy Act and the California Environmental Quality Act (CEQA) and the requirement under CEQA for the lead agency to adopt a statement of overriding considerations if it approves a project with significant and unavoidable environmental effects.

Maria Partida

User, passenger of MTA services. I hope this project gets done and take into account connections to other Metro lines. Thank you for not charging. This is a great help for us! I-369-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: EFCO / MUCHA PARTIDA

Domicilio:

Télefono/Celular: (323) 581-8468

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

USUARIA, PASAJERA DEL SERVICIO MTA.
ESPERO LOGREN LLEVAR A CABO ESTE PROYECTO Y
TOMEN EN CUENTA TENER CONECCIONES HACIA OTRAS
LÍNEAS DEL METRO.
GRACIAS POR NO ESTAR COBRANDO. ES UNA
GRAN AYUDA PARA NOSOTROS!

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Partida, Maria - I-369

Comment ID	Response
I-369-1	Your interest in the Project has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. The LPA will also accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project.

Maria A. Paz

It’s essential to provide proper service in the service MTA provides at any projects and to make the right stations. I-361-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: FECO/ MARIA A PAZ

Domicilio:

Télefono/Celular: (323) 287-6102

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

IT'S ESSENTIAL TO PROVIDE PROPER SERVICE IN THE SERVICE MTA PROVIDES AT ANY PROYECTS AND TO MAKE THE RIGHT STATIONS

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Paz, Maria A. - I-361

Comment ID	Response
I-361-1	The comment regarding the benefits of the Project is acknowledged.

Matthew Pearson

I gave some oral comments earlier, but have more to add:

I believe that Union Station is overrated as a terminus by those who are not regular transit users (e.g., the Board), who imagine the convenience of taking an occasional Amtrak trip to be more useful than the convenience of job access (both direct and for transfers to Hollywood and the Westside). Staff appears to have correctly identified that going further west is superior, and they should be listened to. Union Station also gives inferior options for future extensions, as heading towards Glendale would be duplicative of Metrolink, and those coming from e.g. Echo Park would be better served by direct access into the heart of downtown. I-155-2

Given recent developments regarding the proposed Arts District station under the 6th Street bridge, the importance of providing a station at 7th/Alameda should be re-evaluated. A more direct path with a station at the other corner of the superblock at Central/9th might be beneficial, and would allow higher speeds due to less curvature. I-155-3

I understand that Pershing Square was dropped due to it being difficult to construct a station perpendicular to the existing one. However, due to north-south blocks being about double the length of east-west blocks, a station on Broadway at 4th or 5th would actually provide a shorter transfer to the B/D than one at Flower/8th. Connecting to the westbound E at Bunker Hill or 2nd/Broadway would be better than at Little Tokyo; connecting to the eastbound E is less important due to driving/bus being more direct and the higher parking availability on the eastside. In general, it is better to avoid putting all your eggs in one basket when it comes to transfer stations: the platforms at 7th are already crowded with the existing level of transfers, and having resilience in the system in case it needs to be closed for whatever reason is important. I-155-4

Due to the current funding situation and the fact that most of the comments I've seen have been about the part north of Slauson, we should get construction south of there going and look at completing the northern part separately. I-155-5

Pearson, Matthew - I-155

Comment ID	Response
I-155-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-155-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-155-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-155-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-155-5	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station. An extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Matthew Pearson

So I'm not in the area, so I'm not going to focus on individual stations or anything, I'm going to focus on general network connectivity. I think that stopping at Slauson, it's -- the EIR only says a 1 percent increase on traffic on the A Line, which seems low to me. I would expect a substantial number of people being willing to transfer to go further into downtown. The walk distance at the Green Line transfer looks not great, it would be much better if it was placed directly over the station. I understand there's construction problems with that, but if you can get it closer, that would probably be advantageous. There was something about running double service from 7th Street down to Slauson during peak hours, indicating that there's a lot of people that would want to transfer from the A Line to this new line to go into downtown faster skipping stations and the crappy street running bits on Washington and Flower. I think we need to think a little more holistically. If there's so many people that want to go in that direction, then we should connect directly to the Blue Line coming up from Long Beach and send those into the tunnel instead of having people transfer and just short turn the A Line stuff coming from the north at Slauson. If we decide to cut it short and build from Slauson south, and then, you know, revisit the northern segments later, we should really be -- we should have learned already that terminating lines in downtown is not great. We're fixing those problems with the regional connector right now, but if we continue looking at downtown, we should really be talking about further extensions, where we're going to send it, and evaluating where each of those alternatives would allow an extension to the other side of downtown.

I-299-2

I-299-3

I-299-4

Pearson, Matthew - I-299

Comment ID	Response
I-299-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-299-2	The A Line ridership increase is, as noted, relatively small due to the high overall ridership forecasted on the A Line. Approximately 7,000 transfers are projected to occur between the WSAB and A Line at the Slauson/A Line Station.
I-299-3	The design included in the Draft and Final EIS/EIR will require an approximate 700-foot walk. Elevators, escalators, and stairs will be provided to support transfers between the I-105/C Line Station and infill station along the C Line. The I-105/C Line Station is proposed north of Century Boulevard due to right-of-way constraints both north and south of I-105. Locating an elevated WSAB station over the C Line Station below would have a wider footprint that would require shifting the existing freight track farther west and increasing right-of-way acquisitions. Metro completed a Transfers Design Guide in 2018 to help improve the transfer experience for customers. The Transfers Design Guide includes a Design Checklist and Design Toolbox to improve existing, and plan for new, transfer stops and stations.
I-299-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Because the Metro Board identified Alternative 3 as the LPA, the WSAB Project will provide a transfer to the A Line at the Slauson/A Line Station via vertical circulation elements and pedestrian bridges. As noted in CR-GEN-1, a separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo.

Digna Perez

We as citizens who live here, we are pleased with the interest placed on us, and for my part, I would like to have a quiet space and above all a space that is 100% clean and I hope your purposes are achieved since more attention has to be given to the citizens, and of course we also have to do our part to always keep the corridor in good condition.

I-259-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

51

Nombre/Afiliación/Organización: Digna Perez.

Domicilio: 7018½ Fishburn Ave Bell CA 90201

Télefono/Celular:

Correo Electrónico: 323-893-21-37

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Como ciudadanos que formamos parte de este lugar, nos complace su interés por nosotros y de mi parte me gustaría tener un espacio tranquilo y sobre todo que cuente con la limpieza al 100% y ojalá y se logren sus propósitos ya que así hace falta mas atención a los ciudadanos y claro nosotros también poner de nuestra parte para mantener el comedor siempre en buenas condiciones.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Perez, Digna - I-259

Comment ID	Response
I-259-1	Metro procures a contractor for regular maintenance and clean-up services, such as clearing trash and illegal dumping on Metro right-of-way, facilities, parking lots, and parcel properties. The Metro Customer Code of Conduct states dumping is prohibited in, on, or in close proximity to Metro facilities and vehicles. Littering or dumping is a Metro violation and can result in a monetary fine, ejection from Metro property, and exclusion for 90 days from Metro property. Rail Custodial Services provides each station with cleaning services twice per day. These services include trash removal, sweeping, mopping elevators, odor mitigation, and disinfecting escalator/staircase handrails, ticket machines, seating areas, and elevator buttons.

Sandra Perez

As a resident that lives extremely near to the potential Gardendale and Century stations I would like to suggest option 3 because I don't think it's fair to have two stations so close to one another. Those of us near these two locations would be overwhelmed by the stop and go traffic and noise this would create to an already busy area. The County and City of Downey's upcoming projects in the 75 acre of the Rancho South Campus will not make this area any better so I ask that you alleviate our concern for our area by approving option 3. One less project in this vicinity might not seem like a difference but it will for those of us who live in this area and will be impacted by the everyday domino affect of it.

I-149-1

Perez, Sandra - I-149

Comment ID	Response
I-149-1	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Chapter 2, Section 2.4, of the Draft EIS/EIR discusses the development of the Build Alternatives. As shown in Chapter 3, Table 3.26 of the Draft EIS/EIR, 1,000 average daily station boardings are anticipated at the Gardendale Station under Alternative 3, the LPA. While the Gardendale Station boardings would be less than the other stations, the station will serve areas that are isolated from nearby stations by the Los Angeles River and the I-105 Freeway, and the I-105/C Line Station will provide a connection to the C Line as the Project will construct a new infill station along the C Line. Traffic analyses associated with the Gardendale and I-105/C Line Stations included evaluation of potential impacts in the vicinity of the stations at eight intersections related to the at-grade crossing and station access (see Table 3.14 in Chapter 3 of the Draft EIS/EIR). Two intersections were identified as having adverse effects, and feasible mitigation measures were identified. With implementation of mitigation measures TRA-13 (Gardendale Street/Center Street) (referred to as TRA-12 in the Final EIS/EIR) and TRA-14 (Gardendale Street/Industrial Avenue) (referred to as TRA-13 in the Final EIS/EIR) discussed in Table 3.43, traffic impacts at these intersections would not be adverse. Noise impacts were discussed in Chapter 4, Sections 4.7.3.4 of the Draft EIS/EIR. See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction and operational activities.

Jerimiah Phillips

Hi, I'm a YouTuber called So Cal Transit Productions. I just have two questions about this project.

1.) Is the train planned to extend to Del Amo and Bloomfield, or did Metro just remove the portion of unused track from over there?

2.) Will the train make a a stop at Stonewood Center and connect to the Metro C Line (Green) in the project?

I-98-1

If these get noticed, thanks for taking the time to read my questions. Metro has been my life since I was 3, and I plan to keep supporting Metro with everything they face now and in the future.

-So Cal Transit Productions

Phillips, Jerimiah - I-98

Comment ID	Response
I-98-1	1) The Bloomfield Station was removed from further consideration in the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis prepared by the Southern California Association of Governments in 2013. As stated in Chapter 2, Table 2.1 in the Draft EIS/EIR, an optional extension and station at Bloomfield were reconsidered in 2018 but eliminated from consideration by the Metro Board based on a lack of support from stakeholders for a future extension into Orange County. 2) The Locally Preferred Alternative will connect to the Metro C Line with the WSAB I-105/C Line Station and the introduction of a new I-105/C Line infill station. From this connection, the WSAB alignment will extend southeast through the Cities of Paramount, Bellflower, Cerritos, and Artesia with a terminus at Pioneer Boulevard. North of the I-105/C Line station it will serve the Cities of Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, and Los Angeles. The project alignment does not extend east to the Stonewood Center in the City of Downey.

Cira Pichardo

For practical purposes, and the time will help shorten distances and it will travel quickly for anyone who has to go to work or take their children to school or pick them up after school to take the route to Downtown Los Angeles, from Downtown Bell City to Downtown Los Angeles.
Thanks for this great project.

I-229-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

(2)

Hoja de comentarios

Nombre/Afiliación/Organización: Cira Pichardo

Domicilio: 5506 S. Figueroa St. # 316

Télefono/Celular: Los Angeles, CA. 90037

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Para ser practico y el tiempo ayuda acortar distancia y se mueve con rapidez para cualquier persona que tiene que trabajar o llevar a la escuela a los niños o salirse de la escuela que lleve la ruta al centro de los Los Angeles downtown de Ciudad Bell a centro de los angeles

Gracias por este grandioso proyecto.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Pichardo, Cira - I-229

Comment ID	Response
I-229-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). Table 1.7 in Chapter 1 of the Draft EIS/EIR provides information about travel times in the corridor, and Table 6.2 in Chapter 6 discusses user benefits related to travel time savings for the Project. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Carlos Pineda

I live in Vernon but that doesn't mean that I can move to another city please give us the opportunity to extend the West Santa Ana Branch all the way to Union Station and all the way to Little Tokyo so in the near future I can go like the city of Whittier and surrounding places that we don't have in the Southeast. I-209-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

30

Name/Affiliation/Organization: Carlos Pineda

Address:

Phone/Cell: 323 246 1557

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I live in Vernon but that doesn't mean that I can move to another city please give us the opportunity to extend West Santa Ana Branch all the way to Union Station and all the way To Little tokyo so in the near future I can go like the city of whithier and surrond places that we don't have in the South east.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Pineda, Carlos - I-209

Comment ID	Response
I-209-1	Your support for a terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Daniel Poineau

I strongly urge choosing alternative #2: 7th Street Metro Center to Pioneer Station.

It would provide the best access to jobs and the actual core of DTLA, as well as adding a much-needed station in the fashion district.

I-92-1

Poineau, Daniel - I-92

Comment ID	Response
I-92-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to the Fashion District will continue to require walking or bus transfer from the 7th Street/Metro Center.

Derek Powell

I vote for Alternative 2 because it provides access to parts of downtown that currently don't have service. The stations between 7th/Metro and Arts district will make the city even more accessible and creates more of a comprehensive network. I-33-1

Powell, Derek - I-33

Comment ID	Response
I-33-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and CR-GEN-7 regarding Alternative 2. The comment was written prior to the start of Regional Connector service. With completion of the Regional Connector, connection to the Arts District is provided by walking or bus transfer from Little Tokyo. The LPA would provide a connection to downtown LA via transfer at the Slauson/A Line Station to the A Line.

Philip Provencio

I use to be excited for this project! The Pershing Square option provided connections to all the existing Downtown lines and provided new service to the Greyhound Terminal. It also provided a very clear option for future expansion to Echo Park. Then Metro ignored those options and the support they had. Metro scaled back the project to serve 7th Street Metro but it wouldn't actually serve the station. Now, Metro has scaled the project back even further to Slauson Station. This line has become a joke.
I am against both of the Downtown Alternatives because they don't really serve Downtown. Regarding Alternative 3, it should be built but with one Slauson Station and interlining with the Blue Line. Forcing a transfer because someday, possibly, in the future, there might be a northern extension is ridiculous. This line should be interlined with the Blue Line.
If I had to choose an option to support, it would be the No Build Alternative. Start the entire process again and do it right. It's better than these options.

I-84-1

Provencio, Philip - I-84

Comment ID	Response
I-84-1	Your preference for the No Build Alternative has been noted. Chapter 2, Table 2.1 of the Draft EIS/EIR states that the Pershing Square terminus design option was eliminated in 2018 by the Metro Board because it provided less connectivity to the regional transit network, had lower ridership and a smaller reduction in vehicle miles traveled, and affected more historic properties compared to the 7th Street/Metro Center option. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. LA Union Station has been identified as the ultimate northern terminus. Interlining the WSAB and A Lines would create unreliable operating conditions with the headways proposed on both lines.

Jay Pumaren

I am in support of Alternative route #2 7th st/metro center to Pioneer. This route would service a larger area and provide more coverage. I-25-1

Pumaren, Jay - I-25

Comment ID	Response
I-25-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.

Eva R Valenzuela

With all due respect to the people working on this project. I personally would like this train to travel to Downtown Los Angeles, I think it would benefit several communities much more. Thank you very much for considering our interests. I hope it is carried out in the best way possible.
Eva Valenzuela

I-231-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

21

Hoja de comentarios

Nombre/Afiliación/Organización: Eva R. Valenzuela

Domicilio: 6614 Alamo Ave Bell, CA 90201

Télefono/Celular: 323 308-7172

Correo Electrónico: Valenzuela2352@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Con Todo respeto para la o las personas de este proyecto; A mi en particular me gustaria que este Tren corriera asta el centro de Los Angeles, creo que nos beneficiria mas a varias comunidades. Muchas Gracias por pensar en nuestros intereses. Espero que se lleve a cabo de la mejor manera.

Eva Valenzuela

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

R Valenzuela, Eva - I-231

Comment ID	Response
I-231-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Jesse Ramirez

I support the transit line and i want it to be a one seat ride to Union Station. I do not want the Downtown portion to be delayed

I-110-1

Ramirez, Jesse - I-110

Comment ID	Response
I-110-1	Your support for Alternative 1 (Los Angeles Union Station to Pioneer Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station.

I-200
I-200-1

Irene Reynolds

Date: September 28, 2021

To: Meghna Khanna
Project Manager, Metro
One Gateway Plaza, 99-22-7
Los Angeles, CA 90012

Brian Las (I do not know if spelling is correct)
213 922 3077

Subject: Proposed Metro Light Rail Train
Especially in the CITY OF PARAMOUNT

From: Irene Reynolds ireynolds39@gmail.com

I MADE COMMENTS ON THIS SUBJECT IN MAY 2018 AND ALSO SPOKE AT OUR CITY COUNCIL MEETING AUGUST 7, 2018 SEE COPIES ATTATCHED

I HAVE TRIED FOR OVER A YEAR TO GET THE ALIGNMENT FOR THE TRAIN BETWEEN ARTHUR AVE. AND FACADE ST.

Today I received a phone call from Brian Las
He gave me very distrubing information.
We own a parcel on Arthur Street - 6242 – 024 – 003 which is 4 very nice homes, rented to 4 very nice families, at a very moderate rent rate.
They have lived here for many years. If you take their home you have no idea, how devasting this will be. This is our retirement income and Estate to pass onto our wonderful girls and family

I-200-1

PLEASE DO NOT TAKE OUR PROPERTY AND INCOME.
I AM SPEAKING FOR MANY MANY NEIGHBORS – RENTERS, HOMEOWNERS AND INVESTORS.

I UNDERSTAND THIS PROJECT IS WAY WAY OVER BUDGET - MAYBE OVER 1 BILLION IN 2018 . OUR COUNTY CANNOT AFFORD TO PRINT MONEY .

PLEASE DO NOT TAKE OUR PROPERTY

Thank you for considering my comments

Irene Reynolds

Email to Brian Martinez,

I am e-mailing my comments to the Metro Board on the West Santa Ana Branch Metro Line.

Attached :

Cover letter to Project Manager Fanny Pan West Santa Ana Branch –Metro

Notes on meeting with City Manager, Paramount – May 21, 2018

Comments given on 8-7-18 to City Council – Paramount.

Copies from Internet on "ACCIDENTS ON THE BLUE LINE"

Brian please forward my comments to the correct person or dept.

Irene Reynolds
ireynolds39@gmail.com

COMMENTS TO PROJECT MANAGER

WEST SANTA ANA BRANCH METRO RAIL LINE

I have attended many of your meetings. I live in Paramount, and I am very concerned for our city to have a Rail Line going through School areas, residential areas and impacting our SMALL STABLE CITY. And maybe buying homes. We have lived in Paramount for almost 60 years with our

business here. I have read articles on the internet a bout '" ACCIDENTS ON THE BLUE LINE" Putting a Metro Rail line in our city is not worth losing one of our friends, neighbors, or family members.

I have attached my comments to this COVER LETTER.

I HOPE YOU WILL CONSIDER MY CONCERNS AS I DO NOT WANT TO IMPACT. CHANGE OR HURT ANY OF OUR RESIDENTS OR INVESTORS

Notes on meeting with city manager, Paramount May 21, 2018

Comments given on 8-7-18 to City Council ---Paramount

Copies from Internet on 'ACCIDENTS ON THE BLUE LINE"

I also think the project is very costly and would like to be able to connect to some of the existing lines that would reach the same goal of Downtown L A

I HOPE YOU HAVE READ MY COMMENTS AND UNDERSTAND I DO NOT WANT A METRO LINE IN PARAMOUNT.

IRENE REYNOLDS
ireynolds39@gmail.com

WEST SANTA ANA BRANCH
METRO LINE

May 21, 2018

Regarding: Proposed Metro Line in City Of Paramount

Lakewood Blvd. To North Paramount Station
Over 105 Freeway

1. Lakewood Blvd. is a main thorough fare through Paramount and Bellflower We are being told two metro tracks will cross this Street, one train going North and one going South to Artesia every 7 (maybe 5) minutes. Common sense would tell us the train crossing could be every 3 ½ minutes (or maybe every 2 ½ minutes) Would the Blvd be cleared of traffic in this amount of time? Would sidewalks be blocked so people could not go around barrier? This does not sound like a good place for a train crossing.

2 Continuing north the track to Somerset Blvd is removed / now a walking path with residential homes to the south. Spoke with resident and he said the children use this area all the time The train will cross Somerset then continue North through the refinery (Alt Air) with a very large apt building directly to the South, once again impacting our residents. The train will exit the refinery at Downey Ave .The Metro line -plus now a transient line (Alt Air) will continue to Paramount and Rosecrans Avenues

3 Downey to Paramount/Rosecrans----the train will now pass 3 schools, residental and businesses. Downey ave and the train crossing will be very impacted due to the school being Paramount High with many children walking and driving. Again with the train schedule will the crossing ever be clear? Two schools are connected with an over pass over the train lines.. the safety of our students is every parents concern. The metro line will be elevated somewhere in this section with the freight line at grade level. Concern----noise level of equipment used to elevate train----COMPRESSERS ??? The Metro Line will be elevated over Paramount and Rosecrans and also the train station. At some point North the train will return to grade level. They will now be at grade level with the freight train on a different track. The trains, now traveling North, are passing through a residential neighborhood on the East and West.

4 Paramount/Rosecrans to the Paramount Station North at 105 Freeway. The Metro train is now traveling North in between residential properties (single houses on the West and Multiple (rental units on the East.) Both trains are now at grade level impacting both neighbor hoods. This is not in the best interest of the residents of Paramount. Someone, maybe Metro is proposing taking property on the West, and maybe removing the homes. Arthur Street to the East is a very impacted

neighbor hood now and cannot have Metro customers parking or using their streets. The Paramount North Station/105 is above the freeway accessing the Green Line. Parking for this station may be in South Gate on Center Street and Century Blvd. Per Metro.

The Metro Line as proposed will continue to Union Station, Downtown L. A.

SUMMARY

1. Congestion at all street crossings:
   Lakewood Blvd
   Somerset
   Downey Avenue (School students)
   Paramount/Rosecrans (School students-Seniors- Residents)
   Metro train (one train No and one train South) aprox every 5 or 7 minutes per Metro 24 hrs day (More if needed)
   Will crossings ever clear? What is rate of speed?
2. Removing of walking trail and usage by residents
3. Impacting residential
4. Impacting our streets
5. Many students will be crossing these rail lines Safety concerns
6. Bringing more cars to Paramount Streets
7. Noise Noise Noise
8. Making people move from their homes!!!!!!
9. Any financial benefit for Paramount.?
10. Too much noise, impacting, and danger for our City

Mayor Martinez, Council members and staff:

Irene Reynolds. Metro Light Rail is proposing a Metro train from Artesia to Downtown L.A. Going through Paramount (Lakewood Blvd to the105 freeway) maybe 2 miles.
I have attended many meetings and talked to many people.
At peak times Metro train operates every 5 to 6 minutes (two trains would be every 2 ½ to 3 minutes passing top speed 65 mph average speed 35 mph

Hugh concern is the train crossing at Downey Ave. as this is Paramount High School
The train is proposed at ground level and as stated every 2 ½ to 3 minutes the gate arms would be down. Traffic could be backed up to Alondra and defantely Rosecrans

Walking students would be impacted and very very unsafe as they would be crossing three tracks (the petroleum co would still have their transient line)
Very very unsafe for our students, neighbors, friends and parents.

Rosecrans and Paramount crossing have two schools, and Paramount Park which already impact this crossing without outside people coming to use the train.

The train now continues to the Union Pacific right away between Arthur ave on the East a multiple unit street with maybe 160 units and Facade Street on the West. With aprox 40 single family homes.
Metro has stated the right away is not wide enough for three tracks, two for Metro and the existing freight line. The freight line is proposed to be moved closer to Arthur street

and if the train is elevated these families will feel like they are living in a "fish bowl"
Facade street owners are being told Metro needs more land and they could take some

of their backyard and maybe purchase their homes

I do not feel Metro has been out to assess this area for the impact, noise vibrations, conjestion and just plain disruptions for these families. Would you like to put your children to bed each night knowing a train will be by every 7 to 10 minutes.

Please Mayor Martinez, Council members and staff look at this area as if it was your home and not take their homes or impact a multi family area.
I do not feel safe with a train in our city going 55-65 miles per hour
You can google the blue line for accidents and they have had many. They may be shut down in 2019 for safety repairs.

The comment period to Metro Light Rail Line ends August 24, 2018 and I urge everyone here to e-mail or write your concerns.

IT IS OUR CITY AND WE WANT THE BEST FOR EVERYONE.
Thank you for listening to me.

Given August 7, 2018 Paramount City Council

Memo: I was limited to 3 minutes therefore my comments do not contain any adjectives to really express my concerns.
This may be slightly different than was given due to the time limit, but I stand by by comments..

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

AUGUST 28, 2012

TO: **BOARD OF DIRECTORS**

THROUGH: **ARTHUR T. LEAHY**
CHIEF EXECUTIVE OFFICER

FROM: **PAUL C. TAYLOR**
DEPUTY CHIEF EXECUTIVE OFFICER

SUBJECT: **INTERIM REPORT ON METRO BLUE LINE ACCIDENTS**

ISSUE

This report serves as a preliminary progress update on Metro staff efforts to evaluate accidents on the Metro Blue Line and actions taken to date to identify additional safety measures to mitigate the accidents.

BACKGROUND

In accordance with a motion passed by the Metro Board of Directors at the August 6, 2012 meeting, staff invited and convened affected stakeholders, including Los Angeles Department of Transportation, Los Angeles County Public Works, The City of Long Beach – Traffic Engineering, Union Pacific Railroad (UP), Los Angeles Sheriff's Department (LASD), City of Compton, and California Public Utilities Commission (CPUC), to establish a task force to assess the Metro Blue Line (MBL), and to recommend additional safety enhancements. The extent of safety enhancements identified by the task force will be based on data contained in the MBL quarterly accident report which is distributed the agency stakeholders list above. The latest quarterly report is included in Attachment A.

The Metro Blue line is comprised of essentially two alignment types – mid-corridor and street running. These two alignment types are prevalent across North American light rail transit systems. Mid-corridor alignment, describes areas where the train crosses intersections that have gates, railroad flashing lights, and bells installed. Trains operate at speeds up to 55 mph in the mid-corridor segment of the line. Street running alignment describes areas where trains operate at a maximum speed of 35 mph. Instead of railroad gates, flashing lights, and bells, street running alignments have traffic signals and special train signals (known as "bar signals") installed to ensure a safe interface between vehicles, pedestrians and trains. The mid-corridor section is between the

Washington Station and the Willow Street Station. The street running sections are between the 7th/Metro Center Station and the Washington Station in Los Angeles, and as well as south of the Willow Street Station in Long Beach. See Attachment B for a map of the MBL and the locations of the alignment types.

Summary of Metro Blue Line Alignment Types

	Mid-Corridor	Street Running
Signals	Flashing lights, gates, bells	Traffic signals and special train signals ("bar")
Speed	Maximum speed of 55 mph	Maximum speed of 35 mph
From/To	Washington Station/Willow Street Station	7th/Metro Center Station/Washington Station (Los Angeles)
		South of Willow Street Station (Long Beach)

The decision to classify an intersection as street running or mid-corridor is made during the preliminary engineering design phase in close coordination and agreement between the local traffic agency, CPUC, and Metro. The decision takes into account factors such as traffic volumes, train speeds, available right-of-way, congestion at adjacent intersections, etc. Ultimately, approval of all intersection classifications rests with the CPUC and in the case of the MBL every intersection was approved by the CPUC.

Over the last 10 years, numerous safety enhancements have been implemented to mitigate accidents on the MBL; the specific improvements are described below. The implementation of these measures resulted in a 62% reduction of train/vehicle accidents in the mid-corridor portion of the line and a 49% reduction of train/vehicle accidents in the street-running portion when comparing the last eleven years to the first eleven years of MBL operation. Metro's demonstration project to install four-quadrant gates in 1998 at the 124th Street grade crossing was effective in reducing vehicle accidents on the MBL, and acted as the catalyst for the CPUC's adoption of this technology in their regulations. The safety devices installed at the MBL grade crossings exceed the minimum requirements of the CPUC.

Metro has been challenged with reducing the train and pedestrian accidents in both alignment types. The rate of suicides has increased from 8 incidents in the first eleven years of operation, 1990-2001, to 22 incidents in the last eleven years of operation, 2002-2012. This represents a 175% increase in the number of suicide related incidents.

The quarterly accident report presents the train versus vehicle and train versus pedestrian trend over the latest rolling 10-year period. The data in the quarterly report ending June 30, 2012, indicates an increasing trend of accidents with pedestrians, with most ending in fatalities. A statistical analysis of the fatalities and suicides is shown below.

TABLE OF METRO BLUE LINE FATALITY AND SUICIDE STATISTICS
7/1/2002 THROUGH 6/30/2012

		SUICIDES		OTHER FATALITIES	
		MALE	FEMALE	MALE	FEMALE
Ethnicity					
	Caucasian	5	1	2	2
	African American	4	1	9	4
	Hispanic	7	1	14	5
Age					
	10 to 20	0	0	3	2
	21 to 35	3	1	10	1
	36 to 50	6	2	7	3
	50 +	7	0	5	5
Time of day					
	4am to 12pm	2	0	6	3
	12pm to 4pm	3	1	8	5
	4pm to 8pm	5	0	9	3
	8pm to 4am	6	2	2	0

ACTIONS TAKEN

Since the opening of the MBL, numerous enhancements have been implemented to mitigate accidents. Photographs of many of these enhancements are included in Attachment C.

Between 1990 and 1995, the following measures were implemented:

- **Installed a "Cyclops" light** on all trains to enhance the visibility of approaching trains for pedestrians and motorists
- **Reduced the height of the right-of-way fencing at highway rail grade crossings** to improve visibility for train operators of the grade crossings
- **Changed the mechanical horn on the trains to an electronic horn** to provide a more focused warning
- **Installed additional flashing lights and bells at grade crossings** to provide added active visual warnings on all approaches to the crossing

Attachment A

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SUMMARY OF METRO BLUE LINE TRAIN / VEHICLE AND TRAIN / PEDESTRIAN ACCIDENTS (July 2002 – June 2012)

Compiled Quarterly By

Abdul Zohbi, Systems Safety Manager, (213) 922-2114

CORPORATE SAFETY

PLEASE BE ADVISED THAT THIS REPORT IS NOT TO BE RELEASED BY THE RECIPIENT AS A PUBLIC RECORD AND THAT THE REPORT IS THE PROPERTY OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA), WHICH IS SOLELY RESPONSIBLE FOR ITS CONTENT. THIS REPORT HAS BEEN PREPARED FOR THE SOLE USE OF THE MEMBERS OF THE MTA'S SAFETY PARTNERS, INCLUDING ANY DESIGNATED PROFESSIONAL STAFF. YOUR ACCEPTANCE AND RECEIPT OF A COPY OF THIS REPORT INDICATES YOUR AGREEMENT TO BE SUBJECT TO THE MTA'S ADMINISTRATIVE POLICIES AND PROCEDURES REGARDING ACCESS, USE AND CONTROL OF MTA DOCUMENTS. IN DOING SO, IF YOU RECEIVE ANY INQUIRIES FOR THE REPORT OR INFORMATION CONTAINED THEREIN, YOU ARE REQUIRED TO IMMEDIATELY CONTACT MTA'S RECORDS MANAGEMENT CENTER LOCATED AT ONE GATEWAY PLAZA, LOS ANGELES, CALIFORNIA, 90012. MTA WILL HANDLE ALL SUCH INQUIRIES AND YOU WILL BE ADVISED REGARDING WHETHER OR NOT YOU MAY RELEASE THE REPORT OR ITS CONTENTS. IF ANYONE AUTHORIZED TO RECEIVE THIS REPORT FAILS TO FOLLOW THESE CONDITIONS OF ACCESS TO THE REPORT, SUCH FAILURE COULD SUBJECT THE INDIVIDUAL TO PERSONAL LIABILITY.

THIS DOCUMENT IS EXEMPT FROM RELEASE AS A PUBLIC RECORD AND SHALL NOT BE REPRODUCED/COPIED OR RELEASED TO ANY THIRD PARTY THAT HAS NOT BEEN AUTHORIZED BY MTA TO RECEIVE A COPY OF THE DOCUMENT. ANY THIRD PARTY RECEIVING A COPY OF THIS REPORT IS NOT ENTITLED TO REVIEW, USE, COPY OR RETAIN THE COPY FOR ANY PURPOSE AND SHALL IMMEDIATELY RETURN THE COPY TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, RECORDS MANAGEMENT CENTER, ONE GATEWAY PLAZA, FIRST FLOOR, LOS ANGELES, CALIFORNIA 90012.

Metropolitain Transportation Authority

Metro Interoffice Memo

Date	August 06, 2012
To	DISTRIBUTION
From	Abdul Zohbi, Systems Safety Manager
Subject	Metro Blue Line Accident Report ending 4th Quarter of FY2012

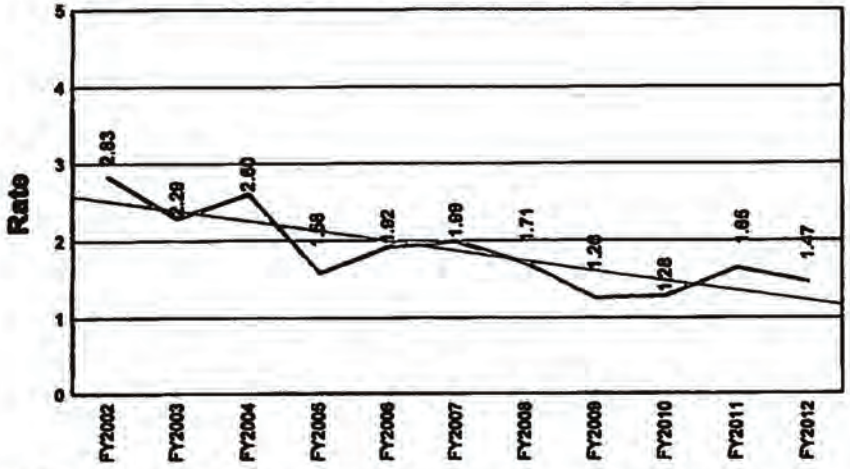
In Fiscal Year 2010, this report was revised to include Metro Blue Line accident data for the latest 10-year period during which Metro has implemented several safety enhancements. This revision will enable more meaningful analysis by analyzing current trends, and not be influenced by old data. This report will be prepared quarterly and will include data for a rolling 10-year fiscal period.Data for the oldest FY will continue to be reported until the latest FY is complete.

Since the beginning of July 2002 there have been 298 accidents reported at crossings or at other locations inside the right-of-way.

Since July 2002	Total # of incidents	Non-Suicide related fatalities	Suicides
Train vs Vehicle	199	5	1
Train vs Pedestrian	99	31	17
	298	36	18

2 fatalities occured during the most recent quarter. 54 of the 298 accidents have resulted in a total of 36 fatalities and 18 suicides.

Blue Line Accidents Per 100,000 Miles



The accident rate for FY12 is 1.47 per 100,000 miles; 28 accidents; 1,903,652 train miles

ACCIDENTS OCCURRING April 1 to June 30, 2012

Date	Time	Loc	TYPE	FACTOR	Dir	FATALS
04/14/2012	5:47 am	0318	TP	TR	N	0
04/19/2012	12:55 am	0951	TP	SU	S	1
05/04/2012	12:24 pm	2167	TP		N	0
06/05/2012	9:06 pm	1230	TP	TR	S	0
06/12/2012	6:08 pm	1080	TP	TR	S	1
06/29/2012	6:20 pm	0084	TA	LT	S	0
06/30/2012	10:55 pm	0112	TA	LT	S	0

Number of Accidents					Total from July 2002 to			
July to Sept 2011	Oct to Dec 2011	Jan to Mar 2012	Apr to June 2012		Quarter ending Sept 2011	Quarter ending Dec 2011	Quarter ending Mar 2012	Quarter ending June 2012
2	4	6	2	Accidents involving Train vs. Vehicle	187	191	197	199
1	3	5	5	Accidents involving Train vs. Pedestrian	86	89	94	99
3	7	11	7	Total Accidents	273	280	291	298
0	0	0	0	Incidents coded as "Possible Pedestrian"	4	4	4	4
0	0	0	0	Incidents coded as "Mirror"	17	17	17	17
3	7	11	7	Total Accidents/Incidents	294	301	312	319
1	2	4	2	Number of Fatalities	47	49	53	55

METRO BLUE LINE ACCIDENTS BY SEGMENT & LOCATION

July 1, 2002 through June 30, 2012

LOS ANGELES STREET RUNNING

Loc No.	Location Description	Vehicle	Ped
0062	12TH ST	3	0
0072	PICO STATION PED	0	2
0072_0075	dwy bet S.Pico ped entrance & Pico Blvd	1	0
0075	PICO BLVD	7	0
0079	CAMERON LANE	8	0
0084	DRIVEWAY AT 1348 FLOWER	1	0
0088	DRIVEWAY AT 1360 FLOWER (GLOBE)	3	0
0091	DRIVEWAY AT 1370/1374 FLOWER	1	0
0091_0092	bet dwy@1370 Flwr & dwy @ CalPress	0	1
0092	DRIVEWAY AT CAL PRESS	1	0
0099	VENICE BLVD	13	0
0104	DRIVEWAY NORTH OF I-10 ON RAMP	1	1
0110	I-10 ON RAMP	4	0
0112	18TH ST	11	1
0120	UNK FLOWER ST	1	0
0123	WASH BLVD/FLOWER	4	0
0134	GRAND STA	1	1
0140	GRAND AVE	2	0
0144	OLIVE ST	4	0
0144_0149	between Olive St and Hill St	1	0
0149	HILL ST	1	1
0156	BROADWAY	2	0
0163	MAIN ST	5	1
0170	LOS ANGELES ST	5	0
0183	MAPLE ST	10	0
0190	MAPLE X-OVER	1	0
0198	TRINITY ST	1	0
0208	SAN PEDRO ST	3	0
0215	SAN PEDRO PED	0	2
0219	SAN PEDRO STA	0	2
0234	GRIFFITH AVE	1	0
0254	CENTRAL AVE	10	0
0271	NAOMI ST	4	0
0285	HOOPER ST	2	0
0285_0301	between Hooper St & Switch to Washington	1	0
0304	LONG BEACH AVE	3	0
Los Angeles Street Running Total		116	12

CAB SIGNAL ROUTE SEGMENT

Loc No.	Location Description	vehicle	Ped
0318	20TH STREET GC	0	1
0318	20TH ST	0	1
0390	41ST ST	3	2
0390_0420	between 41st St & Vernon Ave	0	1
0420	VERNON AVE	0	2
0426	VERNON STA	0	2
0450	48TH PL	0	3
0500	55TH ST	1	1
0570	GAGE AVE	0	3
0620	FLORENCE AVE	0	2
0623	FLORENCE STA	0	2
0670	NADEAU ST	1	1
0724	FIRESTONE STA	0	1
0770	92ND ST	0	2
0820	CENTURY BLVD	0	3
0840	103RD ST	1	2
0930	WILMINGTON AVE	3	4
0946	IMPERIAL PED XING (WEST)	0	3
0947	IMPERIAL PED XING (EAST)	0	1
0951	IMPERIAL STATION	0	1
0980	119TH ST	1	3
1010	124TH ST	1	1
1020	BETWEEN 124TH AND EL SEGUNDO	0	1
1040	EL SEGUNDO BLVD	0	2
1050	130TH ST	0	1
1080	STOCKWELL ST	1	4
1150	ELM ST	0	1
1174	COMPTON PED	0	1
1178	COMPTON STA	0	4
1230	N. OF ALONDRA	0	1
1240	ALONDRA BLVD	0	5
1290	GREENLEAF BLVD	0	1
1319	ARTESIA PED	0	7
1322	ARTESIA STA	0	0
1350	ARTESIA FWY OVER	0	1
1529	DEL AMO STA	0	2
1529_1744	between Del Amo and Wardlow Stations	0	0
1744	WARDLOW STA	0	2
1750	WARDLOW RD	1	1
1750_1810	between Wardlow Rd and Spring St	0	1
1810	SPRING ST	1	3
1821	WILLOW N POCKET	0	1
1843	WILLOW STA	0	1
Cab Signal Route Segment Total		14	82

LONG BEACH STREET RUNNING

Loc No.	Location Description	Vehicle	Ped
1847	WILLOW PED	0	2
1850	27TH ST	2	0
1860	WILLOW ST	1	0
1860_1890	between Willow St & Burnett St	1	0
1890	BURNETT ST	2	0
1910	HILL ST	2	0
1940	20TH ST	3	0
1950	19TH ST	4	0
1960	PCH & LB BLVD	4	0
1965	PCH STATION	0	1
1980	16TH ST	5	0
2000	14TH ST	8	0
2010	ANAHEIM ST	1	0
2040	10TH ST	2	1
2050	8TH ST & LB BLVD	2	0
2060	7TH ST & LB BLVD	8	0
2070	6TH ST & LB BLVD	2	0
2096	3RD ST & LB BLVD	1	0
2100	BROADWAY/LB BLVD	1	0
2105	1ST STREET STA	0	1
2110	1ST ST & LB BLVD	1	0
2130	PINE & 1ST ST	2	0
2155	3RD ST & PACIFIC	2	0
2160	4TH ST & PACIFIC	1	0
2167	PACIFIC STA	0	1
2167	PACIFIC STATION	0	1
2170	5TH ST & PACIFIC	0	0
2180	6TH ST & PACIFIC	2	0
2190	7TH ST & PACIFIC	8	0
2197	8TH ST & PACIFIC	4	0
Long Beach Street Running Total		69	7

http://www.gazettes.com/news/metro-blue-line-accident-kills-man-at-pacific-avenue-stop/article_98121a04-37ab-11e4-915a-001a4bcf887a.html

Metro Blue Line Accident Kills Man At Pacific Avenue Stop

By Jonathan Van Dyke
Staff Writer Sep 8, 2014



Photo by Jesse Lopez

An accident involving the Metro Blue Line has killed a pedestrian this afternoon (Monday).

Reynolds, Irene - I-200

Comment ID	Response
I-200-1	The LPA will require a partial acquisition of parcel APN 6242-024-003 for a permanent aerial easement in support of the aerial structure for the Locally Preferred Alternative (LPA). This partial property acquisition is not expected to result in the relocation of existing residents. As stated in Chapter 4, Section 4.3.3.2 under the subheading "Residential Displacements" of the Draft EIS/EIR, "Partial acquisitions of residential properties would be required to accommodate grade crossings, aerial crossings, track alignment, and other ancillary facilities. The partial acquisitions would be primarily in rear yards of properties adjacent to the rail ROW in which the primary dwelling units are set toward the front of the properties, away from the rail ROW and the area where the acquisition would be required." Metro will work with property owners and continue to coordinate with affected jurisdictions. See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act. See response CR-DIS-2 regarding the acquisition and displacement data for the LPA.

Mitchell Reynolds

I think it would be very ineffective to run the WSAB to Union Station. The majority of commuters that go through Union Station are going to DTLA. Very few people in the morning coming from the north or east are going to Union Station to go south. And if the WSAB gets built to Union Station, no one in the mornings coming from the south are going to go north or east. They would mostly be going towards Downtown and/or Century City and/or Hollywood.

There might be few that want to go to Union Station to transfer to a Metrolink or Amtrak line, but if that is the case, then in the future once the Green Line is extended to Norwalk/Santa Fe Metrolink station, they can transfer from the WSAB to the Green Line to Metrolink sat Norwalk. Even if there are few people that want to do that, there's no reason that we should appropriate billions of dollars to the WSAB line to run it to Union station when the amount of riders who would need access to Union Station from the WSAB line PALES in comparison to the ridership potential of running it to 8th/Flower with underground passage to 7th/Flower. I-51-2

By running it to 8th/flower, Metro would be connecting all the WSAB riders with much, much easier access to Red/Purple/Blue/Expo lines where they could get swiftly taken to their destination on the Westside and if their job is in DTLA then they're right there! Whereas if they were to be dropped off at Union Station, they'd have to transfer to the Red/Purple and that would take extra time to get from Union Station to 7th/flower to where DTLA jobs are and/or a transfer from Little Tokyo to blue/expo (post regional connector) if they need to take those lines.

PLUS, we need to make DTLA more transit accessible/walkable. By terminating at 8th and flower, Metro would be very smart to build a station at 8th and Broadway or 8th/Main to give that booming area of downtown another station for people to use. The walk from that area to adjacent Red/Purple stations is too far with LA's big blocks. It's much more likely that people would use their cars to move around there. I-51-3

This potential 8th/Broadway station could also serve as a good transfer station to the planned Broadway BRT and make DTLA that much more accessible especially if we are planning to have 25% of LA's future growth be in Downtown.

Lastly, by terminating at 8th/Flower, Metro could allude to a further extension west to very transit dependent areas in Pico-Union area, or turn north and go towards Westlake / Filipinotown along Alvarado, or just head west along Pico Blvd which is very transit dependent, etc. etc.

There's a lot more options going west from there to take advantage of not only transit dependency but high density neighborhoods, high density of jobs concentration, and numerous transit line transfer points. I-51-4

In the future if Metro were to go south to Pico and head west for example and terminate at Century City, you would have connections to: the Purple line again at Century City, highly likely BRT in the future on La Cienega, Crenshaw North extension at San Vicente/LaBrea, highly likely BRT in the future on Western, either BRT/light rail/heavy rail at Vermont, numerous high frequency bus lines (if Metro decides to fully implement the next gen bus plan). The ridership of those lines would I-51-5

likely go up a bit because of the virtuous cycle of increased connectivity of more transit lines all while going through very transit dependent neighborhoods, high density areas and job rich areas.

Unlike a lot of older East Coast cities or European cities, LA isn't a hub and spoke type of city. We don't have one or two areas of high job concentration. We have many areas and jobs are everywhere, people are everywhere. So, although the WSAB line's first phase to the Downtown area would act as a "spoke" line to the DTLA hub and would certainly help with increasing transit ridership, the potential that the 8th and flower connection to extend west along my example of Pico Blvd presents a massively greater opportunity for Metro to increase the connectivity across all lines and really, really get people out of their cars. Our future LA transit system will work best when we have tons of interconnectivity of our transit lines. I-51-5

PLEASE ROUTE TO 8TH AND FLOWER

Reynolds, Mitchell - I-51

Comment ID	Response
I-51-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-51-2	Your opposition to a northern terminus at LA Union Station has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.
I-51-3	The comment does not raise issues concerning the environmental analysis contained in the Draft EIS/EIR. The commentor's suggestions have been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2. Flower Street/^{8t}h Street was not identified as the northern terminus.
I-51-4	See response to comment I-51-3.
I-51-5	See response to comment I-51-2. Extension of the D (Purple) Line west to Century City is currently underway and will be connected via transfer at the 7th Street/Metro Center from the A Line.

Silvia Rico

I am a person who drives, but I really like using the metro because many times it is faster, and I don't have to worry about paying for parking since I earn little. I want an effective decision to be made for the benefit of the community by extending the “West Santa Ana Branch Transit Corridor” line to Union Station, because from there I can connect to many areas of the LA community, County, or at least to Little Tokyo.Also, from there it would be easier to get to Union Station and use the metro or different bus lines, and if it only reaches Huntington Park it really does not help because the current bus lines take us to Downtown and to the Metro Blue Line. I would appreciate that you make a smart decision in the service of our working community.

I-253-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

36

Name/Affiliation/Organization: SILVIA RICO

Address: 6013 GREENWOOD AVE COMMERCE 90042

Phone/Cell: 323 835 2388

Email: rico.silvia32@yahoo.com

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

YO SOY UNA PERSONA QUE MANEJA, PERO ME GUSTA MUCHO USAR EL METRO, PORQUE MUCHAS VECES ES MAS RAPIDO Y NO ME PREOCUPO POR PAGAR ESTACIONAMIENTO YA QUE GANO POCO. YO QUIERO QUE SE HAGA UNA DECISION EFECTIVA EN BENEFICIO DE LA COMUNIDAD EXTENDIENDO LA LINEA WEST SANTA ANA BRANCH TRANSIT CORRIDOR HASTA UNION STATION, PORQUE DE AHI ME PUEDO CONECTAR A MUCHAS AREAS DE LA COMUNIDAD DE L.A. COUNTY. O POR LO MENOS A LITTLE TOKYO, TAMBIEN DE AHI ES MAS FACIL LLEGAR A UNION STATION. Y USAR EL METRO O DIFERENTE LINEAS DE BUS, Y SI LLEGA A HUNTINGTON PARK REALMENTE NO SIRVE DE NADA, PORQUE LAS LINEAS DE BUS YA NOS LLEVAN A DOWNTOWN Y A LA LINEA AZUL DE METRO. LES AGRADEZCO QUE TOMEN UNA DESICION INTELIGENTE PARA EL SERVICIO DE NUESTRA COMUNIDAD TRABAJADORA.

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Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

I-810

Rico, Silvia - I-253

Comment ID	Response
I-253-1	Your support for Alternative 1 (LA Union Station to Pioneer Station) has been noted. Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. An interim connection to LA Union Station will be possible by transfer at the 7th Street/Metro Center.

Silvia Rico

I just want to say I am a member here at the community of Southeast of Cudahy, and I just want to say that our community has been abandoned for a long time. Also, as part of this community, we do need this new part of transportation, but, also, I would like to say that there has been a lot of deficiencies. For example, with regards to the value of the prices of the property. I just want our properties to be valued at the same price as homes, for example, in North Hollywood and like in Hollywood. That is, we do need the transportation, but we just want something that fair and just for everyone. We just want the same prices. We want our homes to be valued at the same prices as other homes. That's all.

I-330-1

Rico, Silvia - I-330

Comment ID	Response
I-330-1	See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act. Metro will appraise any project-required right-of-way to determine the fair market value and set just compensation. Just compensation will not be less than the approved appraised value.

Silvia Rico

I am here today with two of my neighbors, they are here with me due to technical difficulties that they are having. We all think the same way. We just want to say that, yes, it's very important and we are very happy that you do put a station here in Huntington Park. That's where we live. Also, we just want to say that this is going to be very good, if you do bring this station in, because over here in this area there is a lot of movement. There is a lot of people. There is a lot of trucks, and if you do bring the Metro station over here, this is going to help out a lot with the traffic. It's going to be less. I-334-2

Also, with regards to the homes. I just want to say that, yes, do give us the value as you're going to give homes that are, like, for example, in Hollywood, because over here the value of our homes are half the price, and this is not right. We just want what is just. Also, I just want to say that with regards to this. We think that this is -- we do approve this and we are backing up it up, but we just want what is just. I-334-3

Rico, Silvia - I-334

Comment ID	Response
I-334-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-334-2	Your support for the Project is noted.
I-334-3	See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act. Metro will appraise any project-required right-of-way to determine the fair market value and set just compensation. Just compensation will not be less than the approved appraised value.

Alan Rifkin

I'm a transportation planner engineer. I'm finding that the current draft EIR/EISdocument is extremely large and confusing. I'm finding many places where references are not found in the appendices. So what I just wanted to comment on is how difficult it is to follow in this document and ask staff if they can provide some kind of support. If we do find something that we can -- that the future -- or the reference is not found that you can help us find that.

I-298-1

Rifkin, Alan - I-298

Comment ID	Response
I-298-1	The Draft EIS/EIR was written to meet all FTA National Environmental Policy Act and California Environmental Quality Act requirements, which collectively result in a large record. The Executive Summary provides a succinct synopsis of project effects, which are further detailed in the Draft EIS/EIR chapters and appended technical studies. Not all documents referenced in the Draft EIS/EIR were attached has appendices. You may contact Metro to obtain copies of digitally available documents.

Felicitas Rivera

I support the WSAB corridor. With the alternative the Metro line continues until Union Station for us to have access to other places. I-368-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: FFCO/ FELICITAS RIVERA

Domicilio:

Télefono/Celular: (323) 617-7774

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

YO APOYO WSAB CORREDOR. CON LA ALTERNATIVA QUE CONTINUE LA LINEA DEL METRO HASTA LA ESTACION DE UNION. PARA QUE PODAMOS TENER ACCESO ATROS LUGARES DE TRANSPORTE.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Rivera, Felicitas - I-368

Comment ID	Response
I-368-1	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. The LPA will also accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project.

Ana Robledo

My comment is on the rail between Studebaker Rd and Gridley Rd. If I understand correctly, the plan is for an above street level rail at 35 feet. If this rail is all set to go, I ask that the planners consider below ground or at ground level instead.

A 35 foot rail would hurt home values, be a visually disturbing site, disturb residential privacy, and lastly, I imagine, create some awful looking towers to hold it all up. One big reason I love Cerritos is because most of the utilities are under ground and the sky is free from wires. It would be such a let down to bring in towers to our residential sky. Please, if a rail must go in, choose one of the other options. I-101-1

Thank you,
Ana Robledo

Robledo, Ana - I-101

Comment ID	Response
I-101-1	See response CR-GEN-3 regarding a below-ground alignment and GEN-4 regarding an at-grade alignment. An at-grade alignment at the intersection of Gridley Road/183rd Street is not feasible due to the street geometry and safety challenges at this intersection. An at-grade alignment at this location would require street restriping, lane configuration changes, potential property acquisitions, pedestrian and traffic safety improvements, traffic signaling changes, and reduced operational speeds. It was concluded that an at-grade configuration will remain operationally challenging even with safety improvements. The aerial alignment at this location was identified by the Metro Board in 2018 for further advancement in the Draft EIS/EIR. The visual and aesthetics impact analysis follows the principles in the Federal Highway Administration's (FHWA) Guidelines for the Visual Impact Assessment of Highway Projects (adopted January 2015), as well as Appendix G of the CEQA Guidelines. Neither the FHWA's guidelines nor the CEQA Guidelines consider privacy as an issue related to visual character or aesthetics. The visual and aesthetics impact analysis addresses how the physical features of the Locally Preferred Alternative (LPA) will change the visual character and aesthetics of the environment. Consistent with the FHWA guidelines and CEQA Guidelines, adverse effects on visual character and quality are associated with whither the LPA involves the removal of features with aesthetic value (such as the removal of a scenic resource), introduction of contrasting urban features in the local area, and the degree to which project elements will detract from the visual character of the area. However, in response to this community concern, Project Measure VA PM-8 (Residential Screening for Aerial Structures) has been added to Section 4.4.4.1 of the Final EIS/EIR and Section 8.1.1 of the West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report. This project measure will provide privacy screening elements to block the line-of-sight between the light rail transit vehicles on the aerial structures and the rear yards of adjacent residential properties in the Cities of Paramount, Bellflower, and Cerritos if the soundwall in those locations will not be sufficiently tall to provide similar privacy screening. See response CR-VA-1 regarding screening of project components on aerial structures. A visual rendering of the proposed aerial structure at 183rd Street/Gridley Road has been prepared and is included in the Final EIS/EIR as Figure 4.4-9 in Chapter 4, Section 4.4 and in the West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report as Figure 5-8 in Section 5.2.5. As shown in the visual rendering and as discussed in these sections of documents, while the aerial structure will be a new visual feature in the area, it will be consistent with the scale and massing of the one-to three-story structures in the Affected Area. The project components will not detract from the visual character and quality of the Affected Area. As identified in Table 4.4.8 of the Draft EIS/EIR, the aerial structure at Gridley Road/183rd Street will be up to 32 feet in height (36 feet with a soundwall on top). The height is measured at the tallest point of the aerial structure. The aerial structure will be supported by columns over the Gridley Road/183rd Street intersection and up to approximately 670 feet northwest of the intersection. Since circulation of the Draft EIS/EIR and in response to stakeholder comments, the design has been updated to include columns south of the intersection. The aerial structure will be situated to the rear of the affected residential properties. Although residents of these properties will be able to see the retaining wall and/or columns from their backyards, many of the residential properties that will have views of the aerial structure currently have views of the rear of commercial buildings that are at a similar height as the proposed aerial structure. As discussed under "Aerial Structures" in Table 4.4.8 in Chapter 4, Section 4.4.3.2 of the Draft EIS/EIR, the aerial structure at 183rd Street/Gridley Road will be visible to

Comment ID	Response
	residents, and the scale and massing will be consistent with the surrounding structures and fit with the character and context of the area. As stated in Chapter 4, Section 4.17.3.2 of the Draft EIS/EIR, under the subheading 'Long Term impacts on Property Values," the LPA is expected to attract continued investment in the areas it serves. The added investment will likely result in increased property values for businesses and residences near station areas.

Maria Robles

I am very happy that this project will reach our community serving as a bridge between several communities.It will bring us more business, transportation facilities, more police surveillance and thus avoid homeless people on the train tracks.It will help bring more jobs in the neighboring areas for our neighbors.I totally agree.

I-246-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

24

Nombre/Afiliación/Organización: Maria Robles

Domicilio: 6214 California Avenue, Bell 90201

Télefono/Celular: (323) 534-9204

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Me siento muy contenta que este proyecto llegara a nuestra Comunidad sirviendo de puente entre varias Comunidades. Nos traera más negocios, facilidades de Transporte, mayor vigilancia de policia y así evitar los homeless en las vias del tren.
Ayudara a más trabajos en areas vecinas para nuestros vecinos.
Estoy muy de acuerdo.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Robles, Maria - I-246

Comment ID	Response
I-246-1	Chapter 4, Section 4.17.3.2, under the subheading "Regional Mobility and Connectivity," of the Draft EIS/EIR discusses the impact the Project is expected to have on the region. The Project would benefit local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent would have access to a larger labor market, which may provide greater economic opportunities. See response CR-SAF-3 regarding security patrols along and surrounding the project alignment.

Alyssa Rodriguez

My name is Alyssa Rodriguez, and I'm a resident and homeowner of Cerritos. I live in the neighborhood located directly northwest of the proposed lightrail train service at the intersection of 183rd Street and Gridley Road. It's my understanding that the service line would rise from at-grade to an aerial height of approximately 35 feet, and I am personally concerned with potential impacts to the aesthetics from being able to see the rails from being in the second story home. I-315-2

Also, noise and vibration. Some of my neighbors have shared with me before when the railroad service operated in that right-of-way, they experienced a lot of vibrations just over time in their home and had busted water pipes and, you know, foundation issues. So I've also had similar concerns. Although, I realize this is a different use than, you know, a Railroad service. I-315-3

I only recently moved here one year ago, and to be honest, I would say that this would have changed my decision to move into the neighborhood. I do think that it will be, you know, an eyesore, that it's above-grade in this intersection. I-315-4

While there's not much, you know, traffic to begin with in this area, you know, it will be a completely ·different configuration than what it currently is for a small, you know, quiet residential neighborhood. I-315-5

I also just wanted to say that the events that you mentioned, the community information sessions, this is the first time that I'm hearing about them, because this is the first public meeting I've attended. So I thought that it would have been better if you could've also sent out mailers or distributed door knockers, you know, explaining that these events were recently added and that they were upcoming, because I've now missed two of them. I-315-6

Rodriguez, Alyssa - I-315

Comment ID	Response
I-315-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-315-2	A visual rendering of the proposed aerial structure at Gridley Road/183rd Street has been prepared and is included in the Final EIS/EIR as Figure 4.4-9 in Chapter 4, Section 4.4.3.2 and in the West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report as Figure 5-8 in Section 5.2.5. As shown in the visual rendering and as discussed in these sections of the documents, while the aerial structure will be a new visual feature in the area, it will be consistent with the scale and massing of the one-to three-story structures in the Affected Area. The Project components will not detract from the visual character and quality of the Affected Area. As identified in Table 4.4.8 (Project Components' Effects on Visual Character, Viewer Sensitivity, and Visual Quality – Suburban Residential Landscape Unit) of the Draft EIS/EIR and Table 5.6 (Project Components' Effects on Visual Character, Viewer Sensitivity, and Visual Quality – Suburban Residential Landscape Unit) of the West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report (previously Appendix I to the Draft EIS/EIR), the aerial structure at Gridley Road/183rd Street will be up to 32 feet in height (36 feet with a soundwall on top). The height is measured at the tallest point of the aerial structure. The aerial structure will be supported by columns over the Gridley Road/183rd Street intersection and up to approximately 670 feet northwest of the intersection. Since circulation of the Draft EIS/EIR, design has been updated to include columns south of the intersection. The aerial structure will be situated to the rear of the affected residential properties. Although residents of these properties will be able to see the retaining wall and/or columns from their backyards, many of the residential properties that will have views of the aerial structure currently have views of the rear of commercial buildings that are at a similar height as the proposed aerial structure. As discussed under "Aerial Structures" in Table 4.4.8 in Chapter 4, Section 4.4.3.2 of the Draft EIS/EIR and Table 5.6 of the West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report, the aerial structure will be visible to residents, and the scale and massing will be consistent with the surrounding structures and fit with the character and context of the area. As discussed in Table 4.4.8 in Chapter 4, Section 4.4.3.2 of the Draft EIS/EIR, the light rail transit tracks, overhead contact system poles, and overhead wires will be consistent with the existing visual character of the Pacific Electric Right-of-Way, which currently consists of remnants of freight tracts and wide strips of unpaved land around 183rd Street and Gridley Road. The visual character and quality of the Affected Area will not change since similar visual elements exist in the Affected Area.
I-315-3	As shown in Figure 1-2 of the West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report (Appendix M to the Draft EIS/EIR), ground vibration from heavy (freight) railroad activities are higher than for transit operations. Light rail transit would generate less vibration than freight trains with each passby. Vibration impacts of the Build Alternatives were addressed in Chapter 4, Section 4.7 of the Draft EIS/EIR. This information has been updated in the Final EIS/EIR in Chapter 4, Section 4.7. No vibration damage to buildings is expected from transit operations.
I-315-4	See response to comment I-315-2 regarding visual effects of the alignment.

Comment ID	Response
I-315-5	Project traffic effects are discussed in Chapter 3 (Transportation) of the Draft EIS/EIR. The Locally Preferred Alternative (LPA) will be on an aerial structure at the 183rd Street/Gridley Road intersection; therefore, the LPA will not affect traffic at this intersection. Lane configurations and sidewalks at this intersection will not be altered. No turning restrictions will be introduced in this area. For additional information regarding the effects of the LPA on communities and neighborhoods, refer to Chapter 4, Section 4.2 of the Final EIS/EIR.
I-315-6	The Draft EIS/EIR was written to meet all FTA National Environmental Policy and California Environmental Quality Act requirements, which collectively result in a large record. The Executive Summary provides a succinct synopsis of project effects, which are further detailed in the Draft EIS/EIR chapters and appended technical studies. Project information is available at: https://www.metro.net/projects/west-santa-ana/. The general overview is available in the Executive Summary section of the Draft EIS/EIR.

Arelia Romero

To whom it may concern.It is very important that the metro that travels through all the cities reach Union Station to avoid several transfers.Thank you and I hope it is carried out to avoid having more traffic and to take care of our environment. I-233-1

Sincerely
Arelia Romero

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

6

Nombre/Afiliación/Organización: Arelia Romero

Domicilio: 6625 Alamo Ave Bell, CA 90201

Télefono/Celular: 562 250-7494

Correo Electrónico: NA

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Para a quien concierne:
El metro es muy importante que pase por Todas las Ciudades que llegue acta Union Station para evitar varios Transbordos.
Gracias y espero que se lleve a cabo para evitar mas Trafico y cuidar nuestro medio ambiente.

Atentamente
Arelia Romero

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Romero, Arelia - I-233

Comment ID	Response
I-233-1	Your support for Alternative 1 (LA Union Station to Pioneer Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would provide connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. An interim connection to LA Union Station will be possible by transfer at the 7th Street/Metro Center. The design of the Slauson/A Line Station has been updated to shift the aerial station platform south and add a second set of vertical circulation and pedestrian circulation elements to the existing A Line Station. These updates will improve the transfer experience at these stations. The Slauson/A Line Station concept shown in Figure 2-9 in Chapter 2 of the Final EIS/EIR illustrates the transfer between the WSAB and A Line, which is designed to be more efficient than a bus transfer.

I-132
I-132-1

Denise Romero

From: Wufoo [no-reply@wufoo.com]
Sent: 8/11/2021, 8:34 AM
To: wsab@metro.net
Subject: West Santa Ana Branch Transit Corridor Comments [#93]

Name/*Nombre/??/??* *	Denise Romero
Email Address/*Correo Electronico/E???* *	denise.romero09@gmail.com
Street Address/*Domicilio/??:*	3479 walnut street huntington park, ca 90255 United States

COMMENTS and/or QUESTIONS:

I am a resident of Huntington Park and I am concerned about the project: West Santa Ana Branch Transit Corridor.

This project will bring even more homeless / transits to our community.
This project will divert funds that are for our city but instead provide to the metro project. This project will create greater noise pollution that we already suffer. There is lack of green space and instead you want to bring machinery into the community. There is corruption in our city and you want to bring budgets that have high monetary expenses; which will further the corruption. Have you not seen the Florence-Graham district? How ugly the local area is? Who will be cleaning? Who will be guarding our safety, this will bring the value of our homes down.

STOP this project!

Sincerely,
Denise Romero

I-132-2
I-132-3
I-132-4
I-132-5
I-132-6
I-132-7

Romero, Denise - I-132

Comment ID	Response
I-132-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-132-2	See response CR-SAF-2 regarding homelessness on the Metro system.
I-132-3	See response CR-SAF-3 regarding law enforcement. Security on the WSAB line, including at stations, will be provided by Metro's law enforcement and its law enforcement contractors, who are assigned to the Metro system as part of their contract. These resources are separate from the City of Huntington Park's policing services. Therefore, there will be no impact to the City of Huntington Park's contracted police services.
I-132-4	See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during construction and operational activities. See response CR-GEN-5 regarding mitigation measures and significant and unavoidable impacts.
I-132-5	As discussed in Chapter 4, Section 4.16.3 of the Draft EIS/EIR, the Project would be within street and rail rights-of-way, or within acquired properties, and not on or through parklands and recreational facilities. During preparation of the Final EIS/EIR, Metro continued to coordinate with jurisdictions and local agencies where the Locally Preferred Alternative will be adjacent to existing and planned parklands and recreational facilities. Coordination will continue as needed throughout the advancement of design and construction.
I-132-6	The WSAB Project is part of the voter-approved Measure M program. The Project has multiple systems in place to provide project transparency. Metro will manage funding and contracts, and the Federal Transit Administration will provide financial oversight of the Project. Metro's project controls will track the Project's expenditures and provide an audit of the Project that will be available to the public.
I-132-7	Metro Rail Custodial Services provides each station with cleaning services twice per day. These services include trash removal, sweeping, mopping elevators, odor mitigation, and disinfecting escalator/staircase handrails, ticket machines, seating areas, and elevator buttons. Metro will enter into a maintenance agreement with the affected local jurisdictions to maintain the light rail transit facilities. Maintenance will be performed routinely, as well as on an as-needed basis, depending on the type of maintenance activities involved. See responses CR-SAF-1 and CR-SAF-3 regarding safety and security along and surrounding the project alignment and at stations, and security patrols and enforcement. As stated in Chapter 4, Section 4.17.3.2 of the Draft EIS/EIR, under the subheading "Long Term impacts on Property Values," the Project is expected to attract continued investment in the areas it serves. The added investment will likely increase property values for businesses and residences near station areas.

Denise Romero

This project will bring homeless into our neighborhood:
Transient individuals bring down property value. I-140-2

Greater Noise pollution to underserved city / neighborhood. I-140-3

Lack of police already in the city, poses a big problem for residents who are already facing crime. I-140-4

Traffic. Traffic will be worse in residential neighborhoods surrounding the metro.

Deaths. There is an epidemic with mental health. People try to commit suicide at metro stations, this is bad for our community. I-140-5

Again, property value of homes. Will metro compensate for the deterioration of our neighborhood? I-140-6

Littering and loitering. Metros invite litter. Metro stations being loitering of transients and drug addicted Individuals.

Crime. Stabbings, mugging, theft, shootings, this will come with the metro. I-140-7

NO on this Metro project!!! I-140-8

Romero, Denise - I-140

Comment ID	Response
I-140-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-140-2	See response CR-SAF-2 regarding homelessness on the Metro system. Additional text on the positive effects on property values near transit infrastructure has been incorporated into the Final EIS/EIR in Chapter 4, Section 4.17.3.2. As stated in Chapter 4, Section 4.17.3.2 of the Draft EIS/EIR, under the subheading "Long Term Impacts on Property Values," the Project is expected to attract continued investment in the areas it serves. The added investment would likely increase property values for businesses and residences near station areas. Overall, the potential for economic development near station areas is most directly related to the land use plans and policies put in place by the local jurisdictions surrounding the station.
I-140-3	Chapter 4, Section 4.7.4 of the Draft EIS/EIR addressed noise effects that would be caused by the Project. The analysis has been updated for the Final EIS/EIR to reflect design refinements and updates in methodology. The updated results are presented in Chapter 4, Section 4.7 of the Final EIS/EIR. See response CR-NOI-1 regarding the noise impacts analysis and proposed mitigation measures to reduce noise levels during operational activities.
I-140-4	See response CR-SAF-3 regarding security patrols and enforcement.
I-140-5	Metro has entered into an agreement with the County's Department of Mental Health to provide proactive mental health crisis teams to serve the Metro system. The teams will be specially trained to address mental health crises and bring more resources to people suffering from mental illness. Metro also encourages anyone suffering from mental health issues or witnessing someone in distress to dial 9-8-8, the county's crisis hotline for help.
I-140-6	See response to comment I-140-2 regarding the Project's impact on property values.
I-140-7	See responses CR-SAF-1 regarding safety and security and CR-SAF-2 regarding homelessness on the Metro system. The Metro Rail Design Criteria includes requirements for trash receptacles. Per Metro's Customer Code of Conduct, Section 6-05-100, littering or dumping are prohibited in, on, or in close proximity to Metro facilities and vehicles. Littering or dumping is a Metro violation and can result in a monetary fine, ejection from Metro property, and exclusion for 90 days from Metro property.
I-140-8	Your opposition to the Project is noted.

Ana L. Rosas

Yes, I would like there to be a metro, but I would not like there to be street vendors and I would like more surveillance. I-245-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

23

Nombre/Afiliación/Organización: Ana L. Rosas

Domicilio: 6524 1/2 Lucille Ave. Bell, CA 90201

Télefono/Celular:

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Si me gustaria que hubiera metro pero no me gustaria que hubiera ventas ambulantes y que hubiera mas vigilancia.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Rosas, Ana L. - I-245

Comment ID	Response
I-245-1	See responses CR-SAF-1 regarding safety and security and CR-SAF-3 regarding security patrols and enforcement. Per Metro's Customer Code of Conduct, Section 6-05-210 regarding solicitation, no person shall solicit money or other things of value in a Metro facility or vehicle.

Maria Elena Rosas

I’m a user of MTA. I like the service it produces. It is excellent to expand Metro and make it possible to give users access to these services. And for today that there is no charge for riding, is a great help. I-371-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: FFCO / MARIA ELENA ROSAS

Domicilio:

Télefono/Celular: (323) 434-3148

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

SOY USUARIA DEL MTA. ME GUSTA EL SERVICIO QUE PROVEE, EXCELENTE QUE EXPANSIAN EL METRO Y HAGAN POSIBLE QUE LOS USUARIOS TENGAN ACCESO A ESTOS SERVICIOS

Y POR AHORA QUE NO COBREN EL PASAJE UNA GRAN AYUDA.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Rosas, Maria Elena - I-371

Comment ID	Response
I-371-1	Metro is dedicated to expanding the regional transit network and providing a project that will establish a reliable transit service and address mobility and access constraints faced by transit-dependent and environmental justice communities.

Gemma Rubio

This project brings a good prospect for users, since more Metro lines are needed to travel to other cities. I-350-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: EFCO/ GEMNA RUBIO

Domicilio:

Télefono/Celular: (213) 280-7390

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

ESTE PROYECTO TRAE UNA BUENA PROSPECTIVA PARA LOS USUARIOS. YA QUE SE NECESITAN MAS LINEAS DE METRO PARA PODER VIAJAR A OTRAS CIUDADES.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Rubio, Gemma - I-350

Comment ID	Response
I-350-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Alan Ruiz Acuna

I am writing this comment to voice my support for this line to end at the 7th ST Metro Center (alternative 2). It is the most practical and logical choice. It is centrally located in downtown to employment and attractions that Union Station is just to far out from. The 7th St Metro Center also is great because it connects to the other lines and you can easily transfer to other places of interest that people would actually want to go to. Also, make sure it is a seamless transfer. The people who are going to be riding this line want to get to places that are in reach, they are for commuters, and they are going to downtown for a purpose. They are not going to be using it mostly to go to Union Station to take Metrolink. Union Station is out of the way and would require a transfer and a ride BACK into downtown and a second transfer to get on the Expo line. It's a giant and time consuming U-turn. I-37-2 I-37-3

Another benefit for the 7th St Metro Center stop is the stop at the Fashion District, which is a huge location for people to shop. A lot of people go this location and parking is a mess. This line can alleviate that and can convince people to leave their cars and take this line. I-37-4

Then another concern of mine is the Pioneer stop in Artesia. I truly believe that this should not be a stop. Instead a stop at Los Cerritos Center shopping center should have been it. It is a huge employment, shopping, and attraction center that people want to go to. So, naturally the stop should be there where there is an easy way to go to the mall. I-37-5

Then I am also adding that there should be a stop at Cerritos College. Another huge opportunity where people are going to for school and employment. This should be a stop. Let's get transit stops to where people need to go to instead of making it harder for them. We need easier access and that does not happen if Metro does not look into this. I-37-6

Sincerely,
Alan Ruiz
alan.ruiz65@gmail.com

Ruiz Acuna, Alan - I-37

Comment ID	Response
I-37-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-37-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-37-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.
I-37-4	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The LPA would provide connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to the Fashion District will continue to require walking or bus transfer from the 7th Street/Metro Center.
I-37-5	Your suggestion for a station at the Los Cerritos Center has been noted. The West Santa Ana Branch Transit Corridor Technical Refinement Study prepared in 2015 assessed the feasibility of the Pioneer Station as a southern terminus for the WSAB corridor. The study found that this station was preferred by the cities. The study noted that this station location is compatible with the City of Artesia's plans to make Pioneer Boulevard more pedestrian-oriented, and has better potential for transit-oriented development and structured parking. Chapter 2, Section 2.4.4 of the Draft EIS/EIR summarizes the project refinements that were adopted by the Metro Board in 2018. This includes the elimination of the 18^{3r}d/Gridley Station near the Los Cerritos Center due to lack of community support, limited ridership potential, and proximity to the Pioneer Station in the City of Artesia. However, the aerial alignment at the 18^{3r}d Street and Gridley Road crossing has been designed so as not to preclude a future station that can be evaluated at a later date.
I-37-6	Your suggestion for a station at Cerritos College has been noted. See response to comment I-37-5. Chapter 2, Section 2.4, of the Draft EIS/EIR discusses the development of the Build Alternatives. As noted in this section, a number of technical studies and assessments, beginning in 2010, have been prepared to support the development of routes, alignments, and station locations. These studies analyzed transit mode (i.e., bus rapid transit, street car transit, light rail transit, and low speed magnetic levitation [maglev] transit), station locations, alignments, maintenance and storage facility site options, and other ancillary facilities (e.g., radio towers and substations).

Campbell Sadeghy

From: Campbell Sadeghy [plutonicpanda@icloud.com]

Sent: 8/4/2021, 10:20 PM

To: wsab@metro.net

Subject: WSAB comment

I fully support alternative 1 from LAUS to Pioneer. Elevated tracks should be built that are shared with the blue line to allow WSAB riders to transfer to go to 7th St Station on the blueline. I-121-1

Sent from my iPhone

Sadeghy, Campbell - I-121

Comment ID	Response
I-121-1	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified. The previous consideration of elevated alternatives was discussed in Appendix A, Alternatives Considered, of the Draft EIS/EIR. Interlining the WSAB and A Lines would create unreliable operating conditions with the headways proposed on both lines.

Joseph Sahli

Dear transit board members:

I am a public transportation rail enthusiast who lives in Cerritos and who wishes to see this project completed within the timeframe.

I hope that in the future, this connects with a similar rail project in the orange county area so they can be full utilization of the Corredor as an alternative to driving. I feel it's the responsibility of transit agencies to take full advantage of the resources that have been established in the past regarding rail and public transportation. I-148-1

Thank you
Joseph Sahli Cerritos

Sahli, Joseph - I-148

Comment ID	Response
I-148-1	Your support for the Project has been noted. As noted in Section 2.5.6 in Chapter 2 of the Final EIS/EIR, completion of the Locally Preferred Alternative is anticipated to be in 2035. Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of the identified corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated. Any extension south of the Pioneer Station would be the subject of a future environmental document.

Heather Salazar

How does the city of Huntington Park plan to In force parking restrictions in and around Salt Lake park? Permits? Signage?

The city of Bell has no parking restrictions in which the residence already park in and around salt lake park which impacted parking already on our residential streets adjacent to Salt Lake Park. I-8-2

Homelessness has impacted Salt Lake Park and Pacific Avenue how does the city of Huntington Park plan on dealing with the homeless crisis with certainty impact our area with the metro nearby? I-8-3

Who will police the platforms within an around the areas of Huntington Park would it be the sheriffs department or local Huntington Park PD? If it's a local HPPD how do we plan on policing the platform if we're having trouble policing our city currently responds times are delayed? I-8-4

How does Metro plan on making sure the high school students on Randolph Avenue and middle school students are safe with metro now using the Randolph and Salt Lake tracks? Fencing? I-8-5

Traffic is already congested on Gage Ave., Florence Avenues with metro Crossing at a grade this will certainly impact traffic what is the plan to alleviate traffic on the streets because my every single person traveling through our city lives here it's a major thorough fare from the 110 freeway to the 5 freeway for a lot of commuters who will not take metro especially during a pandemic. What is the plan to help with traffic caused by metros tracks that malfunction periodically as they do with the metro A line. When metro a line malfunctions and the gates close it close it off this area from firestone to Slauson which impacts traffic and causes more congestion so what is the plan for when this happens here because it happens at least once a month on the Metro A line tracks currently? I-8-6 I-8-7

Salazar, Heather - I-8

Comment ID	Response
I-8-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-8-2	Table 4.62 in Section 4.5.1.8 of the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report includes a summary of existing parking restrictions on Salt Lake Avenue and Florence Avenue adjacent to Salt Lake Park. Updated or new parking restrictions would be made at the discretion of the City of Huntington Park and would be independent of the WSAB Project. With implementation of Mitigation Measure TRA-21 (Parking Monitoring and Community Outreach), discussed in Chapter 3, Section 3.5.2.4 of the Draft EIR/EIR (referred to as Mitigation Measure TRA-19 in the Final EIS/EIR), an assessment will be conducted to monitor on-and off-street parking activity resulting from project operation. Surveys will be conducted within one-half mile of each station to compare parking availability prior to the start of service to the availability six months following the start of service. As part of this measure, Metro will work with the appropriate local jurisdiction, business owners, and affected communities for that station area to assess the need for an appropriate on-and off-street parking management program if parking demand after the Locally Preferred Alternative opens is at least 20 percent greater than demand prior to the start of service. Metro will also coordinate with and support jurisdictions in outreach meetings within the affected communities to gauge the interest of residents participating in a residential permit parking program.
I-8-3	The City of Huntington Park and the Los Angeles Homeless Services Authority are the lead agencies responsible for addressing homelessness in the City of Huntington Park. See response CR-SAF-2 regarding homelessness on the Metro system. Metro's Homeless Task Force Homeless Action Plan will address homelessness across the Metro system, including for project elements within the City of Huntington Park.
I-8-4	See response CR-SAF-3 regarding security patrols and enforcement. Security on the WSAB Line, including at stations, will be provided by Metro's law enforcement and its contractors.

Comment ID	Response
I-8-5	Fencing is proposed along at-grade portions of the alignment, in between at-grade crossings, to create a physical barrier and to prevent trespassing. Fencing terminates near at-grade crossings to allow for pedestrian and/or vehicular traffic; instead, crossing gates are proposed for safe access at these locations. Pedestrians will only be able to cross the light rail transit tracks at designated locations near the intersections. In addition, all safety features of the Locally Preferred Alternative at the at-grade crossings along Randolph Street and Salt Lake Avenue are shown on Sheets CS-101 to CS-203 in the Final Advanced Conceptual Alignment Design Part 2 (previously Appendix B of the Draft EIS/EIR). These plans have been updated in support of the Final EIS/EIR and stakeholder coordination. Refer to Sheets CS-101 to CS-205 in Appendix B of the Final EIS/EIR. As indicated in Chapter 4, Section 4.18.2.2, under the subheading "Pedestrian, Bicyclist, and Motorist Safety" of the Draft EIS/EIR, "To ensure vehicular and pedestrian safety along its rail lines, Metro has implemented several programs (such as the Rail Safety Orientation Tour Program and the Rail Safety Education Program) to educate students within the project study area about safety near transit vehicles and facilities." Mitigation Measure SAF-2 (School District Coordination) will require Metro to coordinate with and notify the school districts and individual school administrators to maintain or modify safe and convenient pedestrian, bicycle, and bus routes to schools as necessary during and after construction. This also includes the publication and distribution of alternative pedestrian and bicycle route maps. With implementation of Mitigation Measure SAF-2 (School District Coordination), impacts during construction will be minimized and there will not be an adverse effect on the safety of pedestrians and bicyclists. See response CR-SAF-4 for additional information on pedestrian and bicyclist safety.
I-8-6	Refer to response CR-GEN-4 regarding grade separations. Metro continues to coordinate with the California Public Utilities Commission (CPUC) to identify design requirements where the LRT alignment passes through intersections at grade. Coordination will continue through the design phases of the Project, and approvals from CPUC will be required prior to operation. Specifically for the roads mentioned in the comment, operations analysis was conducted for 11 intersections in the City of Bellflower. The analysis was documented in the Draft EIS/EIR (Chapter 3, Section 3.4.1.2 and Table 3.14). Intersection operations, measured using delay, were evaluated. Most intersections did not have adverse effects identified for traffic operations. Mitigation measures were developed to address adverse effects at two intersections: Flora Vista Street/Clark Avenue and Alondra Boulevard/Clark Avenue At intersection No. 81, Flora Vista Street/Clark Avenue, Mitigation Measure TRA-15 (Flora Vista Street/Clark Avenue), referred to as TRA-14 in the Final EIS/EIR, will convert the stop-controlled intersection to signalized, subject to the approval of the City of Bellflower. With that mitigation measure, effects will be less than adverse. At intersection No. 82, Alondra Boulevard/Clark Avenue, Mitigation Measure TRA-16 (Alondra Boulevard/Clark Avenue), referred to as TRA-15 in the Final EIS/EIR, will extend the eastbound and westbound left-turn pockets. With that mitigation measure, effects will be less than adverse.
I-8-7	Typically, there are multiple parallel streets near proposed at-grade crossings. When gate malfunctions occur, vehicular traffic will be able to use the parallel streets and cross at another location. Railroad gates along the A Line are operated by multiple operators. It is important to report gate malfunctions using the phone number clearly posted on signage at each railroad crossing to contact the proper agency.

Rey Saldivar

I am a resident of the Mura building right next to the proposed Little Tokyo station Alternative 1 option. I have had to endure the constant disruptions, traffic closures and delays, and noise disruptions that the Regional Connector has imposed over the last several years and I cannot bear another 10 years of dealing with another station construction. I can only imagine the ramping up of disruptions to residents of little tokyo/ arts district neighborhoods. Many of my neighbors have communicated that they do not support another decade of construction in this area. I don't feel confident that Metro or the Contractor they end up awarding this project to will seriously prioritize minimizing the impacts to the residents. Most of the time Metro makes decisions that benefit the business associations and completely marginalize and disregard the impacts to the residents. This is why I do NOT support Alternative 1 due to Metro's track record. Being a resident of Downtown LA I can tell you that Alternative 1 will not serve the residents of the downtown area. I-177-2

If this alternative does get selected I would like to see very strict noise levels and strict evening and weekend only closures required in the EIR and eventually in the CEQA well below what was required by the Regional Connector project. Alameda is a major thoroughfare and street closures should be limited to non-peak hours only. I-177-3 I also ask that none of the collector streets surrounding the Mura building (Rose, Traction, 2nd, Hewitt) be allowed to be closed as those are the only access points to the parking garage and building access. I-177-4 Street closures should only be on Alameda. This needs to be explicitly spelled out in the EIR and CEQA. It is very clear from the Regional Connector project that the Metro Project Management team and Contractor will prioritize budget and schedule at the expense of the residents and the community. They will find ways to skirt the noise and traffic closure requirements if left too vague. Many residents have kids at home or are running business from home. I suggest significantly more noise monitoring devices be required across the project site so that noise levels can be accurately measured. Noise should be monitored 24 hrs a day at all project locations including laydown and construction staging areas. I-177-5

Saldivar, Rey - I-177

Comment ID	Response
I-177-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-177-2	Your opposition to Alternative 1, Design Option 2 (Little Tokyo Station) has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-6 regarding construction in Little Tokyo.
I-177-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.
I-177-4	The comment is in regard to Alternative 1, which is not the identified Locally Preferred Alternative. Refer to response CR-GEN-1. For information regarding construction impacts of Alternative 1 on communities and neighborhoods and from construction noise, refer to Chapter 4, Sections 4.17.3.2 and 4.17.3.7 of the Draft EIS/EIR, respectively.
I-177-5	See response to comment I-177-3. Metro will comply with Mitigation Measure NOI-6 (Noise Control Plan) (referred to as Mitigation Measure NOI-8 in the Draft EIS/EIR) to reduce noise during construction activities. The contractor will be required to develop a noise control plan that demonstrates that construction will be performed in compliance with the Federal Transit Administration's 1-hour L_{eq} construction noise standards. The contractor will be required to conduct noise monitoring as applicable to the hours of construction and corresponding noise limits to demonstrate compliance with the contract noise limits. The noise control plan will apply to all construction activities, including laydown and construction staging areas. The full text of Mitigation Measure NOI-6 (Noise Control Plan) is included in Chapter 4, Section 4.19.3.7 of the Final EIS/EIR under the heading "Project Measures and Mitigation Measures."

Andrew Salimian

I'm excited for this project, but I hope it can be further refined as it moves forward. I do not see much need for the 7th Mero connection, as one could simply transfer to the A line at Slauson, and I think the desire to get to Little Tokyo and Union Station are understated. Union Station will provide access to a full host of transit options including HSR, Metrolink, Amtrak, and the Flyaway bus. I-115-2

Howver north of the Washington station, I find both alternatives really problematic. The transfers are bad, frankly, and could be tightened up much more. I also don't find subterranean light rail to make a lot of sense, unless it is cut-and-cover and absolutely necessary. Is there a reason why the line couldn't run as an elevated line north along Alameda St to Union Station? It could even provide a much needed stop to the Arts District. From there it could continue on to Dodger Stadium (instead of the aerial gondola proposed) and north into Glendale. I'm sure many in Southeastern LA County would find that line more useful. I-115-3 I-115-4

Salimian, Andrew - I-115

Comment ID	Response
I-115-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-115-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-115-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified. The previous consideration of elevated alternatives was discussed in Appendix A, Alternatives Considered, of the Draft EIS/EIR.
I-115-4	The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, connection to the Arts District is provided by walking or bus transfer from Little Tokyo. Any extension or other connections north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Veronica Salumbides

Please do not add any more stations on Alameda between First and Second Streets as there is already a train station on First and Alameda. Thank you. I-13-1

Salumbides, Veronica - I-13

Comment ID	Response
I-13-1	Your objection to stations on Alameda Street between First Street and Second Street has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Kamran Samooha

Commute

As someone who works in the downtown area, my daily commute to work will be substantially more convenient if the final stop was in the downtown location on 7th street. The economy is substantially larger in the downtown area, which will provide more people transportation to work on a daily basis.

I-47-1

Samooha, Kamran - I-47

Comment ID	Response
I-47-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.

Alex Sanchez

I personally would love alternative 2 to be chosen because it has a stop in the fashion district. This area is in need of transportation and would provide better access to transportation. For me and my family, it would be a great alternative than driving because I work in downtown and this alternative can get me to my job with ease. It is also a great alternative for those traveling to the beach since it connects to the E line and A lines. It also has connections to the B,D and J lines which is great. I would love alternative 2 to 7th street metro to be chosen.

I-26-1

Sanchez, Alex - I-26

Comment ID	Response
I-26-1	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.

Kathleen Sankey

My name is Kathleen Sankey, and I'm a member of the Little Tokyo Business Association Board of Directors, and an active member of the Little Tokyo community, and I would like to speak on their behalf. I want to bring your attention to the fact that there are eight churches and temples in Little Tokyo. Many of them have histories that date back more than 100 years. These religious institutions have become a core constituency in the Little Tokyo community since the early 1900s. However, in recent years, many who attend services and programs have moved to outlining communities including West Covina, Artesia, and Cerritos. While many continue to make the long trek to attended weekly services and special events in Little Tokyo, attendance that is critical to the life, love of these institutions has demised. I believe that adding a lightrail connection from Southeast cities will increase ridership from the southeast cities to Little Tokyo and help support the churches and temples. It will also benefit other non-profit organizations and support the numerous events and festivals that are at the heart of Japanese American community and our culture. I-331-1

Sankey, Kathleen - I-331

Comment ID	Response
I-331-1	Your support for a station in Little Tokyo has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 1. Section 6.2 of the Draft EIS/EIR provides an explanation of the considerations in identifying Alternative 3 as the recommended alternative stating that "[i]n addition to considering the effectiveness in meeting the Purpose and Need and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the staff preferred alternative." After public distribution of the Draft EIS/EIR and considering public comment, the Metro Board identified Alternative 3 as the LPA, but LA Union Station was identified as the ultimate northern terminus for the corridor. The comment was written prior to the start of Regional Connector service. A connection to Little Tokyo will be possible by transfer at the Slauson/A Line Station to the A Line.

Manuel Santana

Please consider extending the line to Union Station and Little Tokyo. Give us the opportunity to go to different places in LA County. To us this would be a new opportunity to extend I-220-1

West Santa Ana Branch Transit Corridor (WSAB)
Draft Environmental Impact Statement/Environmental Impact Report
August - September 2021
Comment Sheet

4/4

Name/Affiliation/Organization: Manuel Santana

Address:

Phone/Cell: (323) 282-8705

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Please consider extending the line to Union Station, and little Tokyo. Gives us the opportunity to go to different places in L.A. County. To us this would be a new opportunity to explore our horizons

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Santana, Manuel - I-220

Comment ID	Response
I-220-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Daniel Scheidegger

As a resident in the area, please do not start construction of a new line UNTIL the regional connector is completed and running smoothly.

2 projects at once surrounds us with too many challenges. For example, if alameda needs to be blocked, it will be less of an issue when the regional connector is successfully providing another option for travel from the area across the county to Santa Monica. I-17-2

Also, please if there is a station have all the entrances face towards alameda and not towards MURA or the other buildings of the arts district. This will keep the traffic more directed away from the front of the building. I-17-3

Scheidegger, Daniel - I-17

Comment ID	Response
I-17-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-17-2	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction in Little Tokyo. It should also be noted that since the Draft EIS/EIR was circulated, construction of the Regional Connector was completed.
I-17-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding operation and construction activities in the Little Tokyo community.

James Servino

This expansion is critical to providing transportation alternatives to Artesia and beyond. Please proceed! I-10-1

Servino, James - I-10

Comment ID	Response
I-10-1	Your support for project completion is noted.

James Servino

Please proceed with as much speed as possible on the rail transportation investment to Artesia/Pioneer blvd. My family and I will greatly benefit from this as a reliable and efficient means of transportation rather than driving downtown and throughout the region. I-142-1

Servino, James - I-142

Comment ID	Response
I-142-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. Table 1.7 in the Draft EIS/EIR provides information about travel times in the corridor, and Table 6.2 discusses user benefits related to travel time savings for the Project.

DAVID SHAFFER

This project is unsafe for the people of Cerritos as the above ground rail is too close to housing, and the safety of the citizens should be the number one responsibility of these types of projects. The noise and air pollution, in addition to the obvious safety problems of rail, are also a major concern of myself and our neighbors and why I oppose this project unless underground as originally planned. From the Exhibit Pictures submitted to us in Cerritos the rail will be only about 20 feet from our bedroom window and with frequent passing of the rail we will never have any time of quiet ever again and probably not be able to sleep again. The noise pollution, and well as the air air pollution will ruin our way of life, and of course will decrease the value in our property and probably make it impossible to sell as who would want to live to such a disturbance.

I-182-2

I-182-3

Besides the many reasons we object to this project, it is unwise for the City of Cerritos to allow this project so close to housing and miss the opportunity to route the rail down the nearby freeways like most other rails in southern California. If this project really wants to give benefits to the people of the nearby cities then it should connect the yellow line on the 105 freeway via the 605 freeway, and utilize the 91 freeway as well. The 605 freeway gives a path that is not disruptive to the residents and give a stop right between the Los Cerritos Shopping Mall and the Auto Mall with plenty of parking space and an easy way to connect to the 405 and 91 freeways.

I-182-4

Please move this project to the middle of nearby highways in order to protect the health and safety of the residents, or promise to buy our houses at fair market value so you can increase the distance between the rail and personal homes.

Sincerely,

David Shaffer
11314 Sharon St
Cerritos, CA 90703

Shaffer, David - I-182

Comment ID	Response
I-182-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-182-2	See response CR-SAF-1 regarding safety and security and response CR-SAF-4 regarding motorist, pedestrian, and bicyclist safety.
I-182-3	Your concerns regarding project-related noise impacts have been noted. See response CR-NOI-1 regarding the noise impacts analysis and proposed mitigation measures to reduce noise levels during operational activities. Mitigation Measure NOI-1 will require implementation of soundwalls within the City of Cerritos, which is shown in Figure 4.7-11 of the Draft EIS/EIR. The noted address is represented by Cluster N309, which will be protected by soundwalls both at-grade and on the retained fill and aerial guideway. With implementation of mitigation, noise levels at this location will be reduced from severe to moderate. No additional feasible mitigation measures are available to further reduce residual noise impacts. See response CR-AQ-2 regarding air quality impact thresholds and guidance, as well as Metro-related policy. See responses CR-SAF-1 regarding safety along and surrounding the project alignment; CR-SAF-4 regarding pedestrian, motorist, and bicyclist safety; and CR-GEN-3 regarding the infeasibility of an underground alignment.
I-182-4	The Pacific Electric Right-of-Way, which has been preserved for future transit use, provides a more centralized access for City of Cerritos residents and businesses than either the I-605 or SR-91 Freeways. Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identified corridor. Appendix A of the Draft EIS/EIR provides information on alternatives that were previously studied and eliminated.

Steven Sodders

I look forward to the completion of this project. No other project has the potential to make our community greener, more economically prosperous and connected and beautiful. Artesia businesses will all benefit dramatically from the increased foot traffic generated by the station. Going to Long Beach, Los Angeles, and the airport by rail will mean that Artesia is better connected to our region than ever. Thank you all so much for all of your hard work.

I-146-1

Sodders, Steven - I-146

Comment ID	Response
I-146-1	Your support for the Project has been noted. Chapter 4, Section 4.17.3.2, under the subheading "Regional Mobility and Connectivity," of the Draft EIS/EIR discusses the impact the Project is expected to have on the region. The Project would benefit local businesses by increasing access to a broader labor market with a diverse set of skills. Potential employees who are transit-dependent would have access to a larger labor market, which may provide greater economic opportunities.

Gonzalo Solis

From: GONZALO SOLIS [gonzalo.solis@verizon.net]
Sent: 9/1/2021, 8:31 AM
To: wsab@metro.net
Subject: Concerned Cerritos resident

As a long time resident of Cerritos, I'm concerned about the type of activity a new easy low cost access this will bring to our beautiful and safe city.

When I worked in Playa Vista, I attempted to take advantage of the green rail system to avoid the congestion of the 105. In those short few weeks, I was threatened by thugs, I witness assaults, vandalism, a few snatch and grabs of phones and purses.

This low cost transportation alternative undoubtedly gives people hell bent on causing chaos and creating more victims a quick east way to our city. I've loved it. I've experienced it. Even the sheriff deputies who are assigned to work the rails are not enough to keep the crime down. I-133-1

Cerritos is a working class city of really hard working citizens who opted to pay a premium to live in one of a few desirable LA county neighborhoods. We pay a premium for our homes and in our property taxes. We don't need this kind of traffic coming through our town. We already have an issue with burglaries from people coming from other towns, we don't need the crime that comes with the east movement of people who don't appreciate life and hard work.

I'm almost certain this note will be picked up by someone who doesn't care or will understand where the current and future residents of this town sit with this idea. I come from a hard working class family which emigrated from Mexico. We all worked our tail off to move our families to safer cities with better schools. We can't have some city council or some municipality with a surplus of our tax dollars take that from us.

Thank you

Solis, Gonzalo - I-133

Comment ID	Response
I-133-1	See responses CR-SAF-1 regarding safety and security and CR-SAF-3 regarding security patrols and enforcement.

Rick Solymar

As a lifelong resident of Southeast LA County, the public transportation choices have been severely lacking as compared to the rest of LA County.

Starting construction on the West Santa Ana Branch line immediately, from Pioneer Station to Union Station will make regional travel much more enjoyable and easier due to no need to drive, nor cope with numerous bus changes. I-134-2

If possible, have the line extend past Pioneer Station to ending at Bloomfield Avenue and Del Amo Boulevard to make it even easier for more people to use the line. I-134-3

Solymar, Rick - I-134

Comment ID	Response
I-134-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-134-2	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. The Slauson/A Line Station concept shown in Figure 2-9 in Chapter 2 of the Final EIS/EIR illustrates the transfer between the WSAB and A Line, which is designed to be more efficient than a bus transfer.
I-134-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). As shown in Chapter 2, Table 2.1, the extension to Bloomfield was eliminated from further consideration in November 2018 by the Metro Board due to lack of community support, limited ridership potential, and proximity to the Pioneer Station in the City of Artesia. Therefore, the southern terminus for the LPA will be at the Pioneer Station.

Rafael Soto

I just have one question. With regards to the station that's going to be made on Florence and Huntington Park, is that stop going to have parking for the cars, or is it just going to be a stop? Taking advantage, there is one place -- there is a place over there in Cudahy in Florence, there is a school that is located right around Otis and Salt Lake and they were going to build that school, but for some reason, I guess, they're not going to build that school. Taking advantage of that, I believe that that would be a very good place for Metro to put a parking lot there -- right there in that station. I think that would be good, but I don't know if it's already too late for that, but I think that would be very good. I just wanted to propose that. I-304-1

Soto, Rafael - I-304

Comment ID	Response
I-304-1	As noted in Chapter 2, Section 2.5.2.2 of the Draft EIS/EIR, no parking facility is proposed at the Florence/Salt Lake Station in the City of Huntington Park. Transit parking will be provided at the Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station. See response CR-TRA-1 regarding additional transit parking.

Connor Spencer

Please use either alternative 1 or 2. We need a direct connection to downtown. I would personally love to see alternative 1 because I work near union station and I think a direct connection to Metrolink could serve a lot of people, especially if metro link frequency was improved. Alternative 4 would be absolutely terrible because I would be required to switch trains twice (assuming the completion of the regional connecter) to where I work. Speed is also very important to me so if we could please include as much grade separation as possible it would greatly improve the transit.

I-72-2
I-72-3
I-72-4
I-72-5

Spencer, Connor - I-72

Comment ID	Response
I-72-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-72-2	Your support for Alternatives 1 or 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Refer to response CR-GEN-7 regarding Alternative 2. As illustrated in Table 6.2 in Chapter 6 the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2.
I-72-3	See response to comment I-72-2. Refer to CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. As illustrated in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 1.
I-72-4	Your opposition to Alternative 4 has been noted. See response CR-GEN-1 regarding identification of the LPA.
I-72-5	See response CR-GEN-4 regarding grade separation.

Bill Spitzak

STRONGLY in favor of building it up Alameda all the way to Union station! It would be great if this could replace the current very slow curve of the Gold line from Little Tokyo to Union Station, and perhaps Blue line trains could also use this to go much straighter through to Pasadena (the current branch along Washington could connect to go out to Santa Monica)

I-15-1

Spitzak, Bill - I-15

Comment ID	Response
I-15-1	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the LPA and study of a future extension to LA Union Station.

Julia Stewart

I had read that Metro is making some updates to their funding sources that they were contemplating. So it would be helpful to get that information while the draft is being circulated so that we can comment on that. I-309-1

Stewart, Julia - I-309

Comment ID	Response
I-309-1	Metro most recently updated the funding plan for the Project as part of its March 2023 Board meeting. The current funding plan includes sources that were identified in the Draft EIS/EIR plus new funding that has become available from the federal Infrastructure Investment and Jobs Act (enacted November 2021) and state funding from Assembly Bill 180 and Senate Bill 198 (enacted June 2022). The new federal and state legislation create discretionary and formula grants that Metro will attempt to secure for the Project.

Jordan Su

Hi as an owner of a condo unit across from the proposed Little Tokyo site, I am firmly opposed to this location. My unit faces Alameda, and we have dealt with continual construction for well over a decade. The construction is disruptive with regards to noise, traffic, dust and dirt and just lowers the quality of life. My balcony has been completely unusable due to the noise and dust for the greater part of that a decade. I also have concerns of increased crime and homeless due to the increase traffic. Vagrants and homelessness is already a huge issue in DTLA, having the West Santa Ana branch station will further exacerbate the situation. Please spare our quality of life. I do not want WSA station here at the DWP site.

I-130-2

I-130-3

Su, Jordan - I-130

Comment ID	Response
I-130-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-130-2	Your opposition to Alternative 1, Design Option 2 (Little Tokyo Station) has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-6 regarding construction in Little Tokyo.
I-130-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative, response CR-SAF-1 regarding safety features, response CR-SAF-2 regarding homeless outreach, and response CR-GEN-6 regarding construction in Little Tokyo.

Grant Sunoo

Grant Sunoo with the Little Tokyo Service Center. I know that you guys are aware of this, but I want to reiterate on the record -- and, you know, I'll take a look at the EIR and, you know, understand kind of what you guys are proposing better. You know, want to just be clear that, you know, there are a lot of businesses in Little Tokyo that have been affected by the Regional Connecter Construction for the last ten plus years and are really leery about the construction and kind of extending out construction in the neighborhood. You know, I think one important point to make is that one of the great things about the Regional Connector is that there have been some pretty effective business mitigation measures that Metro has put in place. So I think there have been some really good things that came out of it and the effect of the construction on local businesses has been minimized -- or not minimized but has been reduced because of a lot of those mitigation measures. So I would say that we appreciate that, but also kind of look forward to and plan on kind of, you know, having a discussion with you guys about that as we move forward.

I-322-1

Sunoo, Grant - I-322

Comment ID	Response
I-322-1	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding construction in Little Tokyo.

Connie Tavarez

I'm submitting my support of alternative two. It will bring more areas into the metro rail system. With the recent approval for the addition of the red line arts district station, I think alternative two makes the most sense. The fashion district would benefit greatly from a metro station and it make all of downtown much more transit friendly.

I-97-1

Tavarez, Connie - I-97

Comment ID	Response
I-97-1	Your support for Alternative 2 has been noted. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. The Metro Board identified LA Union Station as the ultimate northern terminus for the corridor.

Jennie Thompson

I want an extension to Union Station or an alternative to Little Tokyo so I can truly use public transportation. I-284-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

Name/Affiliation/Organization: Jennie Thompson

Address: 3637 E. 57th St. Apt. A Maywood, Ca. 90270

Phone/Cell: (323) 599-6175

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I want an extention to Union Station or an itenerature to Little Tokyo so I can truly use public transportation.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Thompson, Jennie - I-284

Comment ID	Response
I-284-1	Your support for a northern terminus at LA Union Station and/or a Little Tokyo Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Benita Thornton

This is Benita Thornton, and I'm the president of the Paramount County Club Townhomes. I just wanted to make a comment that I'm agreeing with, I think, the gentleman Mario that this is a lot to digest, especially when you don't understand the jargon. When you did the overview, you took us to the draft EIS/EIR, and there was a section in there that the gentleman said was basically like an FAQ that most people would want to know. So I would just want to make a comment because we've gone to, like, maybe three different websites, I think during this meeting, and I think I'm understanding that the Metro.net/wsab, maybe, is one to take you to everything. Okay. So I'm also asking if you can maybe put in some verbiage that actually says "FAQ" in language that we might understand better, because I wouldn't know that if I went into the draft EIS/EIR and scrolled down to that certain section that had the different boxes, I wouldn't know that that's where I would find the most things that people would want to know. I'm not sure if I missed it or not, but for each option, I'm still wondering what their final estimated completion date is. So I'm not sure if that was written next to something or not so right now I'm feeling a little overwhelmed.

I-313-2

I-313-3

Thornton, Benita - I-313

Comment ID	Response
I-313-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-313-2	The Draft EIS/EIR was written to meet all FTA National Environmental Policy Act and California Environmental Quality Act requirements, which collectively result in a large record. The Executive Summary provides a succinct synopsis of project effects, which are further detailed in the Draft EIS/EIR chapters and appended technical studies. Project information is available at: https://www.metro.net/projects/west-santa-ana/. The general overview is available in the Executive Summary section of the Draft EIS/EIR.
I-313-3	The construction duration was included in Chapter 2, Section 2.5.6 of the Draft EIS/EIR. The information has been updated for construction of the Locally Preferred Alternative (LPA) and is presented in Section 2.5.2.7 in Chapter 2 of the Final EIS/EIR. As stated in that section, the start of revenue service for the LPA is anticipated to be in 2035.

James Uyeda

As a member of the St. Francis Xavier Chapel Japanese Catholic Center in LIttle Tokyo, I would like to see Alternative 1 (Los Angeles Union Station to Pioneer Station) be implemented. Thank you.

I-159-1

Uyeda, James - I-159

Comment ID	Response
I-159-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, the A Line continues to Little Tokyo.

Darren V

Metro,

I am amongst those who believe it to imperative for the ultimate terminus for the WSAB Line to reside at 7th St/Metro Center Station. A routing along Alameda towards Union Station is okay, but even by the metrics researched in the Draft Document, the 7th St/Metro terminus provides higher ridership estimates and better travel times, while also providing connections to the southern part of DTLA whilst also not precluding any further planned or unplanned extensions of the line. As a resident nearby the long-under-construction K Line and the Fairview Heights station, I hear and understand the sentiments voiced by the Little Tokyo community in the weariness of years of ongoing construction, and am of the mind that Metro need not disadvantage a community unless it has no other recourse - and, in this instance at the least, there is a very clearly objectively better option available. Alternative 2 should be the Locally Preferred Alternative, and while I understand Metro Staff's recommendation for Alternative 3 for the interim, ultimately Alternative 2 should be the endgame. Thanks :)

I-62-2

I-62-3

I-62-4

V., Darren - I-62

Comment ID	Response
I-62-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-62-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.
I-62-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding construction in Little Tokyo.
I-62-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-7 regarding Alternative 2.

Lilia Valencia

I would like the train to reach Downtown Los Angeles.It would be good for the whole community. We need it.Thank you. Please consider our opinions.Thanks for improving traffic.Lilia Valencia I-244-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

21

Nombre/Afiliación/Organización: Lilia Valencia

Domicilio: 4825. E. 60 St Maywood Ca, 90270

Télefono/Celular: (323) 861-5819

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Me gustaria que el tren llege Asta el Centro de los Angeles
Seria muy bueno para toda la Comunidad
Lo Nesecitamos
Muchas gracias, Oje tomen en cuenta
Nuestras Opiniones
Gracias por Mejorar el trafico

Lilia Valencia

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Valencia, Lilia - I-244

Comment ID	Response
I-244-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Roxana Valle

I want the West Santa Ana Transit Corridor to be extended so that we can have access to Little Tokyo and future connections. I-252-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

34

Name/Affiliation/Organization: Rosana Vaca

Address: 1126 W. 91 St Los Angeles 90044

Phone/Cell: 323 474 2249

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

Quiero que extiendan West Santa ana Transit corridor para que tengamos acceso a Little Tokio y futuras Goneccions

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Valle, Roxana - I-252

Comment ID	Response
I-252-1	Your support for a station in Little Tokyo has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process.

Rodolfo Vallejo

CBE 6325 Pacific Blvd H-Park 90255
There are no restrooms, no toilets for men or women.There is a really bad odor in every stop-station of the Metro system in general. I think that the engineers who design the rail systems never, ever, use or have used Metro transportation. They should visit other countries before submitting a project to Metro.

I-272-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: CBE 6325 PACIFIC BLVD HI-PARK 90255

Domicilio: RODOLFO VALLEJO 5952 MIDDLETON ST HUNTINGTON PK CA 90255

Télefono/Celular: 323-383 3502

Correo Electrónico: Vallejocbe@gmail.com

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

1- NO EXISTEN BAÑOS, TOILETS PARA HOMBRES, NI PARA MUJERES.

HAY UN MAL OLOR SEVERO EN CADA PARADA-STACION DE EL SISTEMA DE METRO EN GENERAL— YO ME IMAGINO, QUE LOS INGENIEROS QUE DISEÑAN EL SISTEMA FERROVIARIO, NUNCA DE LOS NUNCAS; USAN O USARAN EL TRANSPORTE METRO.

DEUERIAN VISITAR OTROS PAISES ANTES DE PRESENTAR UN PROYECTO METRO⇒

323-3833502

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Vallejo, Rodolfo - I-272

Comment ID	Response
I-272-1	Public restrooms are not proposed as part of the Project.

Anant Vasudevan

Alternative 1 and 2 (although more expensive) are the right way to build this line for the LONG TERM vitality and effectiveness of the metro rail network. I often commute on the blue line, and the crowding during peak hours is quite high. With a terminus of the WSAB at the Slauson station, the inefficiency and bottleneck of the entire system would be too high. I would further advocate for the alternative that specifically has a station in the arts district to promote that growing neighborhood as a more transit friendly area. That entire area has the chance to develop without the mistakes of historically auto-centric LA, but it desperately needs a rail connection. I-58-2 I-58-3 I-58-4

In order for this corridor to be a truly valuable asset for Los Angeles' future growth, alternative 1 or 2 need to be the alternative that moves forward. I-58-5

Anant Vasudevan
vasudevan.anant@gmail.com
90007

Vasudevan, Anant - I-58

Comment ID	Response
I-58-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-58-2	Your support for Alternatives 1 and 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). The Metro Board identified Alternative 3 as the LPA, and LA Union Station was identified as the ultimate northern terminus. As shown in Table 6.2 in Chapter 6 of the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternatives 1 or 2.
I-58-3	The comment was written prior to the start of Regional Connector service. Operations on the Metro A (Blue) Line have changed since the Regional Connector opened in June 2023. The Slauson/A Line Station and WSAB alignment were designed to avoid operational impacts to A Line trains, as the two lines will operate on separate tracks. Additionally, the stations between the two lines will be connected by two pedestrian bridges in order to disperse riders transferring between the lines, thereby minimizing dwell times and impacts to reliability related to the increased transfer activity. As the Slauson/A Line Station is the northern terminus of the Locally Preferred Alternative (LPA), it is not anticipated that the LPA would affect operation of the A Line where the line is street running between the 7th Street and Washington Street stations. The ridership information included in the Final EIS/EIR and the West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report reflects conditions in the horizon year of 2042, inclusive of changes in the transportation network (including the Regional Connector) and growth in population and employment. The WSAB Project will begin revenue service in 2035. Ridership levels on the A Line at the start of WSAB revenue service would be subject to a number of factors, including headways on both the WSAB and the A Lines, population and employment in the service area, and travel patterns and demand. These variables are subject to change by the start of revenue service compared to current conditions. Additionally, it is unknown to what degree the lingering effects of the COVID pandemic may have on ridership levels in 2035. Therefore, the potential for the WSAB Project to impact ridership on the A Line such that it would affect the overall performance of that line is unknown and speculative. Metro routinely monitors ridership on lines to determine if passenger loads (defined as the number of passengers per vehicle) during peak periods exceed established thresholds. These thresholds consider the design of the vehicle, including the space available for standing or sitting. If loads are exceeded, Metro identifies means to shift the demand to other transit services (such as by introducing a bus route that parallels the rail line) or to accommodate the demand (for instance, increasing headways). Metro will monitor passenger loads on the A Line after the start of revenue service of WSAB. If the thresholds applicable at that time are exceeded, Metro will identify ways to accommodate the demand to avoid impacts to the operation of the A Line. It should be noted that ridership forecasting conducted by Metro in support of planning for the WSAB Project shows increased ridership for the A Line as a result of opening of the LPA, but the increased peak hour loads fit within the loads standard for the planned A Line service.

Comment ID	Response
I-58-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station. Alternative 3 would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, connection to the Arts District is provided by walking or bus transfer from Little Tokyo.
I-58-5	See response to comment I-58-2.

Diego Vazquez

•Alternative 2 is the best Alternative you can choose because you save more money and more time. Also we need a Station in the Fashion District and Alternate 2 has it. I-91-2

• Add 2 more Stations at Washington and Vernon. You need these stations cause they are already built and what if you guys choose Alternative 1 and people need to take the train to Vernon Station. The people would have to take the Blue line from Union Station all the way to Vernon which can waste some of their time cause the train has to go from Union Station to downtown then to Vernon. Having the West Santa Ana Line stop at Vernon would save a lot of time for people. I-91-3

• Please make the green line stop at the future I-105 Green line Station cause of the green doesn't stop why call it 1-105 Green line station. The train will stop but there is no way to get to the green line you would have to either take a bus to Long Beach Blvd Station or Lakewood. The station would be useless. I-91-4

•

Vazquez, Diego - I-91

Comment ID	Response
I-91-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-91-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and response CR-GEN-7 regarding Alternative 2. The LPA would provide connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to the Fashion District will continue to require walking or bus transfer from the 7th Street/Metro Center.
I-91-3	Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative. As stated in Chapter 2, Table 2.1 in the Draft EIS/EIR, the Washington and Vernon Stations were considered and eliminated by the Metro Board in 2018 due to low projected ridership and duplicative service into downtown LA from the Metro A (Blue) Line. Additionally, eliminating the stations improved travel time along the WSAB alignment.
I-91-4	Two new stations will be provided at the I-105. The Locally Preferred Alternative will include the WSAB I-105/C Line Station along the alignment and will add one new infill station along the C Line at I-105. The WSAB station will be located north of Century Boulevard, and the C Line station will be located in the median of the freeway to allow transfers between the WSAB alignment and the C Line. The C Line station will connect to the I-105/C Line Station along the WSAB alignment via stairs, escalators, and/or elevators.

ERIC VAZQUEZ

I believe we should go big and bold. Alternative 2 would be by far the best choice. The only problem I have is that maybe that many parking spaces is unnecessary. If we're building transit to reduce our car dependency then making it more convenient to use cars is counterintuitive. Metro may be able to save some costs there by reducing the parking necessary. I do believe though that the longer rail line would be the best option. Go big or go home!

I-118-2
I-118-3
I-118-4

Vazquez, Eric - I-118

Comment ID	Response
I-118-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-118-2	Your support for Alternative 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and CR-GEN-7 regarding Alternative 2. A financially constrained funding plan is currently not available to extend north of the Slauson/A Line Station.
I-118-3	Metro's parking system serves those Metro riders who must drive to access transit. Table 3.37 in Chapter 3 of the Draft EIS/EIR outlines the projected 2042 parking demand at stations where transit parking is proposed. In January 2018, the Metro Board adopted the Supportive Transit Parking Program Master Plan (Metro 2017b). The Master Plan was developed to create a roadmap for parking management policies, planning, enforcement, operations, maintenance, and the technologies required to improve and maximize the benefits of Metro's parking assets. The plan acknowledges that the default response to all parking-related issues should not be to add parking spaces, and that instead the benefits and efficiencies of qualitative improvements to parking should be considered.
I-118-4	See response to comment I-118-2.

Jose Vazquez

I prefer the train line all the way to Downtown.I prefer the train line all the way to Downtown L.A. I-230-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

(3)

Nombre/Afiliación/Organización: Jose Vazquez Leonor Vazquez

Domicilio: 5080 E. Olaya Dr.

Télefono/Celular: 323-353-2228.

Correo Electrónico: siansinc@gmail.com.

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

We Prefer the Trains Line All the Way To Downtown.

Prefiero la Linea de Tren directo a L.A. Downtown.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Vazquez, Jose - I-230

Comment ID	Response
I-230-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would serve downtown through connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line.

Lucy Vazquez

I support the WSAB corridor, with the alternative to be able to continue until Union Station to be able to have the option to transfer to other lines. Thank you for not charging to ride. This helps a lot. I-366-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: FFCO/LUCY VAZQUEZ

Domicilio:

Télefono/Celular: (323) 273-6518

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

YO APOYO WSAB CORREDOR, CON LA ALTERNATIVA PARA CONTINUAR HASTA LA ESTACION DE LA UNION. PARA PODER TENER LA OPCION DE HACER TRANSBORDO A OTRAS LINEAS.

GRACIAS! POR NO COBRAR EL PASAJE. ESTO AYUDA A UNO MUCHO.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Vazquez, Lucy - I-366

Comment ID	Response
I-366-1	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. The LPA will also accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project.

Perla Vazquez Gutierrez

I'm Perla Vazquez, resident from Cudahy. The WSAB 6 corridor train needs to run from Artesia Pioneer Station to Union Station. So, you know, the residents are able to go to different destinations, like Downtown or East LA. I feel like this is long overdue, and we need it. I-329-1

Vazquez-Gutierrez, Perla - I-329

Comment ID	Response
I-329-1	Your support for a northern terminus at LA Union Station has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would serve downtown through a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. A separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Perla G Vazquez-Gutierrez

The West Santa Ana Branch transit corridor should extend all the way to Little Tokyo and Union Station. It makes no sense to only extend the line to Randolph and Pacific. If Metro is going to work on this project, might as well do it right. In order for the communities to benefit the most it must be all the way to Union so that we have access to different train lines and future connections.

I-212-1

West Santa Ana Branch Transit Corridor (WSAB)
Draft Environmental Impact Statement/Environmental Impact Report
August - September 2021
Comment Sheet

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Name/Affiliation/Organization: Perla G Vazquez - Gutierrez

Address: 4511 Cecilia st Spc 9

Phone/Cell: 323-812-6735

Email: Vazquezperla173@gmail.com

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

The West Santa AN Branch Transit corridor Should extend all the way to little Tokyo and Union Station. It makes no Sense to only extend the line to Randolph and Pacific. If Metro is going to work on this project might asswell do it right. In Order for the Communties to benifit the most it must be all the way to Union, So that we have access to different train lines and future connections.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Vazquez-Gutierrez, Perla G. - I-212

Comment ID	Response
I-212-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. Chapter 6 of the Draft EIS/EIR considers the trade-offs among the alternatives. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would provide substantial benefits to transit users and reduce regional vehicle traffic, but to a lesser extent than Alternative 1. A financially constrained funding plan is currently not available for the extension to LA Union Station north of the Slauson/A Line Station. A separate study is underway to analyze more cost-effective alignments to reach LA Union Station and advance the environmental process.

Arnold Vega

Very good Project update website, thank you for keeping us informed and asking for our feedback, very much appreciated. I'm looking forward to riding this new, restored rail line to downtown Los Angeles.

I-128-1

Vega, Arnold - I-128

Comment ID	Response
I-128-1	Your interest in the Project is noted.

Kxana Vega

I support extending the Corridor Project to Union Station because I know that Angelinos can get the most out of that route. There can be more places to access and explore if extended. Personally I would like to be able to access these places. I-221-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

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Name/Affiliation/Organization: Kxana Vega

Address:

Phone/Cell: (626)-283-3848

Email:

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

I support extending the Corridor Project to Union Station because I know that Angelinos can get the most out of that route. There can be more places to access and explore if extended. Personally, I would like to be able to access these places.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Vega, Kxana - I-221

Comment ID	Response
I-221-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station. The LPA would provide connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. An interim connection to LA Union Station will be possible by transfer at the 7th Street/Metro Center.

Hugo Vege

Coffee shop Waiting lounge with shade/protection from rainFood storesCamera/securityPhone charging outletsRestroomsCleanliness/no loitering/homelessWifi availablity I-223-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

54

Nombre/Afiliación/Organización: Hugo Vega

Domicilio: 6530 Ellselinda Ave Bell Gardens CA

Télefono/Celular: (323) 412-2850

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

- Coffee shop
- Waiting Lounge with shade / protection from rain
- Food stores
- Cameras / Security
- Phone Charging outlets
- Restrooms
- Cleanliness / No Loitering / homeless
- Wifi Availability

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Vege, Hugo - I-223

Comment ID	Response
I-223-1	Chapter 2, Section 2.5.2 in the Draft EIS/EIR and Appendix B Final Advanced Conceptual Alignment Design Part 5 Final Advanced Conceptual Statins Design illustrate that stations will include canopies to provide shade and weather protection and will include benches for waiting patrons. For the safety and comfort of passengers, Metro's Customer Code of Conduct does not permit eating, drinking, or smoking in Metro facilities or vehicles; therefore, Metro does not provide concessions within its stations. Many Metro stations are located near cafes and other commercial services. Metro currently provides Wi-Fi on buses and at some facilities; in accordance with the Metro Vision 2028 Strategic Plan, it will be provided as part of the WSAB Project. Public restrooms are not proposed as part of the Project. Refer to response CR-SAF-1 regarding safety and security at stations and response CR-SAF-2 regarding homelessness.

Genoveva Venegas

I say that they should have restrooms. It will help keep our city cleaner.The cafeteria would be very useful for our senior citizens. I-269-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: Genoveva Venegas

Domicilio: 5939 malaBar ST APT 6 HUNTINGTON Park 90255

Télefono/Celular: (323) 599772

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

Yo opino que si Pongan Baños
Ayudava mucho para mantener mas limpia
nuestra ciudad.
La cafeteria seria muy util
Para nuestras personas mayores

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Venegas, Genoveva - I-269

Comment ID	Response
I-269-1	Public restrooms are not proposed as part of the Project. For the safety and comfort of passengers, Metro's Customer Code of Conduct does not permit eating, drinking, or smoking in Metro facilities or vehicles; therefore, Metro does not provide cafeterias or other concessions within its stations.

Isaac Walker

I support WSAB corridor with the alternative to continue all the way to Union Station so me and my community have the opportunity to transfer to other places in LA County. I-373-1

Corredor de Transporte de West Santa Ana Branch (WSAB)
Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental
Agosto a septiembre de 2021
Hoja de comentarios

Nombre/Afiliación/Organización: FFCO ISAAC WALKER

Domicilio: 1327 E 60 St

Télefono/Celular: 323-588-1582

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

I support WSAB corridor with the Alternative to connect the WAY to Union Station so MC And MY Community has the opportunity to transfer to other Places in LA County

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Walker, Isaac - I-373

Comment ID	Response
I-373-1	Your support for Alternative 1 (LA Union Station to Pioneer Station) has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The LPA would provide a connection to the 7th Street/Metro Center via transfer at the Slauson/A Line Station to the A Line. Connection to other lines will be possible through transfer at the 7th Street/Metro Center. The LPA will also accommodate transfers to the C Line at the I-105/C Line Station as a new infill station will be included on the C Line as part of the Project.

Matthew Wehner

Hello,

I would like to list a few concerns about the EIS/EIR for the West Santa Ana Branch Corridor (WSAB):

1. The station for the transfer between the WSAB and C line at the 105 freeway (shown in figure 2-16) does not seem to be ideal for riders. The currently proposed station involves a walk from the center of the 105 on a walkway, and then across a street, before getting to the WSAB platform. Is there a possibility a station directly over the 105 could be considered? The current proposal does not seem very accessible for mobility-impaired individuals, and if trains are not timed right, it could cause people to miss their connections and wait a long time for the next train. Further, the station would surely benefit from some direct connectivity since the C line (future K line) will offer an easy connection to the LAX airport once the Airport Metro Connector station is complete, since passengers making this trip will usually have more luggage to carry than normal. I-143-2

2. Is there any possibility that Heavy Rail (HRT) could potentially still be considered for this corridor? I understand things are quite far along with the EIS/EIR being prepared, but I believe that a direct connection to the terminus of the B and D lines (with the future extension to the arts district) could offer a cost-effective way to get trains downtown and to Union Station. I have read that previous studies considered heavy rail, but required the entire line to be grade separated due to the third rail. Would it be possible for overhead electrification to be considered with heavy rail? I know that the MBTA blue line in Boston can switch between third rail and overhead electrification without much of an issue. I-143-3

3. In general, the amount of parking proposed for the stations along the corridor concerns me. I don't think there is really a reason to build much parking at all for light rail lines with what we know today. Catering to wealthier motorists, rather than lower-income Metro riders will only reduce the utility of the light rail line by making the stations harder to access for those who depend on it the most. Further, the land slated for parking could be used for developing affordable housing along the corridor, which could substantially boost ridership. I-143-4

Thank you,
Matt Wehner

Wehner, Matthew - I-143

Comment ID	Response
I-143-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-143-2	The design included in the Draft and Final EIS/EIR will require an approximate 700-foot walk between the I-105/C Line Station north of Century Boulevard and the infill C Line station in the median of the I-105. Elevators, escalators, and stairs will be provided to support transfers between the I-105/C Line Station and infill C Line station. The I-105/C Line Station is proposed north of Century Boulevard due to right-of-way constraints both north and south of I-105 and to avoid property impacts/acquisitions south of the I-105 freeway. Locating an elevated WSAB station over the C Line Station below would have resulted in a wider footprint, which would have required shifting the existing freight track farther west and increasing right-of-way acquisitions. Metro examined connections to the surrounding community around stations as part of the First/Last Mile Plan (a separate effort). First/Last Mile planning evaluated potential improvements needed to make access to stations, and transfers, safe and comfortable. Metro completed a Transfers Design Guide in 2018 to help improve the transfer experience for customers. The Transfers Design Guide includes a Design Checklist and Design Toolbox to improve existing, and plan for new, transfer stops and stations.
I-143-3	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of light rail transit (LRT) technology and the identified corridor. LRT provides sufficient capacity to serve future ridership demand in the WSAB corridor. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated. See response CR-GEN-1 regarding a future study to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station. The Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis Initial Screening Report prepared by the Southern California Association of Governments in May 2011 identified and evaluated a conceptual set of alternatives to best meet the identified project goals and criteria. The report states that heavy rail was not identified for consideration because it would not generate a consistently high level of ridership necessary to support the need for a heavy rail system. The report notes that land use patterns are typically more suburban in character, and that current and forecasted transit ridership and travel demand patterns identified by the corridor-based travel demand model did not support consideration of a heavy rail system that typically serves over 100,000 daily boardings. The alignment evaluated in the Draft and Final EIS/EIR has been designed for an LRT system.

Comment ID	Response
I-143-4	Metro's parking system serves those Metro riders who must drive to access transit. Table 3.37 in Chapter 3 of the Draft EIS/EIR outlines the projected 2042 parking demand at stations where transit parking is proposed. In January 2018, the Metro Board adopted the Supportive Transit Parking Program Master Plan (Metro 2017b). The Master Plan was developed to create a roadmap for parking management policies, planning, enforcement, operations, maintenance, and the technologies required to improve and maximize the benefits of Metro's parking assets. The plan acknowledges that the default response to all parking-related issues should not be to add parking spaces, and that instead the benefits and efficiencies of qualitative improvements to parking should be considered. New development around the proposed stations, including at the parking facilities, would be solely at the discretion and approval of the local jurisdiction and is not part of the WSAB Project.

Albert Wilmovsky

Comments regarding the new light rail transit line that would connect Southeast LA to Downtown Los Angeles:

I live in a duplex located at 8036 Rosecrans Ave. Paramount Ca. 90723 and have been an active participant at many of the meetings hosted by Metro. I appreciate how the team has listened and incorporated our ideas into this project and wanted to provide a final list of items I believe are important in the course of this project for the immediate area in which I live. I-154-2

•A sound wall that will be tall enough for this area of rail line, as this is the area that the rail is proposed to be ariel. This residence from the back of the duplex is not many feet from the proposed sound wall. I-154-3

•24 hour Security provided during the course that the old fence is removed and the new sound wall is being installed.

•Double pain windows installed to alleviate any additional noise caused by the rails travel across the tracks and the signal, as we are located close to one of the station stops at the corner of Rosecrans and Paramount. As a point of reference, I understand that people that live near the airports have received double pain windows to alleviate noise caused by aircraft. I-154-4

•I believe the Metro Yard would be better suited at the Artesia location, as there would be too much activity already with the station proposed at the corner of Rosecrans and Paramount as well as the school located across the street of the proposed yard on Paramount Blvd. I-154-5
Thank you for your time and attention to my concerns.

Any questions regarding my comments can be directed to me at:

Albert Wilmovsky
8036 Rosecrans Ave.
Paramount Ca. 90723
Cell Phone: (310)749-4724

Wilmovsky, Albert - I-154

Comment ID	Response
I-154-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-154-2	The comment regarding the benefits of the Project is acknowledged.
I-154-3	The noted residence was represented by Cluster N215 in Table 4.7.7 and illustrated in Figure 4.7-9 in Section 4.7.4.2 of the Draft EIS/EIR. Cluster N215 is represented in Table 4.7.6 and illustrated in Figure 4.7-8 in Section 4.7.4.2 of the Final EIS/EIR and has been updated from a moderate impact to no impact after mitigation. A soundwall is proposed along the aerial structure at this location. Project Measure VA PM-8 (Residential Screening for Aerial Structures) has been added to Chapter 4, Section 4.4.4.1 of the Final EIS/EIR, as well as Section 8.1.1 of the West Santa Ana Branch Transit Corridor Project Visual and Aesthetic Impact Analysis Report, to provide screening elements to limit views of project components on the aerial structures from residential backyards. At current design, the proposed soundwall is approximately 10 feet in height, would block views to ensure privacy, and would not require additional privacy screening. As stated in Section 4.19.3.18 of the Draft EIS/EIR, construction sites will include security features such as closed-circuit television, on-site guards and security teams, and perimeter fencing to prohibit unauthorized individuals from accessing the area.
I-154-4	See response CR-NOI-1 regarding guidance used for the noise impacts analysis and proposed mitigation measures to reduce noise levels during operational activities. See also response to comment I-154-3. With mitigation, noise levels at Cluster N215 will be below the Federal Transit Administration criteria for moderate impacts.
I-154-5	See response CR-GEN-2 regarding identification of the Bellflower Maintenance and Storage Facility site.

Albert Fred Wilmovsky

So my questions evolve mainly around what I couldn't find in the remote -- or in the remote, because there's only a QR code that was included on the card. So we can only bring it up on our phone. Obviously, you can only see so much on a phone. So we need to be able to see that online. I-326-2

And some of the questions are with the property acquisition within in this plan between Downey and Rosecrans and Paramount Rosecrans alternatives were listed. So we want to know just to the south of those tracks, is there any land acquisitions being planned? I-326-3

Also, I'm concerned with it being aerial, does that mean that the sound wall will actually be higher for the residents that live in that area? We also want to make sure that within that plan that sound reducing windows are also going to be included with the household. I-326-4

In terms to propose Metro's storage location in Paramount, my concern is the City potentially losing the Bianchi Theater, which is -- has been a special thing for our city. So that would be my only concern in terms of the proposed parking structure. But thank you very much. I-326-5

Wilmovsky, Albert Fred - I-326

Comment ID	Response
I-326-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-326-2	This comment was received at the virtual public hearing on August 28, 20221. At the meeting, a link was provided to view the interactive map at: MetroWSAB.com. A link was also provided to the project video at: https://www.youtube.com/watch?v=gSKR02ULQEk. The Draft EIS/EIR was provided online at: https://www.metro.net/projects/west-santa-ana/. Electronic copies of the Draft EIS/EIR were also available at libraries in the project corridor.
I-326-3	See response CR-DIS-2 regarding the acquisition and displacement data for the Locally Preferred Alternative (LPA). Appendix B in the Final EIS/EIR includes right-of-way plans for the LPA. In the City of Paramount, no permanent acquisitions will be required from private properties between Downey Avenue and Rosecrans Avenue. The LPA will follow the existing railroad right-of-way to the north of the Los Angeles Department of Water and Power power lines.
I-326-4	See response CR-NOI-1 regarding the noise impacts analysis and proposed mitigation measures to reduce noise levels during operational activities. See response CR-NOI-2 regarding construction activities and mitigation. Mitigation measures to minimize noise levels do not include window replacements. The FTA noise impact criteria are exterior noise standards and window insulation would not reduce exterior noise levels. Window insulation is also ineffective when windows are opened allowing noise to enter the residence. Buildings also have varying noise-reduction effects dependent on the construction of the building. Insulation of windows may not result in adequate noise reduction if other house components, such as unsealed doors and walls, do not provide adequate noise insulation. Noise mitigation is most effective when applied at the source because it limits the noise before it gets to the sensitive receiver and has less variability in effectiveness. Mitigation Measure NOI-1 (Soundwalls) will be implemented to reduce noise from the light rail vehicle and soundwalls in areas where the Project will be aerial and will be installed along the aerial structure. Soundwalls on the aerial structure between Downey Avenue and Rosecrans Avenue will be between 4-and 8-feet tall. Mitigation Measure NOI-1 (Soundwalls) will reduce impacts to below the FTA noise impact criteria.
I-326-5	See response CR-GEN-2 regarding identification of the Bellflower Maintenance and Storage Facility (MSF) for evaluation in the Final EIS/EIR. The Paramount MSF is not evaluated in the Final EIS/EIR, and no acquisitions or displacements related to the proposed Paramount MSF site option will occur. The Bianchi Theater will not be affected by the Locally Preferred Alternative.

Albert Fred Wilmovsky

I missed providing additional comment earlier in regards to the property I live in is right up against the railroad tracks, and my hopes are that any of the people that may be affected by any part of our -- of the property being taken, even if it's half of foot or a foot that those people be notified in adequate time to do anything that they may need to do in terms of securing anything on their property or what have you that those people be notified adequately. If, in fact, any piece of property, even so small or big be taken. I-338-1

Wilmovsky, Albert Fred - I-338

Comment ID	Response
I-338-1	See response CR-DIS-1 regarding compliance with the Uniform Act and California Relocation Act.

Albert Fred Wilmovsky

I would like two things. One is if you could please provide an e-mail address where we could ask a question that will be replied to, and, No. 2, if you could please show where we can put our individual address and see specifically what impacts are to that area.
I had an additional question as he was explaining all of this. So when you're doing the search function with a specific address, does what comes up include all alternatives? And if so, are those alternatives -- is it identified as been an alternative or an actual done -- Specifically Paramount around the Paramount Park area, that track between Paramount and ·Rosecrans and Paramount and Downey. So I wanted to know if you typed in the address, would that include all alternatives that's being discussed, and then how do we know the difference between what's an alternative that hasn't been in stone yet or one that's been defined as a go.

I-340-1

Wilmovsky, Albert Fred - I-340

Comment ID	Response
I-340-1	Project questions may be sent to wsab@metro.net. In addition, data based on Draft EIS/EIR key findings for specific addresses can be accessed by visiting the project StoryMap on the project website at https://metro.net/wsab, or directly at: https://arcg.is/0rO84u. After using the search tool to find a particular address, you may click on the parcel to bring up a pop-up window that indicates the alternative that impacts the property.

Kenneth Wong

As resident of The Mura Community, I object to the proposal WSAB line which could run underneath Alameda Street (past the Mura building) along with a potential Metro stop to be built at the LADWP lot. This proposal would potentially devalue our homes while this proposed line is totally capable of being built underneath the commercial area near Little Tokyo instead. We urge you to stop considering Alameda Street as one of the options therefore. I-36-1

Wong, Kenneth - I-36

Comment ID	Response
I-36-1	Your objection to stations along Alameda Street has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding proximity of construction activities to Little Tokyo.

Gerard Wright

Been a long time supporter of the project, and I love seeing it progress in the manner it has. A couple suggestions/comments in this section, one is there's a suggestion of this really tall over -- aerial bridge over the freeway after Washington Boulevard. Is there any possibility of putting it underground from Washington? It's going to go underground the rest of the way, why not instead of putting this massive concrete overhead, just start putting it underground at Washington?
Also, it gives the opportunity for A Line trains that utilize the tunnels. (Inaudible.) -- suggestion or comment that the last speaker has made, it has the option of potentially reducing cost, reducing some impacts. The other component -- I don't have a preference between G or A Union Station or the financial district needs to make it happen. It needs to find a way to get the A Line in through to downtown so there's a way of which to reduce, eliminate junction issues that the Metro Board is talking about for the last couple of years.
Also, it's just there is this room given by -- I know there's increasing, just the nature of the importance of the project, if there are ways to try to reduce the cost even through, you know, the segmenting of that there, find a way to do it.
Also, I'm curious what the station at Gardendale on Imperial was, because that would at least connect to a better transfer point, you know, as well as better stops along the line.

I-300-2

I-300-3

I-300-4

Wright, Gerard - I-300

Comment ID	Response
I-300-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-300-2	Refer to the response CR-GEN-1 regarding identification of the Locally Preferred Alternative whose northern terminus will be at the Slauson/A Line Station, which is south of I-10. As addressed in response CR-GEN-1, a separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station. The study proposes an alignment under I-10 rather than the aerial crossing proposed in the Draft EIS/EIR.
I-300-3	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo. The comment was written prior to the start of Regional Connector service. With the completion of the Regional Connector, the A Line continues through downtown.
I-300-4	As noted in Chapter 2, Section 2.5.2 of the Draft EIS/EIR, the Gardendale Station would be located within the San Pedro Subdivision Right-of-Way, just north of Gardendale Street. As shown in Chapter 3, Table 3.26 of the Draft EIS/EIR, 1,000 average daily station boardings are anticipated at the Gardendale Station under Alternative 3, the Locally Preferred Alternative. While the Gardendale Station boardings would be less than the other stations, the station serves areas that are isolated from nearby stations by the Los Angeles River and the I-105 Freeway. The Gardendale Station was previously studied at this location in the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis prepared by the Southern California Association of Governments in 2013, which noted that this proposed station falls within a dynamic area of the City of Downey where redevelopment and revitalization plans are creating a visionary mixed-use regional employment and destination center.

Helen Y

This document is very long for a layperson to digest all the specific implications in a few days, but from what I read, I want to express that there are already many difficult consequences for people who live and work in the immediate area of Little Tokyo Station. 3 other long-term construction projects are already in process in this area. With yet another project to be built in that same, immediate area is going to be a threat to the well-being of people living & working in the area. For example, Emergency vehicles will have difficulty accessing homeowners and restaurants in the area, not only with yet another long-term construction project, but also from the congestion that will be the final result from yet another connection based there. More damage will be done to housing availability in that area in the long-run. The people in that area have had to already make a lot of accommodations for the ongoing projects, and their neighborhood & their lives have already been severely impacted by the current projects there.

Also, bus lines connecting these places would be a less-costly option (for a city with budget limitations that can be used for housing needs) and it would be an environmentally less-damaging solution to any determined need to connect these places. And if the need for a Light Rail (vs a Bus Line) is in deed factually backed-up, then a site that is not already so congested and does not have so many housing units nearby should be considered.

I-180-2
I-180-3
I-180-4
I-180-5
I-180-6

Y., Helen - I-180

Comment ID	Response
I-180-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-180-2	The Draft EIS/EIR was written to meet all Federal Transit Administration, National Environmental Policy Act, and CEQA requirements, which collectively result in a large record. The Executive Summary provides a succinct synopsis of project effects, which are further detailed in the Draft EIS/EIR chapters and appended technical studies. Pursuant to CEQA Guidelines section 15105, the standard period for review for Draft EIRs submitted to the State Clearinghouse is 45 days; this document review period was extended beyond this duration to 60 days. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative and response CR-GEN-6 regarding construction in Little Tokyo.
I-180-3	Refer to response CR-GEN-6. As stated in Chapter 4, Section 4.18.3 of the Draft EIS/EIR, a comprehensive Emergency Preparedness Plan that can be integrated with emergency service providers, local jurisdictional emergency response plans, and Metro's existing emergency procedures would be developed. Metro, in coordination with local jurisdictions, would also develop traffic management plans to reduce delays in response times for emergency service providers during construction. The coordination and operational requirements would minimize the potential impacts to emergency service providers and response times.
I-180-4	Refer to response CR-GEN-6.
I-180-5	Appendix A to the Draft EIS/EIR documents the range of alternatives and modes evaluated to serve the identified project need. Table 1.1 in Appendix A summarizes the findings of the Pacific Electric Right-of-Way (PEROW)/West Santa Ana Branch Corridor Alternatives Analysis Report (2012) that bus options would not provide sufficient capacity or travel time savings in the study corridor.
I-180-6	Chapter 2, Section 2.4 of the Draft EIS/EIR discusses the identification of light rail transit (LRT) technology and the identified corridor. Past studies in support of the development of routes evaluated various alignments and station locations, including analysis of transit modes (i.e., bus rapid transit (BRT), street car transit, LRT, and low speed magnetic levitation [maglev] transit). Based on these studies LRT and BRT were recommended to be studied as part of the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis prepared by the Southern California Association of Governments in 2013.The analysis did not recommend BRT for further study as it would not provide sufficient capacity to accommodate future corridor ridership demand and lacked public support. LRT provides sufficient capacity to serve future ridership demand in the WSAB corridor. Chapter 2, Section 2.4, of the Draft EIS/EIR discusses the development of the Build Alternatives. Appendix A of the Draft EIS/EIR provides additional information on alternatives considered and eliminated. Refer to response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA). As stated in that response, a separate study is underway to determine cost-effective alignments between LA Union Station and the Slauson/A Line Station, inclusive of a station in Little Tokyo. Refer to response CR-DIS-2 regarding acquisitions and displacements required for the LPA. Minimizing residential acquisitions and displacements has been a primary consideration in the design of the LPA.

Geoffrey Yamamoto

I prefer Alternative 1 Los Angeles Union Station to Pioneer Station I-183-2
Design Option 1 going up Union Station I-183-3
Design Option 2 with a station in Little Tokyo but would like to see added security and closure of any east side portal on Alameda closing late at night because there are residents that are right next to the east side portal on Alameda and 2nd St I-183-4

Yamamoto, Geoffrey - I-183

Comment ID	Response
I-183-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-183-2	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-183-3	Your support for Alternative 1, Design Option 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-183-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Bomey Yang

My house is immediately behind the end of the purple line in Artesia. I have the following concerns. Thanks in advance for your attention.

1. In the past, when there is road work on Pioneer Blvd, I often feel the ground shaking due to the construction. This project is on a much bigger scale than road work and will take a number of years to complete, I'm concerned that we (i.e. people in the neighborhood) will experience small "earthquakes" constantly while the construction is going on and the structural damage it will incur on our houses. I-125-2

2. After the project is completed, the neighborhood I live in will turn from the current quiet environment to a train yard with constant activity. I can't imagine that will be good for property value. Very few people would want to acquire properties so close to a train yard. We (i.e. people in the neighborhood) all have invested a lot in our residences. I'm concerned that the property value will drop drastically once this project is started and we will lose a big portion of our life savings. I-125-3

Yang, Bomey - I-125

Comment ID	Response
I-125-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-125-2	As discussed in Chapter 4, Section 4.19.3.7 of the Draft EIS/EIR, the identified general construction activities are not expected to result in any damage risk to nearby buildings. The contractor will be required to comply with Mitigation Measure VIB-3 (Vibration Control Plan), which requires the contractor to develop and implement a vibration control plan to demonstrate how the FTA construction vibration damage criteria in the Draft EIS/EIR will not be exceeded. The contractor will be required to monitor vibration levels during construction to demonstrate that limits are not exceeded. While total project construction will take longer than a small roadwork project, construction in any one location will only occur for a limited period of time. Construction of a light-rail transit line uses equipment and methods similar to road construction; therefore, the vibration experienced at any one location will be similar to roadwork occurring in the same area.
I-125-3	Refer to Chapter 4, Section 4.17.3 of the Final EIS/EIR for updated information regarding the effect of the Locally Preferred Alternative on property values. As stated therein, the net impact on property values will likely be beneficial for the region and no adverse effects under the National Environmental Policy Act are anticipated. Economic and social impacts are beyond the scope of CEQA (Cal. Public Resources Code, § 21080[d][2]; CEQA Guidelines, § 15064[e].) Guidelines and eligibility for Metro's Pilot Business Interruption Fund are set by Metro's Board. At present, the Metro Board has not approved the Business Interruption Fund for this Project. When and if the Metro Board considers a Business Interruption Fund for this Project, questions about eligibility and scope can be addressed.

Janice Yen

I support WSAB Alternative 1 with Option 2 (Little Tokyo station). I-157-1

Yen, Janice - I-157

Comment ID	Response
I-157-1	Your support for Alternative 1 with Option 2 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station, inclusive of a station in Little Tokyo.

Adolfo Zandoval

Many irregularities: disorder on the southcentral train - elderly abuse. Lack of security guards in the Metro trains, lack of restrooms for both genders. The stations smell bad, etc., etc. I-268-1

Corredor de Transporte de West Santa Ana Branch (WSAB)

Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental

Agosto a septiembre de 2021

Hoja de comentarios

Nombre/Afiliación/Organización: ADOLFO ZANDOVAL

Domicilio: 5945 MALABAR ST HUNTINGTON PARK CA 90255

Télefono/Celular: 323-422-90032

Correo Electrónico:

Gracias por su interés en el proyecto del Corredor de Transporte de West Santa Ana Branch. Por favor utilice el espacio de abajo para hacer un comentario formal.

MUCHAS IRREGULARIDADES! DESORDEN EN EL TREN QUE VA AL SURCENTRA-ABUSO DE PERSONAS MAYORES. FALTA DE GUARDIAS DE SEGURIDAD ADENTRO DE LOS TRENES METRO, FALTA DE BAÑOS; PARA AMBOS GENEROS-, MAL OLOR EN LAS ESTACIONES DE PARADA- ETC-ETC.

Sus comentarios pueden ser sometidos en una audiencias públicas virtuales o por medio de:

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

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Zandoval, Adolfo - I-268

Comment ID	Response
I-268-1	See responses CR-SAF-1 regarding safety and security and CR-SAF-3 regarding security patrols and enforcement. The comment regarding public restroom facilities has been noted. Public restrooms are not proposed as part of the Project.

Frank Zaragoza

Alternative 1: Los Angeles Union Station to Pioneer Station. I-187-2

Design Option 1: going up Union Staion I-187-3

Design Option 2: With a Station in Little Tokyo but would like to see added security and closure of any eastside portal on Alameda closing late at night as there are residents that are adjacent to the eastside portal at Alameda and 2nd st. I-187-4

Zaragoza, Frank - I-187

Comment ID	Response
I-187-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-187-2	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative (LPA) and study of a future extension to LA Union Station.
I-187-3	Your support for Alternative 1, Design Option 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-187-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Leticia Zaragoza

Alternative 1: Los Angeles Union Station to Pioneer Station. I-184-2

Design Option 1: going up Union Staion I-184-3

Design Option 2: With a Station in Little Tokyo but would like to see added security and closure of any eastside portal on Alameda closing late at night as there are residents that are adjacent to the eastside portal at Alameda and 2nd st. I-184-4

Zaragoza, Leticia - I-184

Comment ID	Response
I-184-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-184-2	Your support for Alternative 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-184-3	Your support for Alternative 1, Design Option 1 has been noted. See response CR-GEN-1 regarding identification of the Locally Preferred Alternative and study of a future extension to LA Union Station.
I-184-4	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative.

Natali G Zarate

The project should be extended into many other cities/countries that way many people are not using there cars by 2025. It will have more people in the LA (other) areas ride the train more. Randolph & Pacific should extend to a longer line. I-216-1

West Santa Ana Branch Transit Corridor (WSAB)

Draft Environmental Impact Statement/Environmental Impact Report

August - September 2021

Comment Sheet

43

Name/Affiliation/Organization: Natali G. Zarate

Address: 714 W 75th St Los Angeles, CA 90044

Phone/Cell: (323) 570-7779

Email: natzarate@gmail.com

Thank you for your interest in the WSAB project. Please use the space below to write down your formal comments.

The project should be extended into many other cities/counties ~~espes~~ that way many people are not using there cars by 2025. It will have more people in the LA (other) areas ride the train more. Randolph & Pacific should extend to a longer line.

Comments may be submitted during a virtual public hearing or via:

Metro

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012

tinyurl.com/wsabcomments

metro.net/wsab

Zarate, Natali G.- I-216

Comment ID	Response
I-216-1	See response CR-GEN-1 regarding identification of the Locally Preferred Alternative. As illustrated in Table 6.2 in the Draft EIS/EIR, Alternative 3 would reduce regional vehicle traffic. Any extension north of the Slauson/A Line Station would be the subject of a future environmental document once an alignment and funding sources are identified.

Tom Zepko

I live about a block and a half from the WSAB route and about a 10 minute walk from what will be the Pioneer Station. I have followed the development of this project with great interest for several years now. I have attended many meetings and have read everything about it I can possibly find, including the Draft EIR for which I read the design sections in careful detail and skimmed most of the rest. I support this project wholeheartedly and look forward to riding it when it comes to fruition. I ride the Metro system often, with trips that usually start at Norwalk Station, which is 5 miles distant. A 10 minute walk will be a great improvement for me. I-181-2

Since Pioneer Station is so close, this is the point of my greatest interest. My comments focus there.

1. I'm glad to see the increased allotment of parking spaces proposed in the Draft EIR. At previous meetings the discussion suggested about 400 spaces at ground level. The proposal has now upped that to about 1100 spaces in a multi-level structure. While I will not have need for a parking space myself, since I live so close, I agree with the thinking that because Pioneer Station will be the end of the line (at least initially), there will be a large need for park and ride facilities. I can envision many commuters from points south (Orange County) driving to Pioneer Station in order to make the trip to Downtown LA. I-181-3

2. When the originally conceived station at Gridley and 183rd was dropped from consideration, the most significant loss was an easy connection to what is already a de facto bus transfer hub adjacent to Los Cerritos Center. Five different transit agencies have bus routes with stops there. So Pioneer Station will have to take over the role of connecting these busses to each other and to the light rail. I'm sure all of the bus lines will be routed there. In your planning for the station please make this an important consideration for design choices. The Draft EIR mentions bus bays almost in passing, perhaps along Pioneer Blvd. In my mind this is insufficient. Busses would all be approaching the station from South Street and would have to make a U-turn on Pioneer Blvd. in order to reach the curb on the west side of the street. The alternative would be to place curbside stops on South Street instead — east and west bound. This would be a bit longer walk (not a serious problem), but would also require passengers from eastbound busses to cross South Street, increasing the pedestrian danger. And some of the busses would still require a U-turn on the street to continue their routes.

I would suggest a better alternative. Place the bus bays on the WEST side of the Metro property — i.e, on the west side of the parking structure. Busses would enter the property from South Street, head north to bus bays along a northbound bus lane to drop off and pick up passengers, and then U-turn within the property to return to South Street. Bus bays along this side of the property have the advantage that the bus passengers do not need to cross any streets to go to and from the train platform or to other bus bays. Nor will they have to cross any of the automobile traffic entering or leaving the parking structure. Similarly, the pedestrians walking from their cars to the trains will not have to cross any bus lanes. A win for everyone's safety. I-181-4

It would be advantageous (but not crucial) if the bus entrance to the Metro property is separate from that for automobiles — better for managing left turns from eastbound on South Street, for example. I suggest having cars enter near the present location of Corby St. and busses on or near Alburtis Ave. If they come north on Alburtis, then 188th St. would be a good way to approach the Metro

site. There are empty lots at Alburtis and 188th which could be used for street widening and rounding the curves. I walk in this neighborhood frequently, so I know the layout. I-181-4

I wish all the best to the project team. I have met many of you at the meetings and have been impressed with the way you approach your work. Continue to make smart decisions as this project moves forward so we end up with a system that we're proud of and that functions well. I-181-5

Zepko, Tom - I-181

Comment ID	Response
I-181-1	The comment submission has been reviewed and considered during preparation of the Final EIS/EIR.
I-181-2	Your interest in the Project is noted.
I-181-3	The comment regarding the allotment of parking spaces and number of parking spaces at the Pioneer Station has been noted.
I-181-4	As noted in Chapter 2, Section 2.5.2 of the Draft EIS/EIR, bus bays along Pioneer Boulevard would be provided to accommodate future bus connections at the Pioneer Station. Bus services are continually reviewed and adjusted by regional and local transit agencies, including routes, headways and schedules, in order to meet the needs of transit riders. Prior to opening a new rail transit line, Metro completes a bus-rail interface study. As part of this study, Metro coordinates with other jurisdictions and transit service providers to determine if adjustments are needed to existing or planned bus routes to align with the service provided by the new rail transit line. This study occurs closer to opening in order to ensure that adjustments to bus services reflect the population, employment, and ridership demand in the service area. Preparing that study at this time would be speculative, particularly in light of the lingering effects of the COVID-19 pandemic. Future changes or additions to bus service would follow the requirements of the applicable agency prior to implementation.
I-181-5	Your support for Metro's project team is noted.