

West Santa Ana Branch Transit Corridor

Draft EIS/EIR Appendix GG
August 2017 Public Scoping Summary Report



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

**Draft EIS/EIR Appendix GG
August 2017 Public Scoping Summary Report**

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ACRONYMS AND ABBREVIATIONS

CEQA	California Environmental Quality Act
EIR	environmental impact report
EIS	environmental impact statement
LA	Los Angeles
LRT	light rail transit
Metro	Los Angeles County Metropolitan Transportation Authority
NEPA	National Environmental Policy Act
WSAB	West Santa Ana Branch

1 INTRODUCTION

1.1 Overview

The West Santa Ana Branch (WSAB) Transit Corridor Project is a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast Los Angeles (LA) County, serving the cities and communities of the Arts District, Little Tokyo, Los Angeles, the unincorporated Florence-Firestone community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia. The Project's name originates from the southern portion of the route south of the Los Angeles County Metropolitan Transportation Authority (Metro) Green Line that followed an old streetcar alignment known as the WSAB Corridor.

The project area is home to 1.2 million residents and is a job center to approximately 584,000 employees. Projections show an increase to 1.5 million residents and 670,000 jobs by 2040. Population and employment densities are five times higher than the LA County average. This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the constrained transportation systems currently available to these communities. In addition, the Project is expected to provide a direct connection to the Metro Green Line and the LA County regional transit network. Per the Measure M Expenditure Plan, the Project is anticipated to break ground in 2022.

The goals established to guide development of the Project have been further confirmed through stakeholder feedback and findings generated through the Southern California Association of Governments Alternatives Analysis Study and Metro's Technical Refinement Study. These goals include providing mobility improvements; supporting local and regional land use plans and policies; minimizing environmental impacts; ensuring cost effectiveness and financial feasibility; and ensuring equity.

The WSAB Project will be environmentally cleared using the criteria in the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) processes and result in the production of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

Public scoping is a vital component of NEPA and CEQA. The CEQA Guidelines define scoping as "the process of early consultation with the public and agencies during the initial stage of EIR preparation." Similarly, NEPA regulations define scoping as "an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action." Scoping provides decision makers with insight on the analyses that agencies, stakeholders, and the interested public believe should be considered as part of the environmental review process.

Metro is committed to a comprehensive outreach program that exceeds these legal requirements and provides project stakeholders with the necessary tools and resources to be educated and informed, as well as provide valuable input at key milestones.

1.2 Public Scoping Meetings and Comment Period

1.2.1 Agency Scoping Meeting

An Agency Scoping Meeting was held on June 19, 2017, with responsible and cooperating agencies to generate project awareness, define agency roles, and obtain agency input about the scope and content of the environmental information related to the agency's area of statutory responsibility to be included in the Draft EIS/EIR. A "cooperating agency" under NEPA is any federal agency, other than the Lead Agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A "responsible agency" under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency. A Notice of Preparation and Notice of Intent (Appendix A) were sent to the responsible and cooperating agencies with details for the Agency Scoping Meeting.

1.2.2 Public Scoping Meetings

From June 15-24, 2017, a series of five Public Scoping Meetings took place in the Cities of Bellflower, Los Angeles (two on the same day in Little Tokyo), South Gate, and Huntington Park. The meetings provided project updates and information to stakeholders, and collateral materials were handed out (Appendix E). Materials were printed in English and Spanish for every meeting, and in Japanese for the meetings in Little Tokyo. The meetings were held at several different times during the week, three from 6-8pm on a Tuesday, Wednesday, and Thursday; one from 3-5pm on a Wednesday; and one on a Saturday from 10am-12pm, as shown in Table 1.1.

Table 1.1. Public Scoping Meeting Locations and Additional Features

Meeting	Date	Location/Address	Additional Features
Public Scoping Meeting #1	Thursday, June 15, 2017 6-8pm	T. Mayne Thompson Park 14001 S Bellflower Bl Bellflower, CA 90706	Court reporter present
Public Scoping Meeting #2	Tuesday, June 20, 2017 6-8pm	South Gate Girls Club House 4940 Southern Av South Gate, CA 90280	Live webcast Court reporter present
Public Scoping Meeting #3	Wednesday, June 21, 2017 2-4pm	Nishi Hongwanji Buddhist Temple 815 E 1st St Los Angeles, CA 90012	Court reporter/ Videographer present
Public Scoping Meeting #4	Wednesday, June 21, 2017 6-8pm	Nishi Hongwanji Buddhist Temple 815 E 1st St Los Angeles, CA 90012	Court reporter/ Videographer present
Public Scoping Meeting #5	Saturday, June 24, 2017 10am-noon	Huntington Park Community Center 6925 Salt Lake Av Huntington Park, CA 90255	Court reporter present

Source: Arellano Associates, 2017

The public was encouraged to submit comments and questions at the Public Scoping Meetings, as well as during the comment period, which was extended through August 4, 2017. The public was provided with several ways to submit comments, including the following:

- Comment sheets (Appendix H)
- Speaker cards (Appendix I)
- Oral testimony via court reporter (Appendix J)
- Written letter comment (Appendix K.1)
- Email comment (Appendix K.2)
- Online comment (Appendix K.3)

Additionally, the public contacted the project team through social media (Appendix M.2) and a project helpline. While comments left through those avenues were not recorded as part of the official scoping record, those leaving comments were directed to provide comments through one of the methods listed above.

2 OUTREACH ACTIVITIES LEADING UP TO THE PUBLIC SCOPING MEETINGS

Prior to the Public Scoping Meetings, the project team conducted over 50 briefings and meetings with elected officials, public agency representatives, and key stakeholders in the project area to introduce the Project, discuss the environmental process/timeline, and gather feedback. These briefings ensured that key representatives for the corridor communities were aware of the Project and informed of the launch of the public scoping process in advance of the meeting notices being released. This, in turn, helped establish relationships with key stakeholder representatives that further expanded public notification efforts, as these contacts could reach stakeholders that the team may otherwise not have reached. Table 2.1 provides a summary of the key stakeholder meetings and other outreach activities conducted from January 2017 to July 2017.

Table 2.1. Summary of Outreach Activities (January 2017 – July 2017)

	Date	Stakeholder	Type of Outreach
1.	01/17/17	Metro Senior Leadership Team	Briefing
2.	01/18/17	Eco-Rapid Transit Board	Briefing
3.	01/27/17	City of Los Angeles Mayor's Office	Briefing
4.	01/30/17	City of Downey City Manager	Briefing
5.	02/02/17	City of South Gate City Manager	Briefing
6.	02/02/17	Supervisor District 4 Briefing - Board Director Janice Hahn's Office	Briefing
7.	02/02/17	Metro Legislative Briefing	Briefing
8.	02/07/17	City of Bellflower City Manager	Briefing
9.	02/13/17	Supervisor District 1 Briefing - Board Director Hilda Solis' Office	Briefing
10.	02/14/17	Vernon City Administrator	Briefing
11.	02/14/17	Huntington Park City Manager	Briefing
12.	02/14/17	City of Los Angeles - CD 14	Briefing
13.	02/21/17	Board Director Robert Garcia's Office	Briefing
14.	02/22/17	City of Bell City Council	Presentation
15.	02/23/17	CCEA/Little Tokyo/Arts District BID Executive Staff	Briefing
16.	02/23/17	WSAB Technical Advisory Committee Meeting Announcement	Presentation
17.	02/23/17	South Park BID	Briefing
18.	02/27/17	Cerritos City Manager	Briefing
19.	02/27/17	Artesia City Manager	Briefing

2 Outreach Activities Leading up to the Public Scoping Meetings

	Date	Stakeholder	Type of Outreach
20.	03/06/17	Los Angeles River Artists and Business Association (LARABA)	Briefing
21.	03/08/17	Gateway Planning Directors	Briefing
22.	03/09/17	Central City Association Transportation (CCA) - Transportation, Infrastructure & Environment Policy Committee	Briefing
23.	03/09/17	Gateway COG City Manager's meeting	Presentation
24.	03/09/17	County of Los Angeles, CEO Capital Program's Office	Briefing
25.	03/10/17	Kevin Ocubillo (CD 14) and City of LA Staff	Briefing
26.	03/10/17	Arts District Los Angeles Business Improvement District (ADLA BID)	Briefing
27.	03/15/17	Little Tokyo Business Association and Business Improvement District	Briefing
28.	03/15/17	Historic Cultural Neighborhood Council (HCNC) - Urban Design & Land Use Committee (LUC)	Briefing
29.	03/23/17	WSAB Technical Advisory Committee Meeting (TAC)	Briefing
30.	03/24/17	Sen. Tony Mendoza's Office (SD32)	Elected Official Briefing
31.	03/28/17	(CCEA) LA Downtown/Industrial District BID (Administered by Central City East Assoc.)	Briefing
32.	04/04/17	Office of LA City Council Member Curren Price (9th District)	Elected Official Briefing
33.	04/05/17	Regional Connector Community Leadership Council - 1st and Central Committee	Briefing
34.	04/06/17	Legislative Group Briefing	Briefing
35.	04/13/17	Gateway Cities Service Council	Presentation
36.	04/17/17	City of Bellflower - Staff	Briefing
37.	04/17/17	City of Cerritos - Staff	Briefing
38.	04/17/17	City of South Gate +Cudahy + Paramount - Staff	Briefing
39.	04/17/17	City of Downey & LA County - Staff	Briefing
40.	04/19/17	Metro Planning and Programming Committee	Briefing
41.	04/20/17	Office of Supervisor Mark Ridley-Thomas	Elected Official Briefing
42.	04/25/17	City of LA - Staff	Briefing
43.	04/25/17	Little Tokyo Community Council	Briefing
44.	04/25/17	City of Huntington Park (+Bell, Cudahy, and Maywood) - Staff	Briefing
45.	04/26/17	City of Vernon – Staff	Briefing

	Date	Stakeholder	Type of Outreach
46.	04/26/17	City of Artesia - Staff	Briefing
47.	04/27/17	Metro Board of Directors	Elected Officials Briefing
48.	04/28/17	Meeting with Kristin Fukushima, Little Tokyo Community Council	Briefing
49.	05/02/17	Paramount City staff	Briefing
50.	05/10/17	Bell City Staff (+Cudahy)	Briefing
51.	05/08/17	Artesia City Council	Presentation
52.	05/11/17	Vernon Vision Plan	Briefing
53.	06/14/17	Office of Assemblymember Cristina Garcia	Elected Official Briefing
54.	06/14/17	City of Bellflower Councilman Juan Garza	Elected Official Briefing
55.	06/15/17	Ports of Los Angeles & Long Beach	Briefing
56.	06/16/17	Office of Senator Mendoza	Elected Official Briefing
57.	07/20/17	Historic Cultural Neighborhood Council (HCNC) - Urban Design & Land Use Committee (LUC)	Briefing
58.	07/22/17	East Yard Communities for Environmental Justice - 3rd Annual LA River Bike Toxic Tour	Community Event
59.	07/27/17	Downtown Bellflower Summer Streetfest	Community Event

Source: Arellano Associates, 2017

3 NOTIFICATION OF PUBLIC SCOPING MEETINGS

To promote maximum public awareness, a variety of noticing methods was implemented in advance of the Public Scoping Meetings. These included mailing notices, flyer distribution, electronic distribution, display advertisements, media coverage, social media, and stakeholder coordination and briefings. All forms of noticing provided meeting details (dates, times, locations, and language services), as well as contact information for accessing additional project details. Additionally, each notice included details on the public comment period as well as information on the live webcast.

3.1 Delivery of Flyer Notices

Full-color flyer notices (Appendix B.1-B.3) for the Public Scoping Meetings were hand delivered via The Walking Man to approximately 25,000 occupants within 500 feet from the project alignment and a one-quarter-mile radius surrounding each proposed station location (Figure 3-1). The distribution of these notices started on June 6, 2017. Based on the language needs identified using Census data, copies of the flyers were delivered in English and Japanese to the Little Tokyo area (north of 5th Street in downtown Los Angeles to LA Union Station) and in English and Spanish to the rest of the project corridor (south of 5th Street in downtown Los Angeles to Artesia).



Figure 3-1

Full-color bilingual (English and Spanish; English and Japanese) flyers announcing the Public Scoping Meetings (Appendix B) were also distributed to offices of elected and city officials, libraries, community centers, city halls, senior centers, and other public centers (see Section 3.3 for more details).

3.2 Mailed Notices

Approximately 4,622 notices (Appendix B.2) were mailed to all property owners not occupying their properties located within 500 feet of the project alignment and one-quarter mile from each station area (Figure 3-2). Notices were also mailed to elected offices and contacts in the project stakeholder database that did not have their email contact information listed, as they would not be able to receive the electronic notices distributed throughout the scoping process.

The notices were tri-fold and included information in English and Spanish, and Japanese in the Little Tokyo area of downtown Los Angeles.



Figure 3-2

3.3 Extended Outreach

Extended outreach efforts included requesting support from elected offices, cities, public facilities, and other key stakeholders to promote the meetings through their respective electronic communication tools, including websites, e-newsletters, social media sites, and membership e-blasts.

Target contacts included key community representatives that would help promote the public meetings including elected official staff representatives, chambers of commerce, school districts, environmental justice groups, community groups, businesses and business associations, academic institutions, and other local interest groups involved in transportation, environmental sustainability, and social issues in the region. Figure 3-3 highlights the locations of businesses, community groups, public agencies, and other organizations that were sent an extended outreach toolkit via mail, delivery, or email.

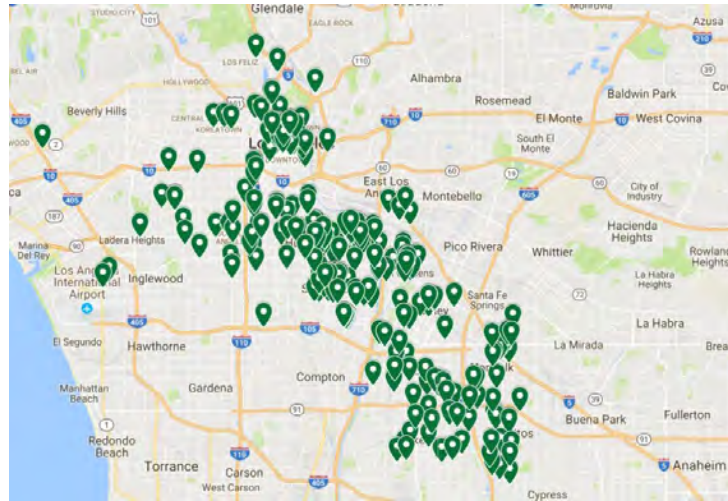


Figure 3-3

For a full list of the organizations that were sent an extended outreach toolkit, see Appendix L.

3.4 E-blasts

An electronic version of the flyer (Appendix B.3) was distributed via e-blast to 1,295 contacts included in the project database a total of three times in advance of the public meetings (Figure 3-4). The first notice was shared two weeks in advance of the first Public Scoping Meetings (June 6). The second notice was distributed one day prior to the first meeting (June 14), and the third e-blast was sent one day prior to the last meeting as a reminder (June 23) (Table 3-1).

In addition, an e-blast was sent following the meetings to 1,322 contacts to thank participants for their participation, as well as to provide access to the information shared at the Public Scoping Meetings. This included a link to the webcast video. Additionally, the e-blast encouraged recipients to provide official comments prior to the August 4 conclusion of the comment period. Further e-blast reminders were sent through the remainder of the public scoping comment period to encourage additional public comments.



Figure 3-4

Table 3.1. Scoping Period E-Blasts

Date Sent	Subject	Number of Recipients	Opens
06/06/2017	Meeting Invite #1	1,217	352
06/14/2017	Meeting Invite Reminder #1	1,118	275
06/24/2017	Meeting Invite Reminder #2	1,227	288
06/29/2017	Meeting Thank You	1,321	319
07/13/2017	Scoping Comment Period Reminder #1	1,350	349
07/25/2017	Scoping Comment Period Reminder #2	1,411	332
08/03/2017	Scoping Comment Period Final Reminder	1,433	318

Source: Arellano Associates, 2017

3.5 Display Advertisements

Display advertisements (Table 3-2 and Appendix C.1) were featured in approximately six online publications to advertise the Public Scoping Meetings to communities within the project area. The advertisements were featured on local newspaper websites and on the social media sites Facebook and Twitter.

Table 3.2. Published Online Display Advertisement Notices for the Public Scoping Meetings

No.	Publication	Communities Reached	Impressions	Clicks	Notice Date
1.	Downtown LA News	Downtown Los Angeles	5,568	18	June 7-23
2.	Wave Publications	Bell, Bell Gardens, Bellflower, Cudahy, Downey, Huntington Park, Maywood, Lynwood, Paramount, Norwalk, South Gate	133,647	27	June 14-20
3.	Los Cerritos Newspaper Group	Artesia, Cerritos	N/A	N/A	June 12-23
4.	Rafu Shimpō	Little Tokyo	44,664	N/A	June 12-23
5.	La Opinion	Greater Los Angeles Metropolitan Area	5,002	39	June 12-20
6.	The Downey Patriot	Downey	36,798	74	June 6 – July 6
Total Reach (approximate):			225,679	131	

Source: Arellano Associates, 2017

In addition to the display ad noticing efforts, online advertisements on Facebook and Twitter targeted users residing in the project area. Web analytics of Facebook and Twitter reach can be found in Appendix C.2.1.

Table 3.3. Social Media Advertisements

No.	Platform	Zip Codes Targeted	Impressions	Engagement	Posting Date Range
1.	Facebook (3 boosted posts)	Artesia, Bell, Bell Gardens, Bellflower, Cerritos, Cudahy, Downey, Huntington Park, Maywood, Lakewood, Los Angeles, Long Beach, Lynwood, Paramount, Norwalk, South Gate	25,194	Comments: 33 Reactions: 794 Shares: 84 Clicks: 166	06/07/17- 06/24/17
2.	Twitter (3 promoted posts)	Artesia, Bell, Bell Gardens, Bellflower, Cerritos, Cudahy, Downey, Huntington Park, Maywood, Lakewood, Los Angeles, Long Beach, Lynwood, Paramount, Norwalk, South Gate Angeles, Lynwood, Paramount, Norwalk, South Gate	46,748	Retweets: 20 Likes: 33 Clicks: 3,300	06/08/17 – 06/24/17
Total Reach (approximate):			71,942	38,625	

Source: Arellano Associates, 2017

3.6 Earned Media

In addition to the display advertisements, there were several articles published prior, during, and after the Public Scoping Meetings (Table 3.4 and Appendix D). Several stakeholder groups also shared the information on the upcoming meetings electronically to their respective databases via email and social media postings (Table 3.5). Table 3.3 is a sample of how those stakeholders distributed the information, as we do not have access to all extended outreach efforts on the part of stakeholders.

Table 3.4. Articles Covering the Open House Meetings (Partial List)

Date	Publication	Article
06/12/17	The Source	Public Scoping Meetings this month for Artesia-Union Station light rail project
06/13/17	Los Cerritos News	Metro to Begin Public Scoping Meetings This Thursday for the WSAB Transit Corridor
06/14/17	Progressive Railroading Magazine	L.A. Metro to begin environmental process for West Santa Ana rail line
06/30/17	Wave Publications	MTA hears views on planned Southeast rail line
07/14/17	Minority Business Development Agency	Rebuilding America's Infrastructure: MBDA Bringing Minority Firms to the Table for Eco-Rapid Transit Light Rail Project

Source: Arellano Associates, 2017

Table 3.5. Extended Coverage by Local Organizations (Partial List)

Date	Organization	Distribution Method
06/07/17	City of Downey	Twitter post
06/09/17	City of South Gate	Calendar post on city website
06/09/17	City of Paramount	Website post
06/13/17	City of Bellflower	Website post
06/13/17	City of Huntington Park	Calendar post on city website
06/14/17	Los Angeles County Metropolitan Transportation Authority	Twitter post
06/15/17	City of Bellflower	Twitter retweet
06/15/17	City of Downey	Twitter retweet
06/16/17	City of South Gate	Twitter retweet
06/20/17	Little Tokyo Community Council	Facebook post
06/21/17	Sustainable Little Tokyo	Facebook post
06/22/17	Urbanize LA	Twitter retweet
06/22/17	Historic Core DTLA	Twitter mention
06/22/17	Eco-Rapid Transit	Twitter retweet
06/23/17	Little Tokyo Business Association	Email newsletter
06/24/17	Jhonny Pineda (Huntington Park City Council)	Facebook post

Source: Arellano Associates, 2017

4 PUBLIC SCOPING MEETINGS

4.1 Overview of Public Scoping Meetings

Metro conducted five Public Scoping Meetings on June 15, 20, 21, and 24, 2015, allowing the public to provide feedback on the Project and to receive information. These meetings were held throughout the project corridor, with meetings in downtown LA, Huntington Park, South Gate, and Bellflower.

Table 4.1 provides the Public Scoping Meetings schedule as well as other featured services at each of the meetings. For more information on meeting participants, see Table 4.3.

Table 4.1. Public Scoping Meeting Locations and Additional Features

Meeting	Date	Location/Address	Additional Features
Public Scoping Meeting #1	Thursday, June 15, 2017 6-8pm	T. Mayne Thompson Park 14001 S Bellflower Bl Bellflower, CA 90706	Court reporter Spanish interpreter
Public Scoping Meeting #2	Tuesday, June 20, 2017 6-8pm	South Gate Girls Club House 4940 Southern Av South Gate, CA 90280	Live webcast Court reporter Spanish interpreter
Public Scoping Meeting #3	Wednesday, June 21, 2017 2-4pm	Nishi Hongwanji Buddhist Temple 815 E 1st St Los Angeles, CA 90012	Court Reporter/Videographer Japanese & Spanish interpreters
Public Scoping Meeting #4	Wednesday, June 21, 2017 6-8pm	Nishi Hongwanji Buddhist Temple 815 E 1st St Los Angeles, CA 90012	Court Reporter/Videographer Japanese & Spanish interpreters
Public Scoping Meeting #5	Saturday, June 24, 2017 10am-12pm	Huntington Park Community Center 6925 Salt Lake Av Huntington Park, CA 90255	Court reporter Spanish interpreter

Source: Arellano Associates, 2017

In addition, the meeting on June 20 was offered as a live webcast. The webcast was conducted to reach members of the public that were not able to attend in person and to augment the level of participation. The live webcast generated an additional 40 online participants (32 views via mobile devices), and to extend ongoing access to the presentation, the webcast recording was posted to Metro's YouTube and UStream pages for access throughout the life of the Project. As of August 17, 2017, the video had been viewed 1,695 times.

4.2 Meeting Format

Each of the meetings featured an open house format allowing the public to receive updates through information stations and to have their questions answered one-on-one by technical staff. A brief presentation was also featured providing a project overview, proposed alignment

alternatives, project schedule, and next steps. Every meeting included Spanish interpreter services, and the meeting in Little Tokyo included Japanese interpreter services.

Project team members staffed the information stations based on their technical expertise. An overview of the stations is provided in Table 4-2. The content featured at the information stations is provided in Appendix F.

Table 4.2. Open House Information Stations

Station	Description
Registration	Participants were greeted and asked to register using the sign-in sheets (Appendix G) for the public record and for incorporation into the Project's stakeholder database, which is used to disseminate project updates and subsequent public involvement opportunities. All meeting participants were provided a meeting packet (Appendix E).
Presentation	The PowerPoint presentation was the same for all meetings and included an overview of the Project, purpose of scoping, typical environmental topics, a project timeline, a project map, project history, Purpose and Need, project goals, differences between rail types, light rail transit (LRT) station types, LRT guideway types, southern alignment map, Northern Alignment Options, funding considerations, public involvement, and public scoping comments slides.
Comment Stations and Court Reporter	Comment stations were provided at each meeting, with a dedicated table with two comment boxes and comment sheets available in English and Spanish (and English and Japanese at the Little Tokyo meetings). Additionally, a comment submission box was placed at the registration table. Comments submitted at the meetings are available in Appendix H. Members of the public were also able to submit oral testimony after the presentation by submitting a speaker request card, and the court reporter was also made available for individual oral comments before and after the presentation.
INFORMATION STATION 1: Project Overview	This station provided an overview of the Project, LRT, project schedule, comment submission instructions, and contact information. A digital web-based interactive map also allowed participants to zoom-in to areas of interest throughout the proposed project corridor.
INFORMATION STATION 2: Environmental	The environmental station included a kiosk with a PowerPoint slideshow that presented information regarding the environmental considerations and process for the Project.
INFORMATION STATION 3: Alignment Alternatives, Project Elements, and Maps	Large plot rollouts were made available to provide additional details on the project corridor. Display boards also featured details on the preliminary project profiles that will be further studied in the Draft EIS/EIR.

Source: Arellano Associates, 2017

4.3 Summary of Public Participation

Through the five Public Scoping Meetings, approximately 277 people attended, including the 40 online participants that joined via the live webcast, and 80 comments were collected (Table 4.3). Additional meeting details, including key stakeholder participants and media coverage, are listed in Table 4.3.



Table 4.3. Summary of Open House Meetings

Meeting Location and Date	No. of Participants	No. of Comment Cards Completed	No. of Oral Testimonies	No. of one-on-one oral testimonies	Elected Officials, Agencies, other Stakeholder Representatives	Media Coverage
Meeting #1 Bellflower	55	6	10	3	20	None
Meeting #2 South Gate	68	6	2	0	15	None
Meetings #3 and #4 Little Tokyo	99	14	19	2	25	None
Meeting #5 Huntington Park	55	9	9	0	17	Jose Ivan Cazares, Wave Publications
TOTAL	277	35	40	5	77	

Source: Arellano Associates, 2017

4.4 Summary of Public Scoping Comments Per Meeting

The five Public Scoping Meetings generated a total of 277 participants and 80 public scoping comments. Comments were documented via submitted comment sheets (40), oral testimony documented by the court reporter after the presentation (35), and one-on-one oral testimony to the court reporter (5). In addition, interpreters were available for Spanish- or Japanese-speaking participants to facilitate their comment submittal.

The sections below provide a brief summary of the comments submitted at each of the meetings, as well as the general comment themes. Please note that these are not comprehensive and are only intended to provide a high-level snapshot of the comments received.

4.4.1 Bellflower – Thursday, June 15, 2017

A total of 19 comments were made at the June 15 Public Scoping Meeting in Bellflower. Of the 19 comments submitted at this meeting, 10 were submitted via speaking at the meeting, 6 were via a comment sheet, and 3 were via one-on-one oral testimony. Below is a summary of the major themes that were captured through the documented comments:

- **Stations** – Interest in having Bellflower Station be an iconic facility; support for other station locations (at Lakewood Boulevard and Bloomfield/Del Amo); and request for further clarification on the need for two stations in Artesia.
- **Community Impacts** – Request for further analysis on a variety of areas of concern, including: ensuring ongoing safety measures (law enforcement) and maintenance of stations and train cars; potential added crime and homeless issues to neighborhoods near the station areas; station equity in neighborhoods; noise impacts; and consideration of sound barriers.
- **Transportation and Traffic** – Maintaining proper access for first responders; ensuring adequate transit connectivity to the stations; concern over the lack of parking at existing stations for other LRT systems; interest in doing grade separations to prevent further congestion; and outlook on future freight rail uses along this corridor.

4.4.2 South Gate – Thursday, June 20, 2017

A total of 8 comments were made at the June 20 public scoping meeting in South Gate. Of the 8 comments, 2 were submitted via speaking at the meeting and 6 were submitted via a comment sheet. Below is a summary of the major themes that were captured through the documented comments:

- **Stations** – Interest in transit-oriented development and attracting private investment at station areas.
- **Community Impacts** – Request for increased spending for law enforcement to address ongoing safety issues; and minimization of other public nuances (e.g., people selling goods/products at the stations and inside the rail cars).
- **Transportation and Traffic** – An overpass is needed for the Florence Station to address significant traffic impacts, as Florence Avenue is already experiencing significant traffic issues; and similar concern for the Firestone Station.
- **Regional Transit** – Support for expansion of rail service throughout Southern California, including the proposed WSAB Project.
- **Other** – Consider other transportation alternatives and technologies for this corridor.

4.4.3 Downtown Los Angeles (Meetings #3 and #4) – Thursday, June 21, 2017

A total of 35 comments were submitted during the two Public Scoping Meetings held in downtown Los Angeles on June 21. Of the 35 comments, 19 were submitted via speaking at the meeting, 14 were submitted via a comment sheet, and 2 via one-on-one oral testimony. Below is a summary of the major themes that were captured through the documented comments:

- **Community Impacts** – Several concerns expressed over potential visual impacts for condo owners and apartment tenants if aerial tracks are added in Little Tokyo, along Alameda Street. Several concerns expressed over impact of construction to the Little Tokyo area and the permanent impact it would have on the character of this historic

community. There was also an added request to consider the impacts to more than just the businesses facing the streets where the alignment alternatives are located.

- **Stations** – Prefer alignment with station at 7th Street and Alameda Avenue.
- **Transportation and Traffic** – Consider the impacts construction might have on traffic in the area.
- **Regional Transit** – Interest expressed in having the Project connect with other Metro light rail lines for enhanced connectivity.
- **Outreach** – Arts District is willing to work with Metro on the Project. Several requests were made for the plot rollouts and other detailed maps to be made available online. Request for materials to also be made available in Korean.

4.4.4 Huntington Park – Saturday, June 24, 2017

A total of 18 comments were submitted during the June 24 Huntington Park public scoping meeting. Of the 18 comments, 9 were submitted via speaking at the meeting and 9 were submitted via a comment sheet. Below is a summary of the major themes that were captured through the documented comments at this meeting:

- **Community Impacts** – Impacts to the Little Tokyo community and the impact ancillary structures may have in neighborhoods where stations are located; impacts to residential property values, particularly those near the proposed alignments and stations; and other environmental impact concerns.
- **Public Safety** – Concerns raised over inadequate policing on existing Metro lines and at stations; and fears of a new transit line bringing added crime to the corridor communities.
- **Transportation and Traffic** – Concerns expressed over traffic congestion that might result from having trains come through already congested intersections.
- **Outreach** – Improve outreach efforts by coordinating notification with area businesses and residents; and hold meetings at times that are most accommodating for communities.

5 AGENCY SCOPING MEETING

5.1 Overview of Agency Scoping Meeting

An Agency Scoping Meeting was held at Metro headquarters on June 19, 2017, with 20 representatives (Appendix G.5) from public agencies participating in the meeting. A PowerPoint was presented at the meeting that was identical to the presentation at the Public Scoping Meetings but included more dialogue regarding the role for agency coordination. Materials provided at this meeting were also identical to those provided at the public meetings. Agencies represented at the meeting included:

- Alameda Corridor Transportation Authority
- California Public Utilities Commission
- City of Bell
- City of Downey
- City of South Gate
- City of Vernon
- Eco-Rapid Transit
- Federal Transit Authority
- Los Angeles Department of Transportation
- Southern California Association of Governments

Comments were not received at the Agency Scoping Meeting, as the agencies that participated in the meeting were expected to submit official scoping comments in writing prior to the end of the public scoping comment period, set for Friday, August 4, 2017.

6 SUMMARY OF PUBLIC SCOPING COMMENTS

Comments received through the public scoping process were documented, and Table 6.1, Table 6.2 and Table 6.3 provide a breakdown of the number of comments, submission method, and key themes identified.

Comments submitted after Public Scoping Meetings: 1,040

- Agencies: 15
- Cities: 10
- Elected Offices: 3
- Stakeholder Organization: 21
- Interested Parties: 991

Total number of comments received during Public Scoping Period: 1,122

- 991 submitted via direct mail, email, or website comment form
- 51 submitted by agencies, cities, elected offices, and key stakeholders
- 40 comments via oral testimony at the Public Scoping Meetings
- 35 comment cards collected at the Public Scoping Meetings
- 5 comments submitted via one-on-one testimony at the Public Scoping Meetings
- All the individual comments can be viewed in Appendices H, I, J, and K.

Summary of comments related to alternatives: Option B Pacific/Vignes Alternative and Option D Alameda Alternative were the most popular, with the Pacific/Alameda and Alameda Options receiving the least support. Additionally, stakeholders from the Little Tokyo area in downtown Los Angeles generally opposed all four alternatives but preferred Options B and D if the Project were to move forward. Note: Several comments were submitted in form comments that indicated they were opposed to all four Northern Alignment Options.

Option A: Pacific/Alameda

- 90 percent of comments received pertaining to this option were opposed.

Option B: Pacific/Vignes

- This option received the highest total and percentage of support from stakeholders.
- 61 percent of comments received pertaining to this option were opposed.

Option C: Alameda

- 85 percent of comments received pertaining to this option were opposed.

Option D: Alameda/Vignes

- This alternative did not receive much support.
- 68 percent of comments received pertaining to this option were opposed.

Table 6.1. Summary of Comments Collected during Public Scoping Period

Category	Comment	#	Reason
Option A: Pacific/Alameda	In favor	26	Little Tokyo residents are concerned about the impacts to their community with this alignment.
	Against	237	
Option B: Pacific/Vignes	In favor	102	Many Little Tokyo residents prefer this alternative if the Project is to move forward. Little Tokyo residents are concerned about the impacts to their community with this alignment.
	Against	162	
Option C: 7th/Alameda	In favor	39	Little Tokyo residents are concerned about the impacts to their community with this alignment.
	Against	237	
Option D: Alameda/Vignes	In favor	93	Many Little Tokyo residents prefer this alternative if the Project is to move forward. Little Tokyo residents are concerned about the impact this alignment would have on their community, especially an aerial option.
	Against	200	

Source: Arellano Associates, 2017

Table 6.2. Comments Collected During Public Scoping Period by Category

Public comment issues	#	Reasons
Grade Separation	813	Many Bellflower residents prefer an aerial alignment through their city. Little Tokyo residents prefer an underground alignment as opposed to at-grade or aerial.
Environmental Impacts (noise, traffic, visual impediments, gentrification)	322	Little Tokyo stakeholders do not want an aerial alignment through their community and are concerned about the impacts of another major Metro project in their community. Bellflower residents are concerned with how the Project would affect their bike/pedestrian trail.
Northern Alignment Options	305	Some stakeholders wish to see an eventual connection to Orange County. Several Little Tokyo residents strongly oppose all four northern alignment alternatives, and many prefer Options B and D if the Project is to move forward.
General/Other/Inquiries	43	Requests for general information about the Project, including timeline, or requests to be added to mailing list.
Opposes the Project	29	Opposed to the Project as a whole.
Supports the Project	27	Supports the Project as a whole but may include some stipulations in support, such as grade separation.

Public comment issues	#	Reasons
Station Locations	25	Consider adding a station north of the 10 freeway for Option D. Questions about the rationality of having two stations in Artesia. Several Little Tokyo residents oppose placing a station on Third Street.
Union Station/Other line Connectivity	18	Several comments support having an overlapping route with the Metro Blue Line, but others are against redundancy of stations and alignments with other lines.
Safety and Security	12	Residents in the southern alignment area are worried a new line could bring additional crime into the community.
Outreach Concerns/Suggestions	12	Use water bills for notification, larger maps. Consider additional noticing alternatives other than flyers. Should extend the comment deadline.
Property Acquisition Concern	4	Residents are concerned about the possible property acquisition required for the construction of parking structures and stations.
Maintenance Concerns	2	Residents are concerned about the ongoing maintenance of the future line vehicles and stations, particularly the cleanliness of both.
Environmental Justice	1	Concern raised about how the Project might divide communities.

Source: Arellano Associates, 2017

Note: Many comments included multiple topics and these numbers do not correlate with the total number of comments submitted.

Table 6.3. Comments by location

City of Affiliation	Number of Comments	City of Affiliation	Number of Comments
Residents of Corridor Area Cities who provided comments			
Artesia	6	Huntington Park	9
Bell Gardens	2	Lakewood	10
Bell	7	Long Beach	25
Bellflower	83	Los Angeles	135
Cerritos	7	Lynwood	1
Commerce	2	Maywood	2
Compton	16	Norwalk	8
Cudahy	2	Paramount	10
Downey	11	South Gate	8

6 Summary of Public Scoping Comments

City of Affiliation	Number of Comments	City of Affiliation	Number of Comments
Residents of Non-Corridor Area Cities who provided comments			
Alhambra	2	Lawndale	1
Anaheim	11	Lomita	2
Bakersfield	1	Montebello	5
Baldwin Park	2	Monterey Park	3
Buena Park	4	Norco	1
Burbank	1	North Hollywood	2
Carson	7	Northridge	1
Castaic	1	Ontario	1
Chatsworth	1	Orange	3
Chino Hills	1	Oviedo, FL	1
Claremont	1	Palos Verdes Peninsula	1
Corona	2	Panorama	1
Costa Mesa	1	Pasadena	2
Covina	2	Pico Rivera	7
Crestline	1	Placentia	1
Culver City	3	Rancho Palos Verdes	2
Cypress	3	Redlands	1
Dallas, TX	1	Redondo Beach	1
Diamond Bar	1	Rolling Hills	1
Doylestown, OH	1	Rowland Heights	1
Eastvale	1	Sacramento	2
El Monte	5	San Gabriel	1
El Segundo	3	San Marino	2
Fountain Valley	3	San Pedro	1
Fullerton	2	Santa Ana	8
Garden Grove	4	Santa Clarita	1
Gardena	5	Santa Fe Springs	1
Glendale	5	Santa Monica	1
Harbor City	1	Simi Valley	1
Hawthorne	6	Stanton	1
Homeland	1	Stevenson Ranch	1
Huntington Beach	1	Sylmar	1
Inglewood	5	Torrance	7

City of Affiliation	Number of Comments	City of Affiliation	Number of Comments
La Habra	5	Tustin	3
La Mirada	3	Upland	1
La Palma	1	Walnut	1
La Puente	4	West Covina	2
La Verne	1	West Hollywood	1
Laguna Hills	1	Whittier	6
Laguna Niguel	1	Wilmington	1
Lamont	2	Woodland Hills	1
Las Vegas, NV	1	Yorba Linda	1
Comments by area of concern *			
Bellflower	617	Los Angeles	6
Little Tokyo	395	Artesia	5
Arts District	10	South Gate	1
Huntington Park	4	Vernon	1
Paramount	10	Cerritos	2
Bell	1	Boyle Heights	2
No Specific Area of Concern	84		

Source: Arellano Associates, 2017

Note: *Comments in this section include those made by residents who primarily do not live in the corridor area but have a concern with the Project as it pertains to a specific community. A majority of comments pertaining to Little Tokyo and Bellflower were made through a form comment distributed by stakeholders in those two communities.

APPENDIX A NOTICE OF INTENT/NOTICE OF PREPARATION (NOI/NOP)

APPENDIX B PUBLIC SCOPING NOTICES AND E-BLAST NOTIFICATIONS

Appendix B.1 Public Scoping Flyer

Appendix B.1.1 Public Scoping Flyer (English)

Appendix B.1.2 Public Scoping Flyer (English)

Appendix B.1.3 Public Scoping Flyer (English)

Appendix B.2 Postcard (English, Spanish)

Appendix B.3 E-Blast Notifications

Appendix B.1.1

Public Scoping Flyer (English)



Please join us at upcoming public scoping meetings.

June 15, 20, 21 & 24

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

The Los Angeles County Metropolitan Transportation Authority (Metro) is formally initiating environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Public Scoping Meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with federal/state requirements. Join us to learn more about this project and provide your input on the proposed alternatives. Please plan on attending the scoping meeting that is most convenient for you. Content provided at these meetings will be identical. Presentations start 30 minutes after the indicated start time, followed by public comments. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

MEETING DETAILS

BELLFLOWER

Thursday, June 15, 2017, 6 – 8pm

T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706
> Intérprete en español

SOUTH GATE

Tuesday, June 20, 2017, 6 – 8pm

South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
> Intérprete en español
> Live Webcast at 6:30pm

DOWNTOWN LOS ANGELES

Wednesday, June 21, 2017

**3 – 5pm (businesses) &
6 – 8pm (general public)**


Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012
> Intérprete en español/通訳

HUNTINGTON PARK

Saturday, June 24, 2017, 10am – 12pm

Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA 90255
> Intérprete en español

The formal comment period ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net

 metro.net/wsab

For additional information on the project, please use the above listed contact information, or any of the following contact methods:

 213.922.6262

 twitter.com/metrowsab

 facebook.com/metrowsab

 **323.466.3876 x2**
Español

323.466.3876 x3

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All Metro meetings are held in ADA accessible facilities. ADA and Title VI Requirements: Special accommodations are available to the public for Metro-sponsored meetings. All requests for reasonable accommodations and translation must be made at least three working days (72 hours) in advance of the scheduled meeting date by calling 323.466.3876 or California Relay Service at 711.

West Santa Ana Branch Transit Corridor

Project Overview



Appendix B.1.2

Public Scoping Flyer (Spanish)



Por favor acompañenos en las reuniones de alcance público.

15, 20, 21 & 24 de Junio

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

Los Angeles County Metropolitan Transportation Authority (Metro) está formalmente iniciando estudios ambientales para West Santa Ana Branch (WSAB) Transit Corridor la cual es una nueva línea de tránsito de tren ligero de 20 millas que conectaría el centro de Los Angeles al sudeste del condado de Los Angeles, sirviendo a las ciudades y comunidades de Arts District, Little Tokyo, Los Angeles, la comunidad de Florence-Graham no incorporada del Condado de Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos y Artesia.

Reuniones de alcance público son un importante paso en la preparación del Borrador de la Declaración de Impacto Ambiental /Reporte del Impacto Ambiental (EIS/ EIR) según los requisitos federales y estatales. Acompañenos para aprender más sobre este proyecto y presentar sus comentarios sobre las propuestas alternativas. Por favor, planea asistir a la reunión informativa que sea más conveniente para usted. El contenido proporcionado en estas reuniones será idéntico. Presentaciones comienzan 30 minutos después de la hora de inicio indicada, seguido por los comentarios del público. Personas que no puedan asistir a las reuniones pueden ver la presentación a través de una transmisión en vivo a las 6:30pm el martes, 20 de junio de 2017, por medio del internet en www.tinyurl.com/MetroWSAB.

DETALLES DE LA REUNIÓN

BELLFLOWER

Jueves, 15 de junio de 2017, 6 – 8 pm

T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706
> Intérprete en español

SOUTH GATE

Martes, 20 de junio de 2017, 6 – 8 pm

South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
> Intérprete en español
> Transmisión en vivo en
www.tinyurl.com/MetroWSAB

DOWNTOWN LOS ANGELES

Miércoles, 21 de junio de 2017

3 – 5pm & 6 – 8pm
Dos reuniones – horas comerciales y de la tarde

Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012
> Intérprete en español/通訳

HUNTINGTON PARK

Sábado, 24 de junio de 2017, 10am – 12pm

Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA 90255
> Intérprete en español

El período de comentarios de alcance público formal termina el viernes, 4 de agosto de 2017. Los comentarios escritos deben ser sometidos a:

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

✉ wsab@metro.net

🌐 metro.net/wsab

Para obtener más información sobre el proyecto, por favor use la información de contacto mencionada arriba, o a cualquiera de los siguientes métodos de contacto:

☎ 213.922.6262

🐦 twitter.com/metrowsab

📘 facebook.com/metrowsab

📞 323.466.3876 x2
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323.466.3876 x3

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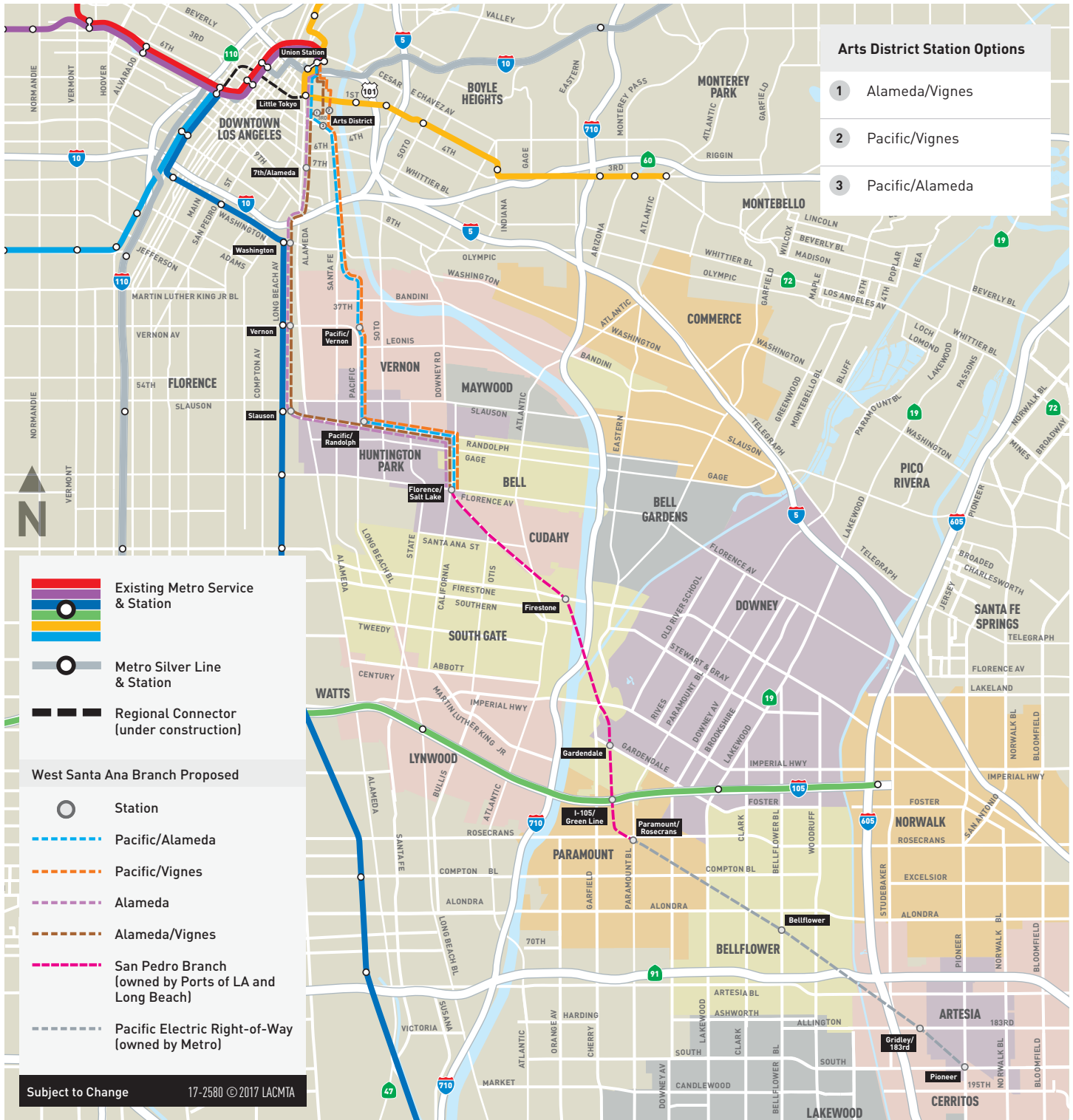
Todas las reuniones de Metro se realizan en instalaciones accesibles conforme a la Ley para Estadounidenses con Discapacidades (Americans with Disabilities Act, ADA) y se puede llegar en transporte público. Las adaptaciones según la ADA y otras traducciones están disponibles llamando al 213.922.3012 con al menos 72 horas de anticipación.



Metro

West Santa Ana Branch Transit Corridor

Project Overview



Appendix B.1.3

Public Scoping Flyer (Japanese)



これから予定されている公開会議にぜひ参加してください

6月15日、20日、21日、24日

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT (トランジットコリドープロジェクト)

The Los Angeles County Metropolitan Transportation Authority (Metro) は新しい20マイルの長さのSanta Ana Branch (WSAB) Transit Corridorにおいて公式に環境調査を開始します。このラインはDowntown Los AngelesとSoutheast LA Countyを結びシティとArts District、Little Tokyo、Los Angelesのコミュニティ、Unincorporated Florence-Graham community of LA County、Vernon、Huntington Park、Bell、Cudahy、South Gate、Downey、Paramount、Bellflower、Cerritos及びArtesiaのコミュニティにサービスを提供します。

公開のスコプミーティングは連邦政府/州の規定により提出の義務が定められている、環境に与えるインパクトの表明/環境に与えるインパクトのレポート(EIS/EIR)の原稿作成準備のための重要なステップです。どうぞ参加してこのプロジェクトについて学び、提案されている代勘案についてあなたの考えを提供してください。あなたにとって最も都合の合うスコプミーティングに参加できるように計画してください。ミーティングでの内容はどの日も全て同様です。プレゼンテーションは記載された開始時刻の30分後に始まります。そしてその後パブリックのコメントが続きます。ミーティングに参加できない方は2017年6月20日火曜日の午後6:30から tinyurl.com/MetroWSABにて生のプレゼンテーションのストリーミングをみることができます。

ミーティングの詳細

BELLFLOWER

2017年6月15日木曜日、6 – 8pm

T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706
> スペイン語通訳

SOUTH GATE

2017年6月20日、火曜日、6 – 8pm

South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
> スペイン語通訳
> ライブウェブキャストは以下のアドレスで
www.tinyurl.com/MetroWSAB

DOWNTOWN LOS ANGELES

2017年6月21日、水曜日

ミーティングは2回 – 日中と夕方


Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012
> スペイン語通訳/通訳

HUNTINGTON PARK

2017年6月24日、土曜日、10am – 12pm

Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA 90255
> スペイン語通訳

公式のコメントの期間は2017年8月4日金曜日に終了します。書面によるコメントはミーティングにおいて提出できます。または以下まで:

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

 wsab@metro.net

 metro.net/wsab

プロジェクトについてのその他のインフォメーションは上部に記載した連絡先をお使いになるか、以下の連絡方法をお使いください:

 213.922.6262

 twitter.com/metrowsab

 facebook.com/metrowsab

 323.466.3876 x2

Español

323.466.3876 x3

한국어 日本語

中文 русский

ភាសាខ្មែរ ภาษาไทย

Tiếng Việt ភាសាវៀត

すべてのMetro主催のミーティングはADAアクセス可能な施設で行われます。ADAとタイトルVIの規定: Metroが提供するミーティングでは公共のために特別な便宜(バリアフリー)がはかられます。全ての理にかなった便宜と翻訳のリクエストはミーティング当日の最低3日間の営業日(72時間)前までに提出されなければいけません。それは323.466.3876かCalifornia Relay Serviceの711に電話をして行ってください。

West Santa Ana Branch Transit Corridor プロジェクトの概要



Appendix B.2

Postcard (English, Spanish)

Stay Connected/Manténgase Conectado

If you are unable to attend in person, contact us or access project information at any of the following:

Si no puede asistir en persona, contáctenos o accede la información del proyecto a través de cualquiera de las siguientes opciones:

Fanny Pan
Project Manager, Metro

☎ 213.922.6262

✉ wsab@metro.net

🌐 metro.net/wsab

🐦 twitter.com/metrowsab

📘 facebook.com/metrowsab

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📞 323.466.3876 x2

Español

323.466.3876 x3

한국어

日本語

中文

русский

ភាសាខ្មែរ

ภาษาไทย

Tiếng Việt

ភាសាជប៉ុន



Metro

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

metro.net/wsab

Please join us at upcoming public scoping meetings.
Por favor acompañenos en las próximas reuniones de alcance público.

June 15, 20, 21 and 24, 2017
15, 20, 21 y 24 de junio de 2017

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT



17-2888bc ©2017 LACMTA

The West Santa Ana Branch (WSAB) Transit Corridor Project is a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

El proyecto de West Santa Ana Branch (WSAB) Transit Corridor es una nueva línea de tránsito de tren ligero de 20 millas que conectaría downtown Los Angeles al sudeste del Condado de Los Angeles, sirviendo a las ciudades y comunidades de Arts District, Little Tokyo, Los Angeles, la comunidad de Florence-Graham no incorporada del Condado de Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos y Artesia.

Join us!

Metro is formally initiating environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor Project, and wants to receive your input on the proposed alternatives. Public scoping meetings are an important step in the preparation of a Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) in accordance with federal/state requirements. Join us to learn more about this project and provide your input on the proposed alternatives. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

¡Acompáñenos!

Metro está iniciando formalmente estudios ambientales para West Santa Ana Branch (WSAB) Transit Corridor Project y quiere recibir sus comentarios sobre las alternativas propuestas. Reuniones de alcance público son un importante paso en la preparación de la Declaración de Impacto Ambiental/Borrador del Reporte del Impacto Ambiental (EIS/EIR) según los requisitos federales y estatales. Acompañenos para aprender más sobre este proyecto y presentar sus comentarios sobre las propuestas alternativas. Personas que no puedan asistir a las reuniones pueden ver la presentación a través de una transmisión en vivo a las 6:30pm el martes, 20 de junio de 2017, por medio del internet en www.tinyurl.com/MetroWSAB.



Meeting Schedule/*calendario de reuniones*

BELLFLOWER

Thursday, June 15, 2017, 6 – 8pm

Jueves, 15 de junio de 2017

T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706
> Intérprete en español

SOUTH GATE

Tuesday, June 20, 2017, 6 – 8pm

Martes, 20 de junio de 2017

South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
> Intérprete en español
> Live Webcast at 6:30pm via
www.tinyurl.com/MetroWSAB

DOWNTOWN LOS ANGELES

Wednesday, June 21, 2017

Miércoles, 21 de junio de 2017

**3 – 5pm (businesses) &
6 – 8pm (general public)**

Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012
> Intérprete en español/通訳

HUNTINGTON PARK

Saturday, June 24, 2017, 10am – 12pm

Sábado, 24 de junio de 2017

Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA 90255
> Intérprete en español

The formal public scoping comment period ends on Friday, July 7, 2017. Written comments may be submitted via:

El período de comentarios de alcance público formal termina el viernes, 7 de julio de 2017.

Los comentarios escritos deben ser sometidos a:

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

✉ wsab@metro.net

🌐 metro.net/wsab

Appendix B.3

E-Blast Notifications

Date Sent	Subject	Number of Recipients	Opens
06/06/2017	Meeting Invite #1	1,217	352
06/14/2017	Meeting Invite Reminder #1	1,118	275
6/19/2017	Meeting Invite Reminder #2	1,229	285
06/24/2017	Meeting Invite Reminder #3	1,227	288
06/29/2017	Meeting Thank You	1,321	319
07/13/2017	Scoping Comment Period Reminder #1	1,350	349
07/25/2017	Scoping Comment Period Reminder #2		
08/03/2017	Scoping Comment Period Final Reminder		

Meeting Invite #1

June 6, 2017



Please join us at upcoming public scoping meetings.

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

[En español](#) [日本語で](#)

The Los Angeles County Metropolitan Transportation Authority (Metro) is formally initiating environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Public scoping meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with federal/state requirements. Join us to learn more about this project and provide your input on the proposed alternatives. Please plan on attending the scoping meeting that is most convenient for you. Content provided at these meetings will be identical. Presentations start 30 minutes after the indicated start time, followed by public comments. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

Meeting Details

BELLFLOWER

Thursday, June 15, 2017, 6 - 8pm

T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706

DOWNTOWN LOS ANGELES

Wednesday, June 21, 2017

3 - 5pm (businesses) & 6 - 8pm (general public)

> Intérprete en español

Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012

> Intérprete en español/通訳

SOUTH GATE*

Tuesday, June 20, 2017, 6 - 8pm

South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280

> Intérprete en español

> [Live Webcast at 6:30pm](#)

www.tinyurl.com/MetroWSAB

HUNTINGTON PARK

Saturday, June 24, 2017, 10am - 12pm

Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA
90255

> Intérprete en español

*Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

Submit Your Comments

The formal public scoping comment period ends on Friday, July 7, 2017. Written comments may be submitted via:



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



wsab@metro.net



metro.net/wsab



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All Metro meetings are held in ADA accessible facilities and are accessible by transit. ADA accommodations and translations are available by calling 323.466.3876 or California Relay service at 711 at least 72 hours in advance.



Metro

Meeting Reminder #1

June 14, 2017



Please join us at upcoming public scoping meetings.

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

UPDATE: The formal public scoping comment period has been extended to Friday, August 4, 2017.

[En español](#) [日本語で](#)

The Los Angeles County Metropolitan Transportation Authority (Metro) is formally initiating environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Public scoping meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with federal/state requirements. Join us to learn more about this project and provide your input on the proposed alternatives. Please plan on attending the scoping meeting that is most convenient for you. Content provided at these meetings will be identical. Presentations start 30 minutes after the indicated start time, followed by public comments. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

Meeting Details

BELLFLOWER

Thursday, June 15, 2017, 6 - 8pm

T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706
> Intérprete en español

DOWNTOWN LOS ANGELES

Wednesday, June 21, 2017

3 - 5pm (businesses) & 6 - 8pm (general public)
Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012
> Intérprete en español/通訳

SOUTH GATE*

Tuesday, June 20, 2017, 6 - 8pm

South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
> Intérprete en español
> Live Webcast at 6:30pm
www.tinyurl.com/MetroWSAB

HUNTINGTON PARK

Saturday, June 24, 2017, 10am - 12pm

Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA 90255
> Intérprete en español

*Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

Submit Your Comments

The formal public scoping comment period ends on Friday, August 4, 2017. Written comments may be submitted via:



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



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Metro

Meeting Reminder #2

June 19, 2017



Please join us at upcoming public scoping meetings.

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

JOIN TOMORROW'S MEETING VIA LIVE WEBCAST: You can view the presentation via a live stream starting at 6:30pm at www.tinyurl.com/MetroWSAB

[En español](#) [日本語で](#)

The Los Angeles County Metropolitan Transportation Authority (Metro) is formally initiating environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Public scoping meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with federal/state requirements. Join us to learn more about this project and provide your input on the proposed alternatives. Please plan on attending the scoping meeting that is most convenient for you. Content provided at these meetings will be identical. Presentations start 30 minutes after the indicated start time, followed by public comments. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

Meeting Details

BELLFLOWER

Thursday, June 15, 2017, 6 - 8pm

T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706
> Intérprete en español

DOWNTOWN LOS ANGELES

Wednesday, June 21, 2017

3 - 5pm (businesses) & 6 - 8pm (general public)
Nishi Hongwanji Buddhist Temple
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> Intérprete en español/通訳

SOUTH GATE*

Tuesday, June 20, 2017, 6 - 8pm

South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
> Intérprete en español
> Live Webcast at 6:30pm
www.tinyurl.com/MetroWSAB

HUNTINGTON PARK

Saturday, June 24, 2017, 10am - 12pm

Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA 90255
> Intérprete en español

*Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

Submit Your Comments

The formal public scoping comment period ends on Friday, August 4, 2017. Written comments may be submitted via:



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



wsab@metro.net



metro.net/wsab



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Metro

Meeting Reminder #3

June 24, 2017



Please join us at tomorrow's public scoping meeting.

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

[En español](#) [日本語で](#)

The Los Angeles County Metropolitan Transportation Authority (Metro) is formally initiating environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Public scoping meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with federal/state requirements. Join us tomorrow morning to learn more about this project and provide your input on the proposed alternatives. The presentation will start 30 minutes after the indicated start time, followed by public comments. Those unable to attend this meeting can view a video recording of the presentation at www.tinyurl.com/WSABwebcast.

Meeting Details

HUNTINGTON PARK

Saturday, June 24, 2017, 10am - 12pm

Huntington Park Community Center

6925 Salt Lake Av, Huntington Park, CA 90255

> [Intérprete en español](#)

*Those unable to attend this meeting can view a video recording of the presentation at

www.tinyurl.com/WSABwebcast.

Submit Your Comments

The formal public scoping comment period ends on Friday, August 4, 2017. Written comments may be submitted via:



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



wsab@metro.net



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WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

Thank you for joining us at the recent public scoping meetings!

Thank you to everyone who attended and participated in the public scoping meetings held for the West Santa Ana Branch Transit Corridor Project on June 15, 20, 21, and 24, 2017, including the live webcast on June 20. Metro received valuable comments and feedback that will be analyzed and evaluated as part of the environmental study process.

All public scoping meeting materials and [video recording](#) of the webcast presentation are available on the project website. You can also use the links below to directly access any of the materials and click on the video image to watch the video recording of the webcast presentation.

- > [Overview Fact Sheet \(Spanish / Japanese\)](#)
- > [What is LRT? Fact Sheet \(Spanish / Japanese\)](#)
- > [Scoping Meeting Main Presentation \(Spanish / Japanese\)](#)
- > [Scoping Meeting Kiosk Presentation \(Spanish / Japanese\)](#)
- > [Public Scoping Display Boards \(Spanish / Japanese\)](#)
- > [Preliminary Project Plans \(Northern Alignment Maps\)](#)
- > [Preliminary Project Plans \(Southern Alignment Maps\)](#)



We Want to Hear From You!

The formal public scoping comment period ends on Friday, **August 4, 2017**. Written comments may be submitted via:



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



wsab@metro.net



metro.net/wsab



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Scoping Period Reminder #1

July 13, 2017



WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

We want to hear from you!

REMINDER: The formal public scoping comment period ends on Friday, **August 4, 2017**. Written comments may be submitted via:



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



wsab@metro.net



metro.net/wsab



Review the public scoping meeting materials

Metro held public scoping meetings on June 15, 20, 21 and 24. If you were not able to attend a meeting, all public scoping materials and [video recording](#) of the webcast presentation are available on the project website. You can also use the links below to directly access any of the materials and click on the video image to watch the video recording of the webcast presentation.

- > [Overview Fact Sheet \(Spanish / Japanese\)](#)
- > [What is LRT? Fact Sheet \(Spanish / Japanese\)](#)
- > [Scoping Meeting Main Presentation \(Spanish / Japanese\)](#)
- > [Scoping Meeting Kiosk Presentation \(Spanish / Japanese\)](#)
- > [Public Scoping Display Boards \(Spanish / Japanese\)](#)



- > Preliminary Project Plans
 - > [\(Northern Alignment Maps\)](#)
 - > [\(Southern Alignment Maps\)](#)

Project Map



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APPENDIX C DISPLAY ADVERTISEMENTS

Appendix C.1 Online Publication Advertisements

Appendix C.1.1 Online Publication Advertisements Analytics

Appendix C.2 Social Media Advertisements

Appendix C.2.1 Social Media Advertisements Analytics

Appendix C.1

Online Publication Advertisements

No.	Publication	Communities Reached	Impressions	Clicks	Notice Date
1.	Downtown LA News	Downtown Los Angeles	5,568	18	June 7-23
2.	Wave Publications	Bell, Bell Gardens, Bellflower, Cudahy, Downey, Huntington Park, Maywood, Lynwood, Paramount, Norwalk, South Gate	N/A	N/A	June 14-20
3.	Los Cerritos Newspaper Group	Artesia, Cerritos	N/A	N/A	June 12-23
4.	Rafu Shimpo	Little Tokyo	44,664	N/A	June 12-23
5.	La Opinion	Greater Los Angeles Metropolitan Area	5,002	39	June 12-20
6.	The Downey Patriot	Downey	36,798	74	June 6 – July 6
Total Reach (approximate):			92,032	131	
Source: Arellano Associates, 2017.					



Online Advertisement Downtown Los Angeles News Run Dates: June 7 - June 23

DCI



LOS ANGELES DOWNTOWN NEWS

- NEWS
- OPINION
- ARTS & CULTURE
- WHAT TO DO
- FOOD
- DEVELOPMENT
- SPECIAL SECTIONS
- DTLA LOCAL
- CLASSIFIEDS

West Santa Ana Branch (WSAB) Transit Corridor Project - Public Scoping Meetings June 15, 20, 21 and 24 + Live Webcast

Featured Stories



6TH ST IS CLOSED AT I-110 FREEWAY.
 EXPECT DELAYS DUE TO CONSTRUCTION.
 LEARN MORE.

THIS WEEKS ISSUE



Search



Lead Story



Ebony magazine reportedly moving to Los Angeles

LOS ANGELES - The future of the two most iconic media publications chronicling African-American life for the past seven decades could be hanging in the balance. The editorial staff at Ebony magazine has reportedly moved its infrastructure and a bare-bones ...

Local News

CULVER CITY LYNWOOD HERALD AMERICAN THE PRESS WEST NORTHEAST EAST

Online Advertisement Wave Publications Run Dates: June 14 - June 20



County homeless population increases by 23 percent
LOS ANGELES - The homeless population in ...

Compton voters re-elect Aja Brown as mayor
COMPTON - Mayor Aja Brown, 35, was ...

MTA board votes against 710 tunnel extension
LOS ANGELES - In a move that...

Memorial planned for longtime educator Judy Burton
LOS ANGELES - A memorial service will ...



THIS WEEK IN BLACK HISTORY



This Week in Black History

June 2, 1875 James Augustine Healy, a Roman Catholic priest in Portland, Maine, became the first black Catholic bishop in the ...

[Read more](#)

COMIC CON 2015 GALLERY



Please join us at upcoming public scoping meetings, June 15, 20, 21 and 24 +Live Webcast

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

EVENTS CALENDAR

<< Jun 2017 >>

M	T	W	T	F	S	S
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	1	2

[See All Events](#)

[Add An Event](#)

Online Advertisement
Los Cerritos News Group
Dates: June 12 - June 23

Hews Media Group's
16th Annual Graduation Special Publication
Supporting ABC, Downey, and Norwalk/La Mirada Unified School Districts.
Publishing over 10,000 High School Graduates names in 74,000 newspapers!
Publishing June 16-Click on banner to learn more!



Monthly cash flow of 2-5% **LendingClub**

Turn KwH into your BFF **SAVE NOW**
Finance your energy-efficient home upgrades.

M Metro West Santa Ana Branch (WSAB) Transit Corridor Project - Public Scoping Meetings June 15, 20, 21 and 24 +Live Webcast

Thursday, June 08, 2017 | Stay Connected

Search in site...

"The paper that exposed the biggest financial scandal in Los Angeles history."
- former Los Angeles District Attorney Steve Cooley after the arrest of Assessor John Noguez



Winner of Eight L.A. Press Club Awards 2012-2015



Best Investigative Newspaper in Los Angeles 2012, 2014, 2015

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- INSERT ADVERTISING OTHER ADVERTISING PRODUCTS FILE OBA ABOUT US/CONTACT US SUBSCRIBE



City News

ABCUSD's Lynda Johnson Votes No For 10% Pay Raise For Principals and Staff of School District



Thursday June 8, 2017 Some employees are leaving the district for better pay. By...

Direct Mailed to 20,000 Homes in Cerritos, Artesia & Norwalk

LOCAL DEALS

Online Advertisement

Rafu Shimpo (Japanese) Dates: June 12 - June 23



JUNES, 2017



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JUNE 5, 2017

反捕鯨映画の反証映画を上映
へ：八木監督が来米、討論会も



JUNE 5, 2017

日系戦没者を追悼：エバグリーン
基地で式典



MAY 31, 2017

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MAY 27, 2017

日系女性5人を表彰：受賞励み
に一層の社会貢献

日本へ転職。

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\$1399

Japan Rail Pass is available
Please contact us~!

これから予定されている公同会議にぜひ参加してください
6月15日、20日、21日、24日

WEST SANTA ANA BRANCH (WSA8)
TRANSIT CORRIDOR PROJECT

M Metro

6TH ST は6月より I-110 のフリー
ウェイにおきまして閉鎖されます
—計画はお早めに。
詳細をよく調べてください。

NORCA1 NEWS

LIFE & ARTS

Online Advertisement
La Opinion
Run Dates: June 12-20

¿ACCIDENTE EN SITIO DE CONSTRUCCIÓN?

William Schwitzer

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COMPENSACION

Millones de dólares
rMUpeRdos.

Sin Recargo:
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ICE reabre más de 1,300 casos de deportación en los últimos tres meses

INMIGRACIÓN

Esquina migratoria: ¿puede una madre arreglar papeles por su hijo de 25 años?

LOS ANGELES

#BuenosDiasLA. Flores de loto en pleno apogeo en Echo Park

LOS ANGELES

Los Angeles empieza a hacer mella en el robo de salario

Por favor acompañenos en las reuniones de avance político: 15, 20, 21 y 24 de junio. + Transmisión en vivo

WEST SANTA ANA BRANCH (WSAB) TRANSIT COOPERATION PROJECT

Metro

Loterfas
Consulta los resultados

Por favor acompañenos en las reuniones de avance político: 15, 20, 21 y 24 de junio. + Transmisión en vivo

WEST SANTA ANA BRANCH (WSAB) TRANSIT COOPERATION PROJECT

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Constant Contact

TRY EMAIL FREE

Top News

Online Advertisement Downey Patriot Run Dates: June 6 - July 6



Stauffer Foundation gives \$320K in scholarships to 930 students

SPONSORED



EVENTS

< June 2017 >

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Appendix C.1.1

Online Publication Advertisements Analytics



- Dec 21, 2015
- Jan 11, 2016
- Apr 27, 2015
- Sep 15, 2014
- Jun 06, 2014
- May 04, 2014

Image - 728x90

[Upload](#) [View/Edit](#)

Downtown LA News Online Ad Analytics Dates: June 7 - June 23

Tags | **Related** | **Other**

Positions

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ros: ock..Jeaderboard-top1

Name:
LA Metro Meeting - Leaderboard A

Link URL:
www.tinyurl.com/WSABflyers

[G](#) Open In New Window

Notes:
Run of Site • Leaderboard A

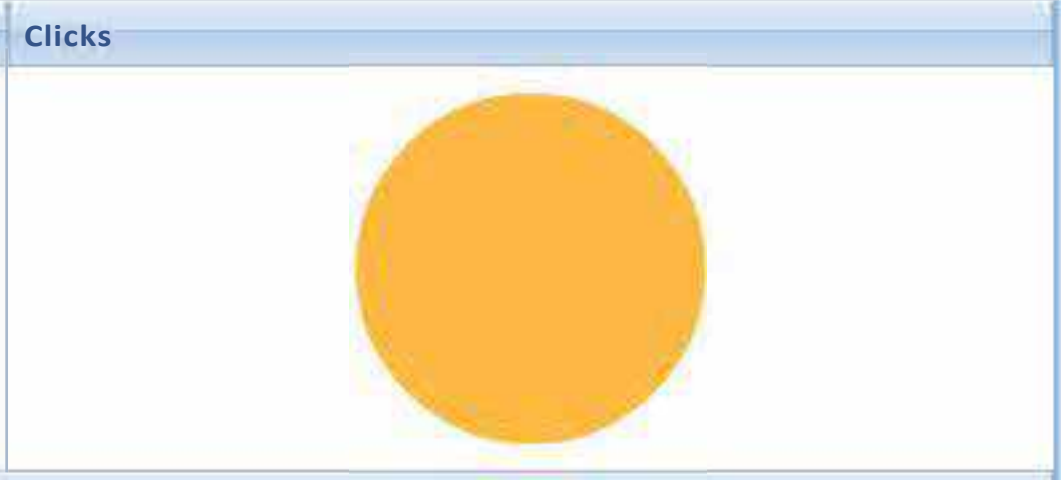


Stats By Position | **stats By Date** | **Business By Position**

Ads By Position from 2017-06-13 to 2017-06-20

[Email](#) [d;l\) Print](#) [Export](#) [Help](#)

Start Date: End Date:



Ad Traffic Totals

Total Impressions	Total Clicks	CTR
5,658	18	0.3181%

Ad Traffic Details

Lege...	Position	Impressions	Clicks	CTR
●	ros : block-aderboard-top1	5,658	18	0.3181%

Downey Patriot Online Ad Analytics

Dates: June 6 - July 6

- Total impressions: 36,798 (this figure takes into account the ad rotations on the site which yielded a total of 73.5k impressions)
 - Note that the first ad generated 21,152 impressions in 22 days from June 6 - 27, while the updated ad generated 15,646 impressions in just 10 days (June 28 and July 7th), likely due to it's being closer to the meeting date.
- Total clickthroughs: 74
 - Again, 47 CTR's in the first 22 days the ad ran, and 27 more in the final 10 days with the ad change

La Opinion Online Ad Analytics

Dates: June 12 - June 20

Line item	IO Goal	Ad server impressions	Ad server clicks	Ad server CTR	Ad server average eCPM (\$)	Ad server CPM and CPC revenue (\$)
Arellano & Associates_06.12-06.23_300x250	50000	50002	39	0.08%	\$9.00	\$450.02

Rafu Shimpo Online Ad Analytics

Dates: June 12 - June 23

From: gail miyasaki <ads4rafu@earthlink.net>
Sent: Wednesday, July 12, 2017 3:49 PM
To:
Subject: Metro Santa Ana data

In response to your email for Metro W Santa Ana Branch Transit Corridor Project web ad data in June, I was provided with 44,664 page views.

We are unable to track clicks at this time.

Thank you!

Gail Miyasaki

THE RAFU SHIMPO
213-629-2231 x103
ads4rafu@earthlink.net
rafu.com
rafunews.com for online sub

Appendix C.2

Social Media Advertisements

No.	Platform	Zip Codes Targeted	Impressions	Engagement	Posting Date Range
1.	Facebook (3 boosted posts)	Artesia, Bell, Bell Gardens, Bellflower, Cerritos, Cudahy, Downey, Huntington Park, Maywood, Lakewood, Los Angeles, Long Beach, Lynwood, Paramount, Norwalk, South Gate	25,194	Comments: 33 Reactions: 794 Shares: 84 Clicks: 166	06/07/17- 06/24/17
2.	Twitter (3 promoted posts)	Artesia, Bell, Bell Gardens, Bellflower, Cerritos, Cudahy, Downey, Huntington Park, Maywood, Lakewood, Los Angeles, Long Beach, Lynwood, Paramount, Norwalk, South Gate Angeles, Lynwood, Paramount, Norwalk, South Gate	46,748	Retweets: 20 Likes: 33 Clicks: 3,300	06/08/17 – 06/24/17
Total Reach (approximate):			71,942	38,625	
Source: Arellano Associates, 2017.					

Facebook Post #1
Run Dates June - June 12



Metro West Santa Ana Branch Transit Corridor Project

Published by Josh Francis | ?! - June 6

Los Angeles Metro will host a series of public scoping meetings for the West Santa Ana Branch (WSAB) Transit Corridor Project on June 15, 20, 21 and 24 (a copy of the flyer is available at: tinyurl.com/WSABflyers). Join us to learn more about this project and provide your input on the proposed alternatives.

The WSAB Project is a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County. For additional details, please visit www.metro.net/WSAB.



Metro West Santa Ana Branch Transit Corridor Project

Government Organization

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20,581 people reached

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Facebook Post #2
RRun Dates June 12 - June 24



Metro West Santa Ana Branch Transit Corridor Project

Published by Josh Francis [?] · June 17 at 7:28am · 🌐

Join Los Angeles Metro at the second of four public scoping meetings for the West Santa Ana Branch Transit Corridor Project on Tuesday, June 20 at the Girls Club House in South Gate. If you are not able to join in person, you can also participate online via the live webcast stream starting at 6:30pm at tinyurl.com/MetroWSAB.

For additional details on the remaining public scoping meetings and to learn more about how to submit your comments, please see the flyer at: tinyurl.com/WSABflyers2.

You can submit comments or questions online at metro.net/WSAB.

*Please join us at upcoming public scoping meetings.
June 15, 20, 21 and 24 +Live Webcast*

**WEST SANTA ANA BRANCH (WSAB)
TRANSIT CORRIDOR PROJECT**



**Metro West Santa Ana Branch Transit
Corridor Project**

Government Organization

[Learn More](#)

5,636 people reached

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- 💬 Comment
- 📧 Hootlet
- ➦ Share
- 📧 Hootlet





Metro West Santa Ana Branch Transit Corridor Project

Published by Josh Francis [?] · June 22 at 1:51pm ·

We have one more public scoping meeting scheduled for Saturday, June 24 at the Huntington Park Community Center at 6925 Salt Lake Ave, Huntington Park, CA 90255 from 10am to 12pm.

If you are unable to attend the meeting on Saturday, a recording of a previous meeting can be viewed at <http://www.ustream.tv/recorded/105057621>. You can also submit any comments you have for the project team at www.metro.net/WSAB.



Metro WSAB South Gate Public Scoping Meeting

West Santa Ana Branch Transit Corridor Public Scoping Meeting webcast on June 20, 2017, in South Gate.

USTREAM.TV

[Learn More](#)

3,595 people reached

[View Results](#)

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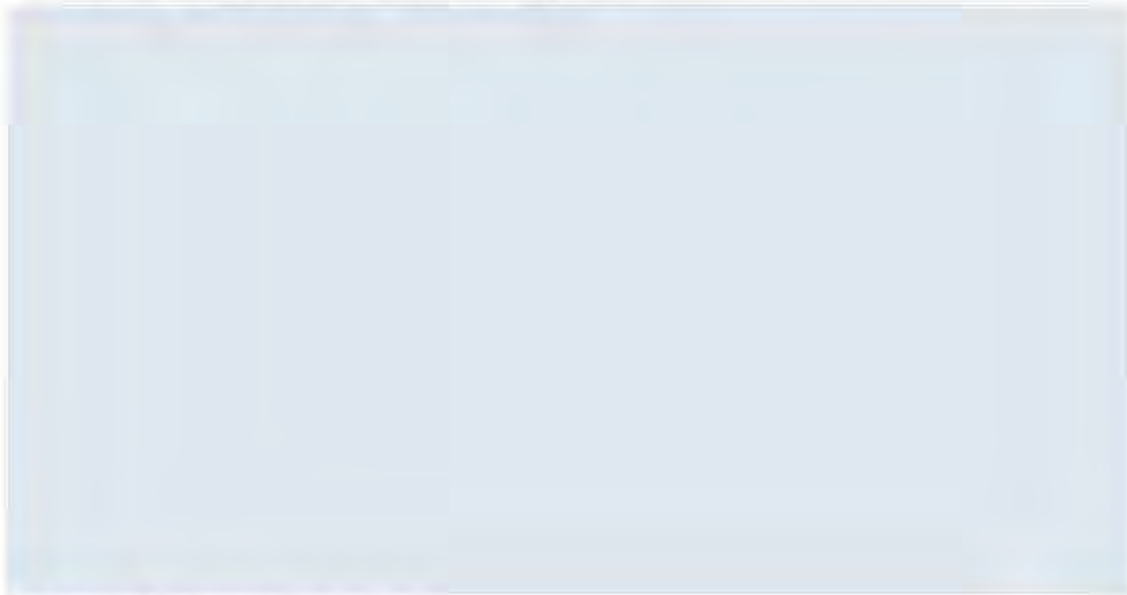
TTwitter Post #1
Run Dates June 7 - June 23



MetroWSAB

@MetroWsab

Want to learn more about the WSAB light rail project? Join us on June 15, 20, 21 or 24 for public scoping meetings!



Sign up for more information!

[fs29/forms/te.com](https://fs29.forms/te.com)

1:26 PM - 8 Jun 2017



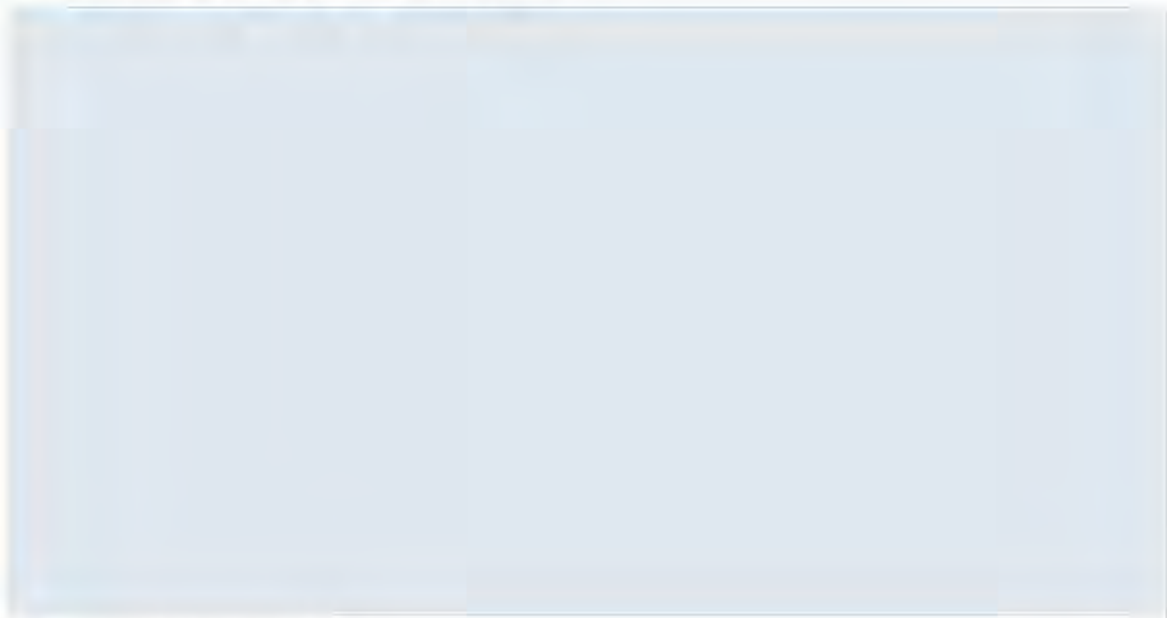
Twitter Post #2
Run Dates June 7 - June 23



MetroWSAB

@MetroWsab

Public scoping meetings for the WSAB light rail project are around the corner. Join us on June 15, 20, 21 or 24!



Sign up for more info!

fs29.formsite.com

1:18 PM - 8 Jun 2017







Appendix C.2.1

Social Media Advertisements Analytics

Facebook Metrics



Twitter Metrics

Tweets	Top Tweets	Tweets and replies	Promoted	Impressions	Engagements	Engagement rate
	MetroWSAB @MetroWsab - Jun 22	Can't make it to our final public meeting Saturday? Watch a recording of a public meeting for the WSAB project. cards.twitter.com/cards/18ce54ie...		38	0	0.0%
View Tweet activity						
	Promoted in campaigns			13,431	1,082	8.1%
	MetroWSAB @MetroWsab - Jun 16	Can't join the June 20 public scoping meeting in @SouthGateCAgov? View a live webcast of the meeting at 6:30pm cards.twitter.com/cards/18ce54ie...		212	6	2.8%
View Tweet activity						
	Promoted in campaigns			33,317	2,136	6.4%

APPENDIX D MEDIA AND SOCIAL MEDIA COVERAGE

Appendix D.1 Media Coverage

Appendix D.2 Social Media Coverage

Appendix D.1

Media Coverage

This Week In Livable Streets

By Joe Linton | Jun 19, 2017 | 0

Streetsblog LA June 19, 2017



Lots going on this week: Vision Zero activations on Temple and Crenshaw, West Santa Ana Branch, South L.A. plans, Metro board meeting, and much more.



Temple Street Slow Jams – a Vision Zero activation – takes place all week

- Monday 6/19 – Empowerment Congress West Area Neighborhood Development Council hosts an LADOT presentation on how to address the illegal auto racing and car show issues affecting Crenshaw Blvd. The meeting takes place at 6 p.m. at DWP Crenshaw Community Room at 4030 Crenshaw Blvd. in South L.A. For details see [meeting agenda](#).
- Tuesday-Saturday 6/20-25 – L.A. Walks, Gabba Gallery, Public Matters and Pilipino Workers Center host “Temple Street Slow Jams – A Creative Call to Action for Safer Streets” which will transform Temple Street from a high-speed roadway into a spectacular stretch of bold, beautiful art, and public performance. Various art activation events each day, culminating in an extended jam on Saturday from 10 a.m. to 2 p.m. all along Temple Street from Virgil Avenue to Beaudry Avenue in Historic Philipinotown. For details see [Temple Street Slow Jams](#), [Facebook event](#), or email [info\[at\]publicmattersgroup.org](mailto:info[at]publicmattersgroup.org).
- Tuesday 6/20 – The Crenshaw/LAX Community Leadership Council Quality of Life Workgroup hosts a public meeting on the Metro Rail-to-River Corridor Project and the Airport Metro Connector (AMC) 96th Street Transit Station. The meeting will take place from 6-7:30 p.m. at Inglewood City Hall, Community Room A, at One Manchester Boulevard.
- Tuesday 6/20 – Metro continues its series of public scoping meetings on the [West Santa Ana Branch Transit Corridor](#), a new 20-mile light rail line planned to connect downtown Los Angeles to Southeast L.A. County, serving the cities and communities of the Arts Distric

Little Tokyo, Florence, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia. Tuesday's meeting will take place from 6-8 p.m. at the South Gate Girls Club House at 4940 Southern Avenue in South Gate. It will also be [webcast live starting at 6:30 p.m.](#) Additional meetings Wednesday 6/21 in downtown L.A., and Saturday 6/24 in Huntington Park. Comments are due by August 4 and can be submitted in writing to: Fanny Pan, Metro Project Manager, One Gateway Plaza, M/S 99-22-4, Los Angeles, CA 90012. For more information email [wsab \[at\] metro.net](mailto:wsab@metro.net) or go to [Metro project website](#).

- Tuesday 6/20 – The Beverly Hills City Council again ponders bike lanes on Santa Monica Boulevard. The meeting gets underway at 7 p.m. at Beverly Hills City Hall at 455 N. Rexford Drive. Details at [Facebook event](#), [Biking in L.A.](#), or [meeting agenda](#).
- Wednesday 6/21 – Metro will host two West Santa Ana Branch rail scoping meetings: 3-5 p.m. and 6–8 p.m. both at the Nishi Hongwanji Buddhist Temple at 815 E. 1st Street in Little Tokyo. See Tuesday for details.
- Wednesday 6/21 – Vision Zero Los Angeles is hosting a public hearing on bike lane and improvements for Hoover Street, S. Broadway, Avalon Boulevard, and S. Main Street. The meeting takes place from 5-7 p.m. at the Ascot Branch Library at 120 W. Florence Ave. (at Main) in South L.A. Details at [flier at @VisionZeroLA Twitter](#).
- Thursday 6/22 – The City Planning Commission hosts a public hearing on proposed South and Southeast Los Angeles Community Plan Updates. The meeting takes place starting at 8:30 a.m. at Crenshaw Christian Center Youth Activity Center at 7901 South Vermont Avenue in South L.A. To find out more about the plan, visit a [virtual open house](#). For meeting details, see [agenda](#).
- Thursday 6/22 – The Metro Board of Directors convenes its regular monthly meeting. Several big decisions this month, including [Measure M spending guidelines](#), [electric buses](#), and more. The meeting gets underway at 9 a.m. at the 3rd floor boardroom at One Gateway Plaza, behind Union Station in downtown L.A. See agenda and staff reports at the [Metro meeting page](#).
- Thursday 6/22 – Metro will host a hearing on the Metro Purple Line Extension project's Draft Supplemental Environmental Impact Statement (SEIS.) The additional SEIS studies were ordered in response to Beverly Hills' legal challenge to Metro's earlier environmental studies. The hearing will take place at 6 p.m. at Roxbury Park Community Center,

Multipurpose Room B, at 471 Roxbury Drive in Beverly Hills. Details at [the Source](#) or [Facebook event](#).

- Thursday 6/22 – LA Plaza de Cultura y Artes and AARP host a conversation on Boyle Heights: Neighborhood Change, Jobs & Gentrification, featuring Dr. Eric Avila and Dr. A Valenzuela. The event will take place from 7-9 p.m. at 501 N. Main Street in downtown Los Angeles. For details see [Facebook event](#).
- Friday 6/23 – [Relampago Wheelery](#) hosts a night of karaoke, prog rock, and BYOB fun. The festivities get underway at 7 p.m. at 140 Bimini Place in Koreatown.
- Saturday-Sunday 6/24-25 – Multicultural Communities for Mobility (MCM) hosts Sankofa on the Shaw: Crenshaw Traffic Safety Activation Week – a series of events to engage the community as part of the city’s Vision Zero campaign, an effort to eliminate traffic deaths by 2025 through a combination of engineering, education, engagement, and enforcement. The events focus on safety for Crenshaw Boulevard from Martin Luther King Jr. Boulevard to 52nd Street. Remaining events include: Crenshaw Mall Farmers Market workshop on Saturday 6/24 from 10 a.m. to 3 p.m. and a Mask Festival booth on Sunday 6/25 from noon to 6 p.m. For more information, see [Facebook event](#) or email [anisha\[at\]multicultimobility.org](mailto:anisha[at]multicultimobility.org).
- Saturday 6/24 – Metro will host its final West Santa Ana Branch rail scoping meeting: 10 a.m. to 12 noon at the Huntington Park Community Center at 6925 Salt Lake Avenue in Huntington Park. See Tuesday for details.

MTA hears views on planned Southeast rail line

Wave Publications

June 30, 2017

June 30, 2017 Written by: Jose Ivan Cazares, Contributing Writer

Category: Herald American, Northeast Edition, The Press

Tagged under:

Community Relations Manager Julia Brown, Metropolitan Transportation Authority, Project Manager Fanny Pan, Sunny Kato, West Santa Ana Branch Transit Corridor

[permalink](#) SOUTH GATE — The Metropolitan Transportation Authority hosted the last of four public scoping meetings June 24 to initiate environmental studies for a new 20-mile light rail line that would connect downtown Los Angeles to southeast L.A.

The new line would stretch from downtown Los Angeles to Cerritos, passing through the Arts District, Little Tokyo, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. It also would intersect with the MTA's existing gold and green lines.

The West Santa Ana Branch Transit Corridor project is one of several projects aimed at modernizing the regional public transportation system.

Project Manager Fanny Pan said the MTA is working to incorporate all of its projects. The transit agency is currently working on more than 10 construction projects, which include a project to build pedestrian and bicycle paths that would link to existing paths, existing MTA stations and future stations.

Pan said the MTA plans to publish a draft for the West Santa Ana Branch Transit Corridor project in late 2018. The MTA is currently considering four potential routes. It intends to initiate construction in 2022 in accordance with Measure M, the sales tax measure to fund transit projects approved by voters last November.

The measure will fund the expansion of public transportation systems, repair transportation infrastructure and keep fares affordable for students, seniors and disabled people.

The MTA estimates that Measure M will generate \$860 million and create more the 400,000 new jobs over the 40 years it will take to complete all the current projects.

The MTA is considering multiple routes for the West Santa Ana Branch Transit Corridor, the majority of which use land with existing rail lines. Most of the land is already owned by the MTA. However, it must negotiate with the ports of Long Beach and Los Angeles to purchase rail that the ports own and operate.

Some of the proposed routes would also require the MTA to purchase homes in residential areas. Though the project has widespread support, some residents from areas where construction could take place have expressed concerns during the public scoping meetings.

MTA representatives didn't address every concern expressed during the June 24 meeting's public comment portion. However, Community Relations Manager Julia Brown said the scoping process is an important part of MTA projects. She added that the comments from the public are being recorded and will be considered when a draft of the project is developed.

Artesia resident Sunny Kato asked the MTA to properly compensate those who might have their homes bought out for the project. She said one of the potential stations would require the demolition of some of her neighbors' homes and would be constructed in front of hers.

She expressed concern over her property potentially losing value because of the construction.

Some attendees of a recent public scoping meeting in Huntington Park June 24 asked the MTA to extend its scoping period and host more meetings. The MTA's current deadline for public comment is Aug. 4. Comments can be submitted by mail to One Gateway Plaza, M/S 99-22-4 Los Angeles, CA 90012 or via email at metro.net/wsab.

Comments can also be posted on the project website, wsab@metro.net.

Rail News: Passenger Rail

L.A. Metro to begin environmental process for West Santa Ana rail line

Email 0 Share



Progressive
Railroading
Magazine
June 14, 2017

The proposed 20-mile line would connect downtown L.A. to southeast Los Angeles County.

Photo – L.A. Metro

The Los Angeles County Metropolitan Transportation Authority (Metro) will host a public scoping meeting tomorrow to initiate environmental studies for the proposed West Santa Ana Branch light-rail line.

The event will be the first of four meetings held in preparation of a draft environmental statement and environmental impact report, Metro officials said in a press release.


Metro officials will provide information about the 20-mile light-rail line and solicit ideas. The proposed branch would connect downtown Los Angeles to southeast Los Angeles County.

The project area is home to 1.2 million residents, but the population is expected to grow to 1.5 million people by 2040. The rail line would help provide relief to constrained transportation systems available in the area, Metro officials said in a project summary.


In September 2016, Metro selected Parsons Brinckheroff Inc. to complete the environmental clearance for the

project. The agency also chose Arrellano Associates LLC to conduct community outreach for the West Santa Ana Branch line.

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M Metro West Santa Ana Branch (WSAB) Transit Corridor Project - Public Scoping Meetings June 15, 20, 21 and 24 - Live Webcast



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Metro to Begin Public Scoping Meetings This Thursday for the West Santa Ana Branch Transit Corridor

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Los Cerritos News Group June 14, 2017

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The Los Angeles County Metropolitan Transportation Authority (Metro) will hold public scoping meetings June 15, 20, 21 and 24 to initiate environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast L.A. County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Public scoping meetings are an important step in the preparation of a draft environmental impact statement/environmental impact report (EIS/EIR), required by state and federal law and provide opportunities for the public to learn more about the project alternatives and submit ideas. An extended public scoping comment period will run through Aug. 4.

Attend any of the meetings to learn more about this project and provide input on the proposed project alternatives. Content provided at the meetings will be identical. Presentations will begin 30 minutes after the indicated start time, followed by public comments. Those unable to attend can view the presentations via a live stream at 6:30 p.m. on Tuesday, June 20, at tinyurl.com/metroWSAB.

The four meetings will take place in:

Bellflower: Thursday, June 15, from 6 p.m. to 8 p.m. at T. Mayne Thompson Park, 14001 S. Bellflower Blvd., Bellflower, CA 90706 (With Spanish interpreter)

South Gate: Tuesday, June 20, from 6 p.m. to 8 p.m. at South Gate Girls Club House, 4940 Southern Ave, South Gate, CA 90280 (With Spanish interpreter and a live webcast)



Downtown Los Angeles: Wednesday, June 21, from 3 p.m. to 5 p.m. (businesses) and 6 p.m. to 8 p.m. (general public) at Nishi Hongwanji Buddhist Temple, 815 E. 1st St., Los Angeles, CA 90012 (With Japanese and Spanish interpreters)

Huntington Park: Saturday, June 24, from 10 a.m. to 12 p.m. at Huntington Park Community Center, 6925 Salt Lake Ave., Huntington Park, CA 90255 (With Spanish interpreter)

Written comments may be submitted at the meetings or to: Fanny Pan, Metro Project Manager, One Gateway Plaza, M/S 99-22-4, Los Angeles, CA 90012. For more information go to wsab@metro.net or metro.net/wsab.

About Metro

The Los Angeles County Metropolitan Transportation Authority (Metro) is unique among the nation's transportation agencies. Created in 1993, Metro is a multimodal transportation agency that transports about 1.3 million passengers daily on a fleet of 2,200 clean air buses and six rail lines. The agency also oversees bus, rail, highway and other mobility-related building projects and leads transportation planning and programming for Los Angeles County.

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In "Statewide News/Other News"

[Metro Invites Public to Scoping Meeting on Jan. 26 for Project to Improve Access to Alameda Side of Union Station](#)

January 27, 2017

In "Statewide News/Other News"

[Metro to Hold Community Meetings on Pedestrian and Bicycle Corridor in South Los Angeles on January 26](#)

January 20, 2017

In "Statewide News/Other News"

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City of Bellflower Website June 2017

Bellflower Public Scoping Meeting to be Held on Thursday, June 15 at Thompson Park

The Los Angeles County Metropolitan Transportation Authority (Metro) is formally initiating environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Public scoping meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with federal/state requirements. Join us to learn more about this project and provide your input on the proposed alternatives. Please plan on attending the scoping meeting that is most convenient for you. Content provided at these meetings will be identical. Presentations start 30 minutes after the indicated start time, followed by public comments. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

(Transit Corridor Project Scoping Meeting Information)

West Santa Ana Branch Corridor Project Public Scooping Meetings



Saturday, June 24, 2017

Please join us at upcoming Public Scooping Meetings on June 15, 20, 21 and 24, 2017. Multiple Locations. The meetings will take place at the following locations: Bellflower: June 15, South Gate: June 20, Downtown LA: June 21 and Huntington Park: June 24, 2017.

Date: June 24, 2017

Time: 10:00 AM - 12:00 PM

Location: Huntington Park Community Center

Address: 6925 Salt Lake Avenue
Huntington Park, CA 90255

Contact: (213) 922-6262

Cost: FREE

Link: [Meeting flyers](#)

**City of Huntington Park Website
June 2017**





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Upcoming Meetings for Public Input on West Santa Ana Branch Transit Corridor

The Los Angeles County Metropolitan Transportation Authority (Metro) is formally initiating environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of L. A. County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.



Public Scoping Meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with federal/state requirements. The public is invited to learn more about this project and provide input on the proposed alternatives. Please plan on attending the scoping meeting that is most convenient for you. Content provided at these meetings will be identical. Presentations start 30 minutes after the indicated start time, followed by public comments. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

Locally, there will be a meeting in Bellflower on Thursday, June 15, from 6 - 8 p.m. at T. Mayne Thompson Park, 14001 S Bellflower Blvd. (intérprete en español) and then another in South Gate on Tuesday, June 20, from 6 - 8 p.m. at South Gate Girls Club House, 4940 Southern Ave. (intérprete en español, live webcast at 6:30 p.m.)

[Return to previous page](#)

City of South Gate Website June 2017

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West Santa Ana Branch Transit Corridor Project Meeting



Tuesday, June 20, 2017

Metro will host a public scoping meeting regarding the West Santa Ana Branch Transit Corridor Project. Live webcast available at www.tinyurl.com/MetroWSAB

Date: June 20, 2017

Time: 6:00 PM - 8:00 PM

Location: South Gate Girls Club House [View Facility](#)

Address: 4940 Southern Avenue
South Gate, CA 90280

Contact: 909-627-2974

Link: [Meeting Flyer](#)



Metro Source

June 12, 2017

Public scoping meetings this month for Artesia-Union Station light rail project

BY [STEVE HYMON](#) , JUNE 12, 2017

The passage of Measure M last year helped provide needed funding for an important Metro project: a light rail line between Artesia and Union Station that would serve several other cities and communities in the southeast part of L.A. County, known as the West Santa Ana Branch Transit Corridor.

Some early planning studies have already been done. Now Metro is kicking off the more comprehensive and thorough Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), which will analyze key topics related to the project alternatives.

As part of that process, Metro is holding four community meetings this month to go over the project alternatives and receive and document public input as part of the environmental document. An extended public scoping comment period is open from June 6 through August 4.

Meeting times and dates are below. Please note that the meeting on Tuesday, June 20, will be live webcast. Even if you can't watch it live, there will be a version available for later viewing on metro.net (<http://metro.net>). There is also a lot more information about on the project website, including [how to submit a comment](https://www.metro.net/projects/west-santa-ana/) (<https://www.metro.net/projects/west-santa-ana/>).

Under the Measure M expenditure plan, the project is expected to begin construction as early as 2022. Metro is also [exploring public-private partnerships](http://thesource.metro.net/2017/02/01/metro-advances-four-unsolicited-proposals-that-could-accelerate-major-measure-m-projects/) (<http://thesource.metro.net/2017/02/01/metro-advances-four-unsolicited-proposals-that-could-accelerate-major-measure-m-projects/>) to accelerate construction of the project.



The Los Angeles County Metropolitan Transportation Authority (Metro) is formally initiating environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Public Scoping Meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with federal/state requirements. Join us to learn more about this project and provide your input on the proposed alternatives. Please plan on attending the scoping meeting that is most convenient for you. Content provided at these meetings will be identical. Presentations start 30 minutes after the indicated start time, followed by public comments. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

MEETING DETAILS

BELLFLOWER
Thursday, June 15, 2017, 6 – 8pm
T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706
> *Intérprete en español*

SOUTH GATE
Tuesday, June 20, 2017, 6 – 8pm
South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
> *Intérprete en español*
> Live Webcast at 6:30pm

DOWNTOWN LOS ANGELES
Wednesday, June 21, 2017
3 – 5pm (businesses) &
6 – 8pm (general public)
Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012
> *Intérprete en español/通訳*

HUNTINGTON PARK
Saturday, June 24, 2017, 10am – 12pm
Huntington Park Community Center
8025 Salt Lake Av, Huntington Park, CA 90255
> *Intérprete en español*



The formal comment period ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

Fanny Pan
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90032

wsab@metro.net

metro.net/wsab

For additional information on the project, please use the above listed contact information, or any of the following contact methods:

213.922.6262

twitter.com/metrowsab

facebook.com/metrowsab

323.466.3876 x2
Español

323.466.3876 x3

한국어	한국어
中文	русский
ภาษาไทย	မြန်မာစာ
Tiếng Việt	မြန်မာစာ

All Metro meetings are held in ADA accessible facilities. ADA and Title VI Requirements: Special accommodations are available to the public for Metro sponsored meetings. All requests for reasonable accommodation and translation must be made at least three working days (32 hours) in advance of the scheduled meeting date by calling: 323-466-3876 or California Relay Service at 711.

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(<http://s3-us-west-2.amazonaws.com/media.thesource.metro.net/wp-content/uploads/2017/06/12165530/WSABEnglish11.jpg>)



Los Angeles County Metropolitan Transportation Authority (Metro) está formalmente iniciando estudios ambientales para West Santa Ana Branch (WSAB) Transit Corridor la cual es una nueva línea de tránsito de tren ligero de 20 millas que conectaría el centro de Los Angeles al sudeste del condado de Los Angeles, sirviendo a las ciudades y comunidades de Arts District, Little Tokyo, Los Angeles, la comunidad de Florence-Graham no incorporada del Condado de Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos y Artesia.

Reuniones de alcance público son un importante paso en la preparación del Borrador de la Declaración de Impacto Ambiental /Reporte del Impacto Ambiental (EIS/ EIR) según los requisitos federales y estatales. Acompañenos para aprender más sobre este proyecto y presentar sus comentarios sobre las propuestas alternativas. Por favor, planea asistir a la reunión informativa que sea más conveniente para usted. El contenido proporcionado en estas reuniones será idéntico. Presentaciones comienzan 30 minutos después de la hora de inicio indicada, seguido por los comentarios del público. Personas que no puedan asistir a las reuniones pueden ver la presentación a través de una transmisión en vivo a las 6:30pm el martes, 20 de junio de 2017, por medio del internet en www.tinyurl.com/MetroWSAB.

DETALLES DE LA REUNIÓN

BELLFLOWER
 Jueves, 15 de junio de 2017, 6 – 8 pm
 T. Mayne Thompson Park
 14001 S Bellflower Bl, Bellflower, CA 90706
 > Intérprete en español

SOUTH GATE
 Martes, 20 de junio de 2017, 6 – 8 pm
 South Gate Girls Club House
 4940 Southern Av, South Gate, CA 90280
 > Intérprete en español
 > Transmisión en vivo en www.tinyurl.com/MetroWSAB

DOWNTOWN LOS ANGELES
 Miércoles, 21 de junio de 2017
 3 – 5pm & 6 – 8pm
 Estas reuniones – Hojas comerciales y de la tarde

Nishi Hongwanji Buddhist Temple
 815 E 1st St, Los Angeles, CA 90012
 > Intérprete en español/通訳

HUNTINGTON PARK
 Sábado, 24 de junio de 2017,
 10am – 12pm
 Huntington Park Community Center
 6925 Salt Lake Av, Huntington Park, CA 90255
 > Intérprete en español



El período de comentarios de alcance público formal termina el viernes, 4 de agosto de 2017. Los comentarios escritos deben ser sometidos a:

Fanny Pan
 Project Manager, Metro
 One Gateway Plaza, M/S 99-22-4
 Los Angeles, CA 90032

wsab@metro.net

metro.net/wsab

Para obtener más información sobre el proyecto, por favor use la información de contacto mencionada arriba, o a cualquiera de los siguientes métodos de contacto.

213.922.6262

twitter.com/metrowsab

facebook.com/metrowsab

323-466-3876 x2
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323-466-3876 x3

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Tiếng Việt	ភាសាខ្មែរ

Todas las reuniones de Metro se realizan en instalaciones accesibles conforme a la Ley para Estadounidenses con Discapacidades (Americans with Disabilities Act, ADA). Se puede llegar en transporte público. Las adaptaciones según la ADA y otras traducciones están disponibles llamando al 213.922.6262 con el mínimo 10 días de anticipación.

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(<http://s3-us-west-2.amazonaws.com/media.thesource.metro.net/wp-content/uploads/2017/06/12165527/WSABSpanish.jpg>)

West Santa Ana Branch Transit Corridor Project Overview



(<http://s3-us-west-2.amazonaws.com/media.thesource.metro.net/wp-content/uploads/2017/06/12165534/WSABMap1.jpg>)

Related



South Bay Green Line
Extension meetings begin
Oct. 20
October 6, 2010
In "Measure R"

Eastside Phase 2 meetings
begin tonight
The public can get the latest
news on plans to improve
transit in the area east of the
Eastside Gold Line extension.
Four alternatives are being
February 22, 2010
In "Projects"



South Bay Green Line
Extension meetings start
tonight
April 26, 2010
In "Projects"

📁 CATEGORIES: [Projects](http://thesource.metro.net/category/projects/) (<http://thesource.metro.net/category/projects/>)

🏷️ TAGGED AS: [alternatives](http://thesource.metro.net/tag/alternatives/) (<http://thesource.metro.net/tag/alternatives/>), [Artesia](http://thesource.metro.net/tag/artesia/) (<http://thesource.metro.net/tag/artesia/>), [community meetings](http://thesource.metro.net/tag/community-meetings/) (<http://thesource.metro.net/tag/community-meetings/>), [downtown Los Angeles](http://thesource.metro.net/tag/downtown-los-angeles/) (<http://thesource.metro.net/tag/downtown-los-angeles/>), [dtla](http://thesource.metro.net/tag/dtla/) (<http://thesource.metro.net/tag/dtla/>), [environmental studies](http://thesource.metro.net/tag/environmental-studies/) (<http://thesource.metro.net/tag/environmental-studies/>), [light rail](http://thesource.metro.net/tag/light-rail/) (<http://thesource.metro.net/tag/light-rail/>), [Measure M](http://thesource.metro.net/tag/measure-m/) (<http://thesource.metro.net/tag/measure-m/>), [Measure R](http://thesource.metro.net/tag/measure-r/) (<http://thesource.metro.net/tag/measure-r/>), [scoping](http://thesource.metro.net/tag/scoping/) (<http://thesource.metro.net/tag/scoping/>), [Union Station](http://thesource.metro.net/tag/union-station/) (<http://thesource.metro.net/tag/union-station/>), [West Santa Ana Branch Corridor](http://thesource.metro.net/tag/west-santa-ana-branch-corridor/) (<http://thesource.metro.net/tag/west-santa-ana-branch-corridor/>)

Appendix D.2

Social Media Coverage

Date	Organization	Distribution Method
06/07/17	<i>City of Downey</i>	Twitter Post
06/09/17	<i>City of South Gate</i>	Calendar post on city website
06/09/17	<i>City of Paramount</i>	Website Post
06/13/17	<i>City of Bellflower</i>	Website Post
06/13/17	<i>City of Huntington Park</i>	Calendar post on city website
06/14/17	<i>Los Angeles County Metropolitan Transportation Authority</i>	Twitter post
06/15/17	<i>City of Bellflower</i>	Twitter retweet
06/15/17	<i>City of Downey</i>	Twitter retweet
06/16/17	<i>City of South Gate</i>	Twitter retweet
06/20/17	<i>Little Tokyo Community Council</i>	Facebook Post
06/21/17	<i>Sustainable Little Tokyo</i>	Facebook Post
06/22/17	<i>Urbanize LA</i>	Twitter retweet
06/22/17	<i>Historic Core DTLA</i>	Twitter Mention
06/22/17	<i>Eco-Rapid Transit</i>	Twitter retweet
06/23/17	<i>Little Tokyo Business Association</i>	Email newsletter
06/24/17	<i>Jhonny Pineda (Huntington Park City Council)</i>	Facebook Post
Source: Arellano Associates, 2017.		



Huntington Park Council Member Jhonny Pineda added 3 new photos

Like Page

June 24 at 10:21am

Attending the scoping meeting for the West Santa Ana Branch Corridor.



The Los Angeles County Metropolitan Transportation Authority (MTA) is currently studying transportation studies for the West Santa Ana Branch (WSAB) Transit Corridor. A new set of transit lines is being proposed that will connect downtown Los Angeles to Huntington Park, Los Angeles, and surrounding areas. The proposed transit lines will be located in Huntington Park, Los Angeles, South-Central, and Huntington Park, Los Angeles.

MTA's Scoping Meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). In accordance with federal state requirements, you will be able to provide your input on the proposed alternatives. Please show up at the scoping meeting with a list of comments for the project. Comments at these meetings will be accepted. Please submit your comments after the meeting via the project website via a secure online system on Tuesday, June 24, 2014, at www.metro.net/mta.

The formal comment period ends on Friday, July 11, 2014. Written comments will be accepted at the meeting, if you are unable to attend.

Johnnie Pineda
 Project Manager, Metro
 Los Angeles, CA jpineda@metro.net

Additional information on the project, please use the above listed contact information or any of the following contact methods:

MTA Website
www.metro.net

Facebook
<https://www.facebook.com/metro>

MTA YouTube Channel
www.youtube.com/metro

MEETING DETAILS

DATE/TIME
 Thursday, June 11, 2014, 6:00pm - 8:00pm
 Monday, June 18, 2014, 6:00pm - 8:00pm
 Thursday, June 21, 2014, 6:00pm - 8:00pm
 Monday, June 24, 2014, 6:00pm - 8:00pm

SCOPING MEETING LOCATIONS

Los Angeles
 1200 Wilshire Blvd, Suite 1000
 Los Angeles, CA 90017
 (213) 473-1000

Huntington Park
 10000 E. Washington Blvd, Suite 1000
 Huntington Park, CA 90250
 (323) 473-1000

MTA is committed to providing accessible services to all. If you need an accommodation to attend a meeting, please contact the project manager at jpineda@metro.net or call (213) 473-1000.



Little Tokyo Community Council - LTCC

Like Page

June 20 at 3:29pm

TOMORROW, 3PM: Join LTCC in lieu of our usual All-Committees meeting at the Metro West Santa Ana Branch Transit Corridor Project scoping meeting, at Nishi Hongwanji Buddhist Temple. This project has the potential to disrupt / impact Little Tokyo a LOT: the current routes Metro is looking at all go through Little Tokyo ABOVE ground (Alameda or Vignes). We need all community voices at this meeting to make Metro listen to our concerns!

If you can't make the 3pm meeting, Metro will be holding another meeting at 6pm (same day, same location), and streaming the meeting at www.tinyurl.com/MetroWSAB.



Metro

Metro Ustream channel for public relations.

USTREAM.TV

2 Likes 1 Share



Like

Comment

Share

Hootlet



Sustainable Little Tokyo shared Metro West Santa Ana Branch Transit Corridor Project's event:

June 21 at 10:57am · 🌐

Two chances to voice your opinions about the new Metro West Santa Ana Branch that could run straight through Little Tokyo. Today, 3-5pm and 6-8pm at Nishi Temple!



JUN
21

Public Scoping Meeting - Downtown ...

Wed 3 PM - Nishi Hongwanji Buddhist Temple ...
You like Metro West Santa Ana Branch Transit C...

★ Interested

8 Likes



👍 Like

💬 Comment

City of South Gate Retweeted



31 MetroWSAB @MetroWsab · Jun 16

Can't join the June 20 public scoping meeting in @SouthGateCAgov? View a live webcast of the meeting at 6:30pm

Please join us at upcoming public scoping meetings. - June 15, 20, 21 and 24 +Live Webcas

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT



Watch the live stream!

ustream.tv





86 Metro @metrolosangeles - 20h

First of 4 public scoping meetings for Artesia-Union Station light rail project takes place tomorrow metro.la/D1xV30cyOM8



Please join us at upcoming public scoping meetings.

June 15, 20, 21 & 24

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT



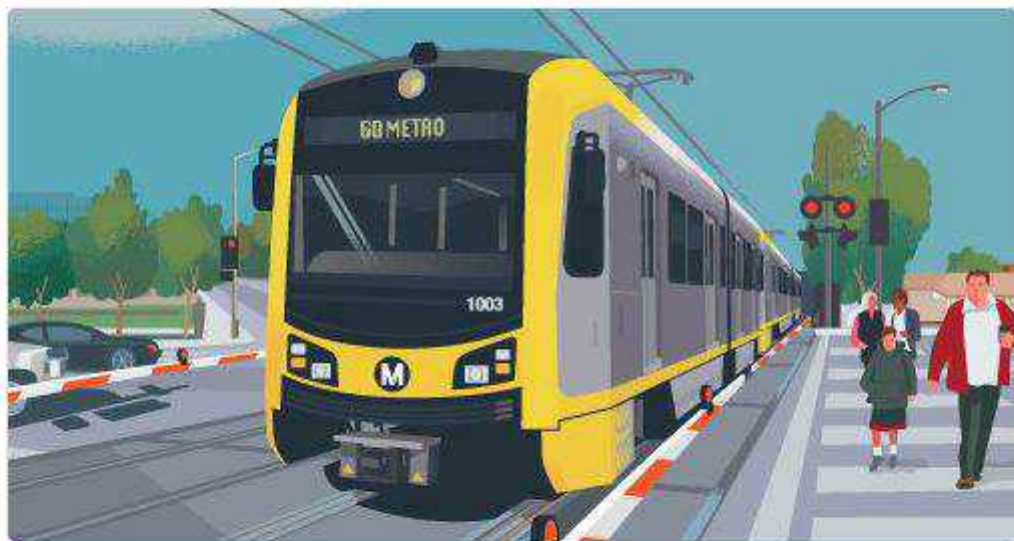


City of Downey

@CityofDowney

 Follow

Join [@metrolosangeles](#) at scoping meetings for [@MetroWSAB](#), a proposed new light rail transit system. More info at: metro.net/WSAB



RETWEET

1

LIKES

5



10:29 AM - 7 Jun 2017 from [Downey, CA](#)



 1

 5



APPENDIX E MEETING HAND-OUTS

Appendix E.1 Project Overview Fact sheet

Appendix E.1.1 Overview Fact Sheet (English)

Appendix E.1.2 Overview Fact Sheet (Spanish)

Appendix E.1.3 Overview Fact Sheet (Japanese)

Appendix E.2 What is LRT? Fact Sheet (Summer 2016)

Appendix E.2.1 What is LRT? Fact Sheet (English)

Appendix E.2.2 What is LRT? Fact Sheet (Spanish)

Appendix E.2.3 What is LRT? Fact Sheet (Japanese)

Appendix E.3 Public Scoping Meetings Flyer

Appendix E.3.1 Public Scoping Flyer (English)

Appendix E.3.2 Public Scoping Flyer (Spanish)

Appendix E.3.3 Public Scoping Flyer (Japanese)

Appendix E.4 Public Comment Form

Appendix E.4.1 Public Comment Form (English)

Appendix E.4.1 Public Comment Form (Spanish)

Appendix E.4.1 Public Comment Form (Japanese)

Appendix E.5 Public Speaker Form

Appendix E.5.1 Public Speaker Form (English)

Appendix E.5.2 Public Speaker Form (Spanish)

Appendix E.6 Press Release

Appendix E.1.1

Overview Fact sheet (English)

We're planning new rail to connect downtown LA to Southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR Overview Fact Sheet



Metro®

Project Overview

Metro is evaluating a new light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

The West Santa Ana Branch (WSAB) Transit Corridor Project is a 20-mile corridor that is undergoing an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) process to prepare the corridor for light rail use. The project's name originates from the southern portion of the route south of the Metro Green Line that follows an old street car alignment known as the West Santa Ana Branch Corridor.

The project area is home to 1.2 million residents and a job center to approximately 584,000 employees. Projections show an increase in the resident population to 1.5 million and jobs to 670,000 by 2040. Population and employment densities are five times higher than the LA County average. This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the constrained transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro Green Line and the LA County regional transit network. Per the Measure M Expenditure Plan, the project is anticipated to break ground in 2022.

Background

Studies were initially conducted to analyze opportunities to connect Los Angeles and Orange Counties along a 34-mile long corridor from Union Station in LA County to the City of Santa Ana in Orange County. In February 2013, Southern California Association of Governments (SCAG) approved the Alternatives Analysis (AA) Study of the corridor and recommended the Light Rail Transit (LRT) alignment as the preferred transit mode and two northern alignment alternatives (West Bank 3 and East Bank) for further consideration.

In 2015, Metro conducted a Technical Refinement Study (TRS) building upon the analysis and recommendations from the SCAG AA and with a focus on the LA County segment of the Pacific Electric Right-of-Way (ROW)/WSAB corridor. In September 2015, based upon the West Bank 3 alternative, four new northern alignment options (Pacific/Alameda, Pacific/Vignes, Alameda, and Alameda/Vignes) were identified as part of the TRS. The TRS provided updated capital cost and ridership forecasts, as well as analyzed specific challenges identified in the SCAG AA for the LA County segment. In April 2017, Metro released the Northern Alignment Options Screening Report, which analyzed the six alignment options for the northern portion of the project (Union Station to the City of Huntington Park) identified in the SCAG AA and Metro TRS, to determine how well each option met the goals and objectives of the project. Upon review, the Metro Board of Directors approved carrying forward the four Northern Alignment Options identified in the TRS for environmental study and initiating the scoping process for this project.

Project Goals

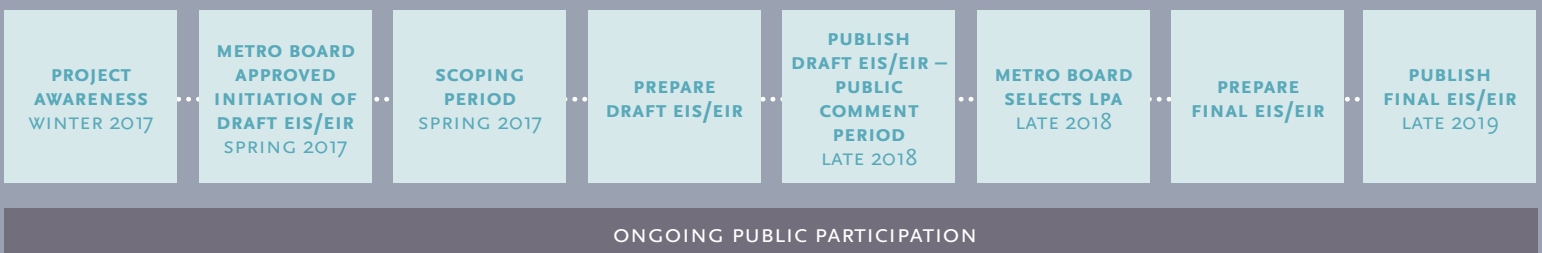
The main goals of the WSAB project are to:

1. Provide Mobility Improvements
2. Support Local and Regional Land Use Plans and Policies
3. Minimize Environmental Impacts
4. Ensure Cost Effectiveness and Financial Feasibility
5. Ensure Equity

Environmental Process

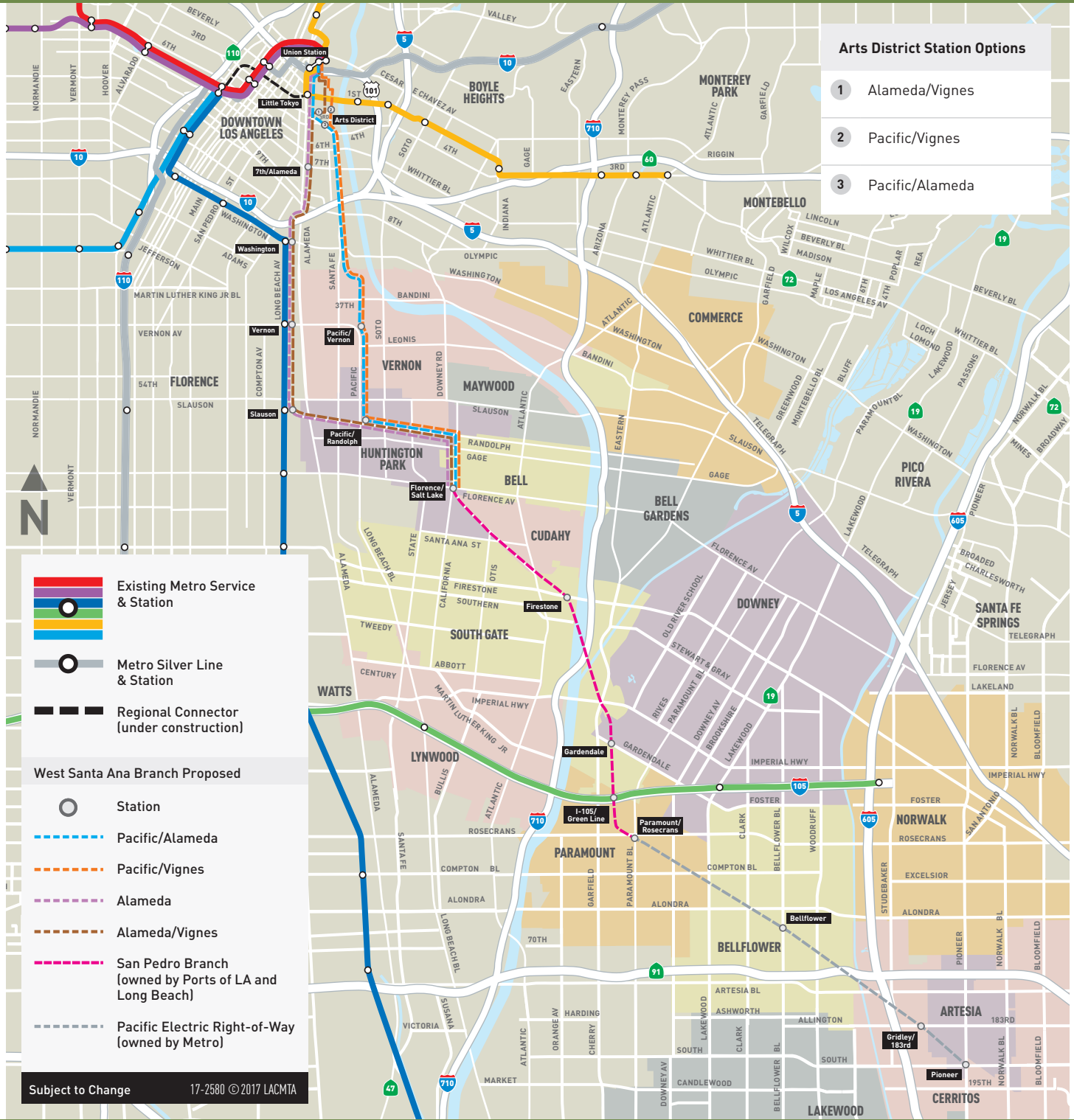
The WSAB Transit Corridor Project's development process is well defined by federal requirements stipulated in the National Environmental Policy Act (NEPA) and state environmental requirements stipulated in the California Environmental Quality Act (CEQA). The flow chart below highlights the major milestones in the process from beginning to end. The project is currently in the Draft EIS/EIR study phase.

The issues identified in the TRS will be further analyzed, mitigation measures identified, and community input gathered, incorporated and used to select a Locally Preferred Alternative (LPA). During the environmental process, public scoping meetings and hearings will take place along the corridor to engage the community, solicit input and address questions.



*Timeline subject to change.

Project Map



Study Corridor Area At-A-Glance

- > 98 square miles
- > 20 individual cities, plus unincorporated LA County
- > 1.2 million people currently reside in the study area, with 1.5 million residents projected in 2040
- > 584,000 jobs are currently located in the study area, with 670,000 jobs projected in 2040
- > Population and employment densities are five times higher than LA County
- > Estimated weekday boardings range from 52,000 to 75,000

Project Alternatives

There is only one project alternative being considered between the Southern Terminus at the proposed Pioneer Station in the City of Artesia and the proposed Florence/Salt Lake Station in the City of Huntington Park. However, the remaining northern portion currently has four alignment options from the Florence/Salt Lake Station to the Northern Terminus at Union Station in downtown LA:

- > Pacific/Alameda (7.4 miles)
- > Pacific/Vignes (7.2 miles)
- > Alameda (8.0 miles)
- > Alameda/Vignes (8.1 miles)

In addition, the project will evaluate an optional station at Bloomfield Av (just north of the LA County-Orange County boundary) in the event that the WSAB line was to be extended to Orange County in the future.









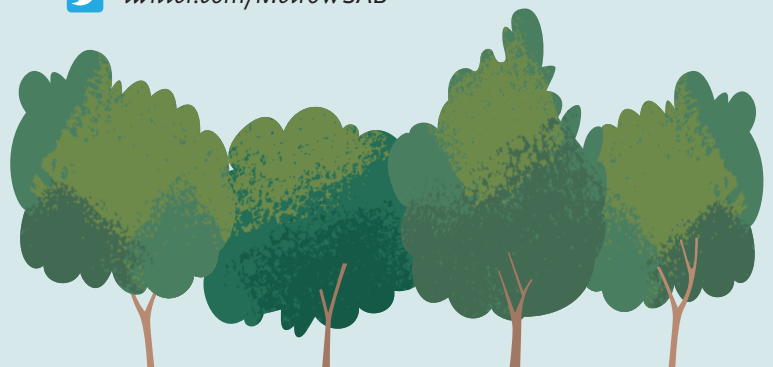
Project Involvement

Metro is committed to a comprehensive outreach program that provides project stakeholders with the necessary tools and resources to be educated and informed, and provide valuable input at key milestones. Public Scoping Meetings will be held in June 2017. The Draft EIS/EIR is anticipated to be circulated in late 2018 and will include public hearings and an official comment period.

Contact Us

Please use the following contact tools to access additional project information, ask questions or provide comments.

-  Fanny Pan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012
-  213.922.6262
-  wsab@metro.net
-  metro.net/wsab
-  [facebook.com/MetroWSAB](https://www.facebook.com/MetroWSAB)
-  twitter.com/MetroWSAB



Appendix E.1.2

Overview Fact Sheet (Spanish)

Estamos haciendo planes para un nuevo ferrocarril que conecte el centro de LA con el sureste del Condado de LA.

CORREDOR DE TRANSPORTE DE WEST SANTA ANA BRANCH
Hoja informativa de resumen



Metro®

Información general del proyecto

Metro está evaluando una línea nueva de transporte de ferrocarril ligero que conectaría el centro de Los Angeles con el sureste del condado de LA, prestando servicios a las ciudades y comunidades de Arts District, Little Tokyo, Los Angeles, la comunidad no incorporada de Florence-Graham del condado de Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos y Artesia.

El proyecto de West Santa Ana Branch (WSAB) Transit Corridor es un corredor de 20 millas que se encuentra en un proceso de informe de impacto ambiental o declaración de impacto ambiental (EIS/EIR) para preparar el corredor para el uso del tren ligero. El nombre del proyecto se origina de la porción del sur de la ruta sureña de Metro Green Line que sigue la alineación del viejo tranvía conocido como corredor de West Santa Ana Branch.

La zona del proyecto acomoda a 1.200.000 residentes y es un centro de trabajo para aproximadamente para 584.000 empleados. Las proyecciones muestran un incremento en la población residencial de 1.500.000 de personas y de 670.000 empleos para el año 2040. La densidad de población y de empleo es cinco veces mayor que el promedio del condado de Los Angeles. Se prevé que este corredor de ferrocarril preste servicios a los pasajeros en un corredor de transporte de alta demanda, lo que supondrá un alivio a los sistemas de transporte ya congestionados que en la actualidad están disponibles a dichas comunidades. Además de eso, se prevé que el proyecto proporcione una conexión directa a Metro Green Line y a la red de transporte regional del condado de Los Angeles. De acuerdo con el plan de gastos de Medida M, se prevé comenzar el proyecto el año 2022.

Antecedentes

Se realizaron estudios iniciales para analizar las oportunidades de conectar los condados de Los Angeles y Orange en un corredor largo de 34 millas, desde Union Station en el Condado de Los Angeles hasta la ciudad de Santa Ana en Orange

County. En febrero de 2013, la Asociación de Gobiernos del Sur de California (SCAG en inglés) aprobó el estudio de análisis de alternativas (AA) del corredor y recomendó la alineación de transporte de ferrocarril ligero (LRT) como el medio de transporte preferido y dos alternativas de alineación en el norte para su análisis posterior (la ribera occidental 3 y la ribera oriental).

En el año 2015, Metro llevó a cabo un estudio de refinación técnica (TRS) en base al análisis y las recomendaciones de SCAG AA y concentrándose en el segmento del condado de Los Angeles y el corredor derecho de vía (ROW)/WSAB de Pacific Electric. En septiembre de 2015 y en base a la alternativa de la Ribera Occidental 3, se identificaron cuatro opciones nuevas de alineamiento por el norte (Pacific/Alameda, Pacific/Vignes, Alameda, y Alameda/Vignes) como parte de TRS. TRS proporcionó pronósticos actualizados en cuanto al costo de capital y al uso de los viajeros, así como retos específicos analizados que se identificaron en SCAG AA para el segmento del condado de Los Angeles. En abril de 2017, Metro publicó el informe de examen de las opciones de alineamiento por el norte, el cual analizó las seis opciones de alineamiento en la porción norte del proyecto (Union Station hasta la ciudad de Huntington Park) identificadas en SCAG AA y TRS de Metro, con el fin de determinar qué tan bien cumplía los objetivos y las metas del proyecto cada una de las opciones. Una vez se revisó, la junta directiva de Metro aprobó poner en marcha las cuatro opciones de alineamiento por el norte que se identifican en TRS para el estudio ambiental e iniciar el proceso de alcance para este proyecto.

Metas del proyecto

Las principales metas del proyecto de WSAB son las siguientes:

1. Proporcionar mejoras de movilidad
2. Apoyar a los planes y políticas locales y regionales en cuanto al uso de los terrenos
3. Minimizar los impactos ambientales
4. Garantizar la rentabilidad y la viabilidad a nivel financiero
5. Garantizar la equidad

Proceso ambiental

El proceso de desarrollo del proyecto WSAB Transit Corridor está bien definido en virtud de los requisitos federales estipulados en la ley de política ambiental nacional (NEPA) y los requisitos ambientales estatales estipulados en la ley de calidad ambiental de California (CEQA). El organigrama a continuación destaca las principales metas del desarrollo del proceso desde un comienzo hasta su final. En la actualidad, el proyecto se encuentra en la fase de estudio de proyecto

de EIS/EIR. Los problemas que se han identificado en TRS se analizarán más tarde, se han identificado las medidas de mitigación y se han reunido los comentarios de la comunidad, los cuales se han incorporado y utilizado para seleccionar una alternativa preferida localmente (LPA). Durante el proceso ambiental, tendrán lugar las reuniones de alcance público y las audiencias públicas en todo el corredor, para que de ese modo participe la comunidad, se soliciten sus opiniones y se puedan abordar las preguntas.



Mapa del proyecto



Un resumen de la zona del corredor bajo estudio

- > 98 millas cuadradas
- > 20 ciudades individuales además de las no incorporadas del condado de Los Angeles
- > En la actualidad 1.200.000 personas residen en la zona del estudio y se prevé que vivan 1.500.000 personas para el año 2040
- > En la actualidad hay 584.000 empleos en la zona del estudio y se prevé que para el año 2040 haya 670.000 empleos
- > La densidad de población y de empleo es cinco veces mayor que en el condado de Los Angeles
- > Los trayectos estimados en días entre semana están entre los 52.000 y los 75.000

Alternativas del proyecto

Existe solo una alternativa de proyecto en la que se está pensando entre el término del sur en la propuesta Pioneer Station en la ciudad de Artesia y la propuesta Florence/Salt Lake Station en la ciudad de Huntington Park. Sin embargo, la porción que queda en el norte en la actualidad cuenta con cuatro opciones de alineamiento desde Florence/Salt Lake Station al término del norte en Union Station en el centro de Los Angeles:

- > Pacific/Alameda (7,4 millas)
- > Pacific/Vignes (7,2 millas)
- > Alameda (8,0 millas)
- > Alameda/Vignes (8,1 millas)

Además, el proyecto va a evaluar una estación opcional en Bloomfield Av (justo al norte del límite de Los Angeles County-Orange County) en caso que la línea WSAB se amplíe hasta Orange County en el futuro.









Participación en el proyecto

Metro está dedicado a ofrecer un programa completo de participación pública que proporciona a las partes interesadas del proyecto con las herramientas y los recursos necesarios para su educación e información y provee información valiosa en las metas del desarrollo clave. Las reuniones de alcance público se ofrecerán en junio de 2017. Se prevé que el EIS/EIR del proyecto se circule a fines del año 2018 el cual incluirá audiencias públicas y un periodo oficial de comentarios.

Manténgase en contacto

Por favor, utilice los siguientes métodos de contacto para tener acceso a la información del proyecto, si tiene preguntas o comentarios.

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Appendix E.1.3

Overview Fact Sheet (Japanese)

私共はdowntown LA と Southeast LA カウンティをつなぐ新しい鉄道を計画しています。

WEST SANTA ANA BRANCH TRANSIT CORRIDOR
概要のファクトシート



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プロジェクト概要

Metroはdowntown Los Angelesと southeast LA カウンティをつなぎ、Arts District, Little Tokyo, Los Angeles, LA カウンティのunincorporated Florence-Graham のコミュニティ、Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos 及び Artesiaの市とコミュニティにサービスを提供する新しい light rail transit lineを査定評価しています

The West Santa Ana Branch (WSAB) Transit Corridor プロジェクトはライトレールが使用する準備のために現在環境への影響の調査表明書 (EIS)/環境への影響レポート (EIR)のプロセスが行われている20マイルの長さのコリドーです。このプロジェクトの名前はMetro Green Lineの南にあるルートの南側の部分が昔の古いストリートカーのWest Santa Ana Branch Corridorとして知られている路線の後をついでいることに由来しています。

現在120万人の住民がこの調査エリアに在住し、約584,000人の就業人口が存在している雇用の中心となっています。2040年には住民人口は150万人に増加し、670,000人の雇用数が予測されています。人口と職の密度は LA Countyの平均と比べると5倍の高さです。この鉄道コリドーは利用頻度の高いコリドーにおける通勤通学者へのサービスを提供すると予測されており、現在彼らが利用している混み合った窮屈な交通システムから救済することになります。それに付け加えてこのプロジェクトは Metro Green Lineと LA County regional transit networkを直接につなぐコネクションを提供すると予想されます。Measure Mの支出計画に沿ってこのプロジェクトは2022年に工事を開始すると予期されます。

背景

調査は当初はLA County のUnion Station から Orange County の Santa Ana市 までの 34-マイルの長さのコリドーで Los Angeles と Orange Countiesをつなぎ契機を分析するためにおこなわれました。2013年の2月に、Southern California Association of Governments (SCAG)が the Alternatives

Analysis (AA) Study of the corridor (コリドーの代替分析調査) を了承しLight Rail Transit (LRT) の路線を好ましい交通機関として、また2本の北部の路線の代替案 (West Bank 3 and East Bank)を更なる考慮にいれることを推薦しました。

2015年に、MetroはSCAG AA からの分析と推薦に基づいて LA カウンティの 独立した線路をもつ電気のPacific Electric Right- of- way(ROW)/WSAB corridorのセグメントに焦点をあて Technical Refinement Study (技術的な洗練のための研究) (TRS) building を行いました。2015年の9月に、West Bank の3つの代替案に基づいて、4つの新しい北部の路線のオプション (Pacific/Alameda, Pacific/ Vignes, Alameda, 及び Alameda/Vignes) が TRSの一部として認識されました。TRSはアップデートされた資本コストと乗客数の予測と、また分析されたLA County のセグメントのために分析されたSCAG AA によって認識された特別なチャレンジを提供しました。2017年の4月に、Metroは北部の路線のオプションのスクリーニングレポートをリリースしました。それはプロジェクトの北側の部分のための6つの路線のオプションを分析しています。(Union Station から Huntington Park市まで) それぞれのオプションがいかに良くゴールとプロジェクトの目的に到達したかを決断するためにはこれはSCAG AA 及び Metro TRSによって認識されています。再検討の結果、Metro の理事会はTRSの環境調査で認識された4つの北部の路線のオプションを先に進め、このプロジェクトのためのスコーピングプロセスを開始させる承諾をしました。

プロジェクトのゴール

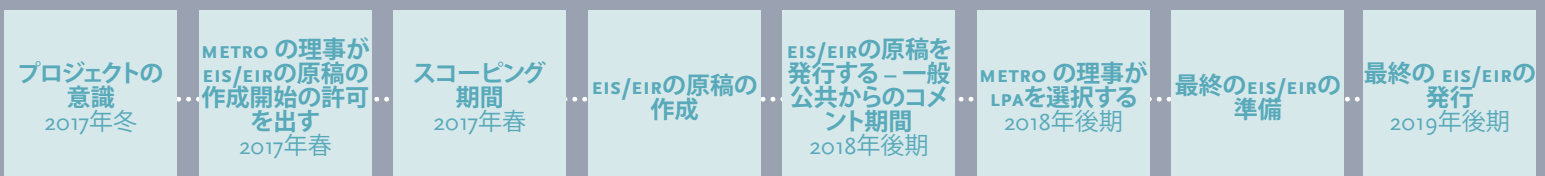
WSAB プロジェクトの主なゴールは:

1. 機動力 (モビリティ) の改善を提供する。
2. 地方と地域の土地利用プランとポリシーを支援する。
3. 環境への影響を最小限にとどめる。
4. コスト効率と財務上の実現可能性を確実にする。
5. 資本の確保

環境問題についてのプロセス

WSAB Transit Corridor プロジェクトの開発プロセスは National Environmental Policy Act (NEPA)に規定されている連邦政府の要件 及びCalifornia Environmental Quality Act (CEQA)に規定されている州の環境の要件によく定義されています。以下のフローチャートが主なプロセスの始まりから終わりまでのマイルストーンをハイライトで示しています。プロジェクトは現在はEIS/EIR 調査の原稿の段階です。TRSにおいて

特定された問題はさらに分析され特定された緩和策とコミュニティのインプットが収集され、盛り込まれて Locally Preferred Alternative (ローカルで好まれた代替案) (LPA)を選出するために使用されます。環境調査のプロセスの間に、コミュニティとエンゲージするため、またインプットを求め、質問に答えるためにパブリックスコーピングミーティングとヒヤリングがコリドーに沿って開かれます。



引き続いての公共 (パブリック) の参加

*タイムラインは変更の可能性あり

プロジェクトマップ



調査対象のコリドーエリアの一覧

- > 98 平方マイル
- > 20 の個別の市及び unincorporated LA カウンティ
- > 現在120万人の住民がこの調査エリアに在住している。2040年には150万人と予想されている。

- > 584,000 の職が現在調査エリアに存在している。2040年には670,000の職が予想されている。
- > 人口と雇用の密度は LA Countyと比べると5倍高い。
- > 週日(ウィークデイ)の予測される乗車数は52,000から75,000である。

プロジェクトの代替案

提案中のArtesia 市内の Pioneer Station におけるSouthern Terminusと 提案中のHuntington Park市内のFlorence/Salt Lake Station の間には唯一のプロジェクトの代替案が考慮されています。ただし現在残っている北側の部分は Florence/Salt Lake Stationから downtown LAのUnion StationにおけるNorthern Terminusまでの間に4つの路線のオプションがあります:

- > Pacific/Alameda (7.4 マイル)
- > Pacific/Vignes (7.2 マイル)
- > Alameda (8.0 マイル)
- > Alameda/Vignes (8.1 マイル)

さらに、プロジェクトが未来に WSAB line を Orange Countyまで延長させる 場合にはオプションとしての Bloomfield Av (Los Angeles County-Orange Countyの境のすぐ北側)のステーションを査定評価します。



プロジェクトへの関わりについて

Metro は総合的なアウトリーチプログラムに専心しています。それはプロジェクトのステークホルダーに必要なツールと教育されよく情報をもった人材を提供しキーとなる貴重なマイルストーンに価値のあるインプットを提供することです。公共のスコopingミーティングは2017年の春に開かれます。EIS/EIRの原稿は2018年の後期に配布されると予想されます。そしてそれは公共のヒヤリングと公式のコメント期間を含みます。

ご連絡ください

以下の連絡方法を使って詳しいプロジェクトのインフォメーションにアクセスし質問をしたりコメントを提供してください。

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Appendix E.2.1

Light Rail Fact Sheet (English)

What is Light Rail Transit?

WEST SANTA ANA BRANCH TRANSIT CORRIDOR
Light Rail Transit Fact Sheet



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What is Light Rail Transit (LRT)?

LRT is designed to provide residents and businesses with safe, affordable and efficient transportation options. LRT can run throughout cities to connect pedestrians with storefronts, sidewalk cafes, parks and promenades. LRT rail cars run relatively quietly on electricity with three cars typically connected. LRT functions best as a local service with station stops typically one mile apart.

LRT provides communities with a transportation option that reduces congestion and is dependable. Unlike automobiles and buses, LRT systems enjoy traffic signal prioritizing, dedicated routes, and can carry up to three times the passenger capacity of a bus. LRT riders can reach their destination faster without the stress of driving and, in turn, motorists may experience a smoother commute due to the reduced number of automobiles on the road.

LRT technology isn't new. Used extensively around the world and throughout the U.S., LRT has a proven track record. For example, in LA County, the old street car and electric interurban railways provided service from the 1890s through World War II. Today, newer and more environmentally-friendly LRT cars are providing service again throughout LA County. Active Metro LRT lines include the Gold Line, Blue Line, Green Line, and the newest lines opened – Expo Line to Santa Monica and Gold Line to Azusa. System expansion continues with the current construction of the Crenshaw/LAX Line, to connect the Expo Line to the Green Line, and the Regional Connector, which will provide a direct connection between Azusa and Long Beach, and between East Los Angeles and Santa Monica. Planning efforts continue for the extension of the Eastside (Gold Line) Phase 2 and West Santa Ana Branch (WSAB) Transit Corridor. (See map on back).

LRT is safe.

LRT is a proven safe and reliable mode of travel. Metro uses federal and state standards, as well as accepted industry standards for LRT designs and operations. When traveling within local streets, trains follow posted speed limits and traffic signals, and have synchronized signal timing to allow them to quickly pass through intersections. When the LRT is within separate railroad right-of-way adjacent to local streets, there are vehicular and pedestrian gates, fencing, lights and signage to indicate when to safely cross the tracks. Stations are designed with platforms that have large loading areas for people entering and exiting the trains, including pedestrian walkways that connect to the nearest public sidewalks. Elevated and underground stations provide elevators and stairs that can handle both persons with disabilities and/or special emergency needs.



Light Rail vs. Heavy Rail vs. Commuter Rail

It is common for people to think rail projects are all the same. However, nothing could be further from the truth.

Heavy rail is larger and longer than LRT, and can handle more passengers. It also travels faster than LRT, operates over exclusive right-of-ways (either underground or on elevated tracks), and utilizes an electrified third rail below the train to propel its cars. Active Metro heavy rail lines include the Red Line and the Purple Line.

LRT service is also different from “commuter rail,” which includes Metrolink and Amtrak. Though both modes usually use standard gauge tracks, commuter rail generally involves larger trains with regional stations spaced several miles apart. Commuter rail trains are designed for faster speeds and longer distance commuter service between counties. Another operational difference involves frequency of service. While LRT and commuter rail both provide high frequency service during peak morning and evening hours, only LRT maintains 15- to 20-minute intervals throughout the entire day.



Light Rail – Metro Gold Line



Commuter Rail – Metrolink



Heavy Rail – Metro Red Line

About West Santa Ana Branch Transit Corridor Project

The West Santa Ana Branch (WSAB) Transit Corridor Project is a 20-mile corridor being evaluated by Metro as a new LRT line to provide reliable transit service to meet the future mobility needs of residents, employees and visitors who travel within the study area. The new LRT line would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. WSAB is currently undergoing environmental analysis, in compliance with federal and state requirements, to prepare the corridor for LRT use.

This rail corridor is anticipated to serve commuters in a high travel demand corridor, providing relief to the constrained transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro Green Line and the LA County regional transit network. The project is anticipated to break ground in 2022.

For more information, please visit metro.net/wsab.

Metro Rail & Busway Map



Contact Us

Please use the following contact tools to access additional project information, ask questions or provide comments.

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Appendix E.2.2

Light Rail Fact Sheet (Spanish)

¿Qué es el transporte de tren ligero?

WEST SANTA ANA BRANCH TRANSIT CORRIDOR
Hoja informativa de tren ligero



Metro®



¿Qué es transporte de tren ligero (LRT)?

El transporte de tren ligero (LRT, por sus siglas en inglés) está diseñado para proporcionar a los residentes y las empresas opciones de transporte seguro, económico y eficiente. El LRT puede brindar servicio en las ciudades para conectar a los peatones con las tiendas, restaurantes, parques y centros comerciales. Los vagones de tren de LRT viajan relativamente silenciosos utilizando electricidad, y típicamente tienen tres vagones conectados. El LRT funciona mejor como un servicio local con paradas en estaciones que generalmente están a una milla de distancia.

El LRT proporciona a las comunidades una opción de transporte que reduce la congestión vehicular y es confiable. A diferencia de los automóviles y autobuses, los sistemas de LRT tienen la prioridad en las señales de tráfico, cuentan con rutas exclusivas, y pueden transportar hasta tres veces la capacidad de pasajeros de un autobús. Los usuarios del LRT pueden llegar a su destino más rápidamente sin tener el estrés de conducir y, de la misma manera, los conductores pueden experimentar tiempos de viaje más rápidos debido a la reducción del número de automóviles en la carretera.

La tecnología LRT no es nueva. Utilizada extensamente alrededor del mundo y en los Estados Unidos, la tecnología LRT tiene una trayectoria probada. Por ejemplo, en el Condado de Los Angeles, el antiguo tranvía y los ferrocarriles eléctricos interurbanos proporcionaron servicio desde la década de 1890 hasta la Segunda Guerra Mundial. En la actualidad, los nuevos y más ecológicos vehículos ferroviarios de LRT están prestando servicio de nuevo en todo el Condado de Los Angeles. Las líneas activas de LRT de Metro incluyen Gold Line, Blue Line, Green Line, y las líneas más nuevas:

Expo Line que va a Santa Monica, y Gold Line que va a Azusa. La expansión del sistema continúa con la construcción actual de la línea Crenshaw/LAX para conectar Expo Line a Green Line, y Regional Connector que proporcionará una conexión directa entre Azusa y Long Beach, y entre East Los Angeles y Santa Monica. Así mismo, continúan los esfuerzos de planificación para la extensión de la Fase 2 del Eastside (Gold Line) y West Santa Ana Branch (WSAB) Transit Corridor. (Vea el mapa al reverso).

El servicio de LRT es seguro.

El LRT es un modo seguro y confiable de viajar. Metro sigue los estándares federales y estatales, así como los estándares aceptados en la industria para el diseño y las operaciones del LRT. Cuando viajan en las calles locales, los trenes siguen los límites de velocidad y las señales de tránsito indicadas, y tienen tiempos sincronizados en las señales de tránsito para permitirles pasar rápidamente por las intersecciones. Cuando el LRT está dentro de un derecho de vía ferroviario separado adyacente a las calles locales, hay puertas peatonales y para vehículos, cercas, luces y señalización para indicar cuándo se pueden cruzar las vías con seguridad. Las estaciones están diseñadas con plataformas que tienen áreas de abordaje grandes para las personas que entran y salen de los trenes, incluyendo banquetas peatonales que están conectadas con las banquetas públicas más cercanas. Las estaciones elevadas y subterráneas ofrecen ascensores y escaleras para brindar servicio a las personas con discapacidades y/o necesidades especiales de emergencia.

Tren ligero vs. tren subterráneo vs. tren suburbano

Es común que la gente piense que todos los proyectos ferroviarios son iguales. Sin embargo, nada podría estar más lejos de la realidad.

El tren subterráneo es más grande y más largo que el LRT y tiene capacidad para más pasajeros. También viaja más rápido que el LRT, opera sobre derechos de vía exclusivos (ya sea subterráneos o en vías elevadas), y utiliza un tercer carril electrificado por debajo del tren para propulsar sus vagones. Las líneas activas de trenes subterráneos incluyen Red Line y Purple Line.

El servicio de LRT también es diferente del servicio suburbano, que incluye a Metrolink y Amtrak. Aunque ambos tipos normalmente utilizan vías férreas estándar, los trenes suburbanos generalmente tienen trenes más grandes y estaciones regionales espaciadas a varias millas de distancia. Los trenes suburbanos están diseñados para alcanzar velocidades más rápidas y proporcionar servicio entre distancias más largas entre los condados. Otra diferencia operativa implica la frecuencia del servicio. Mientras que el LRT y los trenes suburbanos proporcionan servicio de alta frecuencia durante las horas pico de la mañana y de la tarde, sólo el LRT mantiene intervalos de 15 a 20 minutos durante todo el día.



Tren ligero – Metro Gold Line



Tren de suburbano – Metrolink



Tren subterráneo – Metro Red Line

Acerca del Proyecto de West Santa Ana Branch Transit

El Proyecto de West Santa Ana Branch (WSAB) Transit Corridor es un corredor de 20 millas que está siendo evaluado por Metro como una nueva línea de LRT para proporcionar servicio de transporte confiable para satisfacer las futuras necesidades de movilidad de los residentes, empleados y visitantes que viajan dentro del área de estudio. El nuevo LRT conectaría el centro de Los Angeles con el sureste del Condado de Los Angeles, sirviendo a las ciudades y comunidades de Arts District, Little Tokyo, Los Angeles, la comunidad no incorporada de Florence-Graham del Condado de Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos y Artesia. Actualmente, WSAB está en el proceso de análisis ambiental, en cumplimiento de los requisitos federales y estatales, para preparar el corredor para ser utilizado por el LRT.

Se espera que este corredor ferroviario brinde servicio a los pasajeros en un corredor con alta demanda de viajes, proporcionando alivio a los sistemas de transporte restringidos disponibles actualmente para estas comunidades. Además, se espera que el proyecto proporcione una conexión directa a la línea de Metro Green Line y a la red de tránsito regional del Condado de Los Angeles. Se prevé que el proyecto se inaugure en 2022.


Para más información, por favor visite metro.net/wsab.


Mapa de Metro Rail y carriles de autobús



Comuníquese con nosotros

Por favor utilice los siguientes métodos de contacto para obtener más información sobre el proyecto, hacer preguntas o proporcionar comentarios.

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Appendix E.2.3

Light Rail Fact Sheet (Japanese)

Light Rail Transit とは何ですか?

WEST SANTA ANA BRANCH TRANSIT CORRIDOR
Light Rail Transit ファクトシート



Metro®



Light Rail Transit (LRT) とは何ですか？

LRT は住民とビジネスに安全で効率の良い交通機関のオプションを提供するためにデザインされました。LRTは市内中を通じて歩行者と店の玄関口、歩道のカフェ、公園やプロムナードを結びます。LRT rail carは典型的には、電気で動かす3両連結の電車で割合と静かに走ります。LRT は一般的に駅と駅の間が1マイルの距離であることがローカルのサービスとして機能するのに一番適しています。

LRT はコミュニティーにとって交通渋滞を軽減させるオプションを提供し、信頼性があります。自動車やバスと違い、LRTシステムは交通信号機に優先権があり専用道もあり、また最大でバスの3倍の乗客を運ぶことができます。LRTの乗客は自分で運転するストレスがなく目的地により早く到着することができます。そしてそのおかげで道路上の車の量が減り、車の運転者たちはよりスムーズな通勤通学を楽しむことができます。

LRTのテクノロジーは決して新しくはありません。世界中そしてアメリカ国内でも非常によく使われているLRTは実証済みの実績があります。実例としては、LA Countyでは古いStreet carと都市間を走る電車が1890年代から第2次世界大戦までサービスを提供していました。今日では、新しくより環境にやさしいLRTの車両が再びLA Countyにサービスを提供しています。現役の Metro LRT linesはGold Line, Blue Line, Green Line, そして新設された – Santa Monica行のExpo Lineと Azusa行のGold Lineです。システムの拡大はExpo Line とGreen Lineを接続するための現在建設中のCrenshaw/LAX Line, そしてAzusaとLong Beachを直結、またEast Los AngelesとSanta Monicaを直結させるRegional Connectorが引き続きます。計画の努力はEastside (Gold Line)の延長の Phase 2 及び West Santa Ana Branch (WSAB) Transit Corridor (裏の地図を参照)と更に続きます。

LRT は安全です。

LRT は安全が実証された信頼のおける交通手段です。MetroはLRTのデザインと操業のためには、連邦政府と州政府のスタンダードを使いまた受け入れられた産業上のスタンダードも同様に使用しています。ローカルのストリートを走るときには電車は規定のスピード制限と信号を守ります。そしてシンクロ (同期) された 信号のタイミングで電車が素早く交差点を通過できるようにしてあります。LRTがローカルストリートに隣接する独立した鉄道内にある場合には車両と歩行者用のゲート、柵、信号と表示がいつ安全に線路を渡れるかを指示しています。ステーション (駅) は人々が安全に電車の乗り降りができるように広い乗り場を備えたプラットフォームがデザインされています。そして一番最寄りの公共のサイドウォークへとつながる歩行者専用の通路を含んでいます。高架または地下の駅はエレベーターと階段が障害者及び、または緊急用の必要のために設置されています。



Light Rail と Heavy Rail 及び Commuter Railとの比較

人々にとっては鉄道のプロジェクトはどれも同じと考えることはよくありますがそれは真実からは遠いものです。

Heavy railはLRTよりも大きく長いです。そしてより多くの乗客を運べます。またLRTよりも早く走ります。そして独立した線路の上を走ります。(高架または地下の線路です)、そして電車の下にある通電した3番目のレールを使ってその電車を推進させます。現在運行しているMetro heavy rail linesはRed Line 及び Purple Lineです。

LRTのサービスはMetrolink や Amtrak を含む “commuter rail” と違います。この両方の交通機関は標準のゲージの線路のレールを使いますが、commuter rail は一般的により大きな電車を含み数マイルごとの間がおかれた複数の地方の駅がかかっています。Commuter rail trainsはカウンティ間をより速いスピードでより長い距離を走る通勤通学のサービスのためにデザインされています。その他の操業上の違いはサービスの頻度を含みます。LRTとcommuter rail の両方が朝と夕方ピーク時には高頻度のサービスを提供しますが LRTだけは全日、15分から 20分間隔を維持しています。



Light Rail – Metro Gold Line



Commuter Rail – Metrolink



Heavy Rail – Metro Red Line

West Santa Ana Branch Transit Corridor プロジェクトについて

The West Santa Ana Branch (WSAB) Transit Corridor プロジェクトは LRT Lineが調査の対象となる地域の中の交通機関を使って移動する住民や就業者またビジターの将来の交通の必要性に見合う信頼のおける交通サービスを提供するために20マイルの長さの回廊をMetroが調査するものです。新しい LRT lineは downtown Los Angeles と southeast LA Countyを結び Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos 及び Artesiaのシティとコミュニティへのサービスを提供します。現在WSABはLRTが使用する準備のために連邦政府と州の規定に従って環境分析を行っています。

このrail corridor は利用頻度の高いコリドーにおける通勤通学者へのサービスを提供すると予測されており、現在彼らが利用している混み合った窮屈な交通システムを救済することになります。それに付け加えてこのプロジェクトは Metro Green Lineと LA County regional transit networkを直接につなぐコネクションを提供すると予想されます。このプロジェクトは2022年に工事を開始すると予期されます。


詳しいインフォメーションは metro.net/wsab にて


Metro レイル&バス路線 地図



連絡方法

以下の連絡方法を使いプロジェクトについてのさらに詳しい情報にアクセスし、質問をしたりコメントをお寄せください。


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

 213.922.6262

 wsab@metro.net

 metro.net/wsab

 [facebook.com/MetroWSAB](https://www.facebook.com/MetroWSAB)

 twitter.com/MetroWSAB



Appendix E.3

Public Scoping Meetings Flyer

Appendix E.3.1

Public Scoping Flyer (English)



Please join us at upcoming public scoping meetings.

June 15, 20, 21 & 24

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

The Los Angeles County Metropolitan Transportation Authority (Metro) is formally initiating environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Public Scoping Meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with federal/state requirements. Join us to learn more about this project and provide your input on the proposed alternatives. Please plan on attending the scoping meeting that is most convenient for you. Content provided at these meetings will be identical. Presentations start 30 minutes after the indicated start time, followed by public comments. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

MEETING DETAILS

BELLFLOWER

Thursday, June 15, 2017, 6 – 8pm

T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706
> Intérprete en español

SOUTH GATE

Tuesday, June 20, 2017, 6 – 8pm

South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
> Intérprete en español
> Live Webcast at 6:30pm

DOWNTOWN LOS ANGELES

Wednesday, June 21, 2017

**3 – 5pm (businesses) &
6 – 8pm (general public)**


Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012
> Intérprete en español/通訳

HUNTINGTON PARK

Saturday, June 24, 2017, 10am – 12pm

Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA 90255
> Intérprete en español


The formal comment period ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net


 metro.net/wsab

For additional information on the project, please use the above listed contact information, or any of the following contact methods:

 213.922.6262

 twitter.com/metrowsab

 facebook.com/metrowsab

 **323.466.3876 x2**
Español

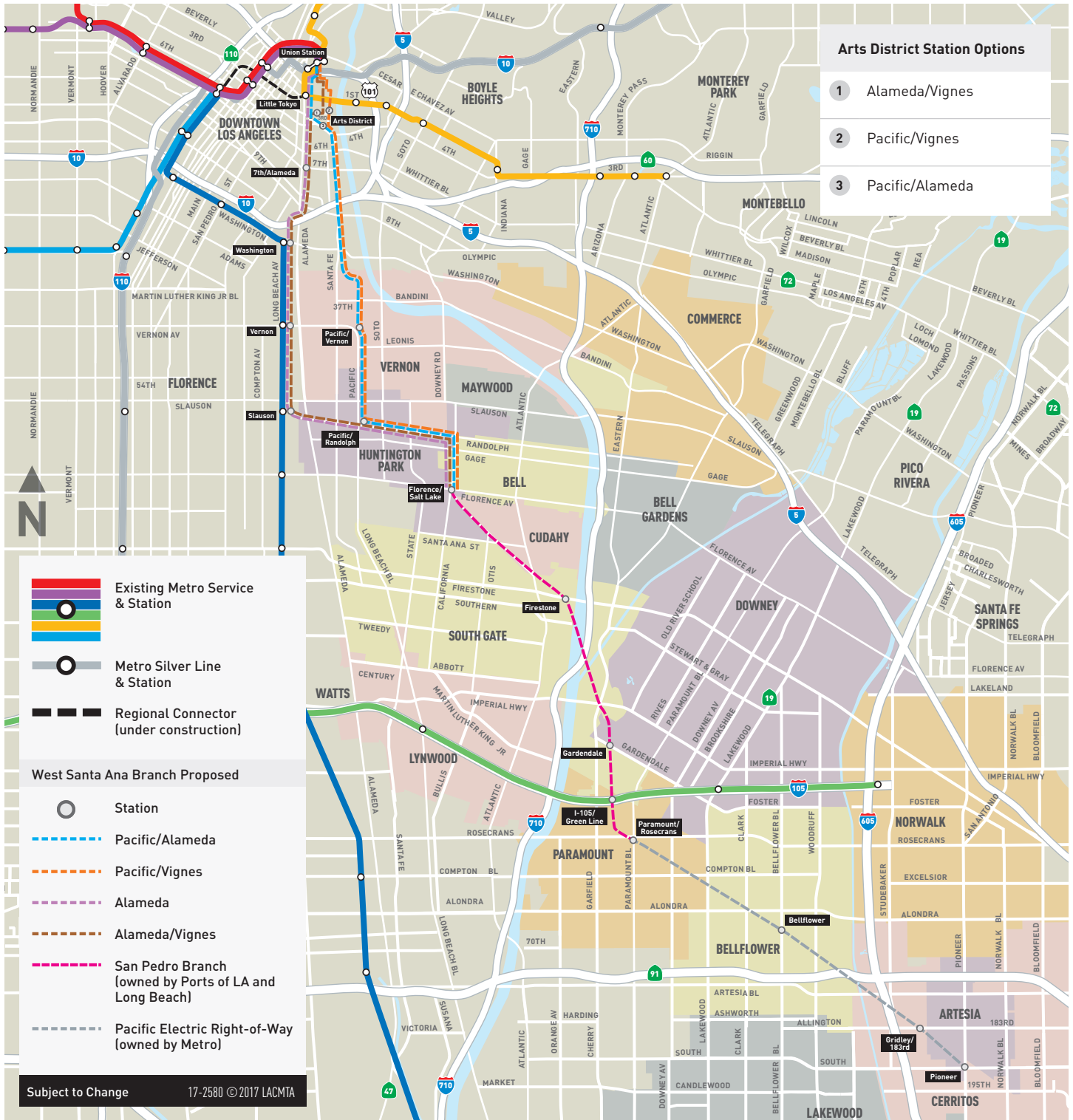
323.466.3876 x3

한국어	日本語
中文	русский
ភាសាខ្មែរ	ภาษาไทย
Tiếng Việt	ភាសាខ្មែរ

All Metro meetings are held in ADA accessible facilities. ADA and Title VI Requirements: Special accommodations are available to the public for Metro-sponsored meetings. All requests for reasonable accommodations and translation must be made at least three working days (72 hours) in advance of the scheduled meeting date by calling 323.466.3876 or California Relay Service at 711.

West Santa Ana Branch Transit Corridor

Project Overview



Appendix E.3.2

Public Scoping Flyer (Spanish)



Por favor acompañenos en las reuniones de alcance público.

15, 20, 21 & 24 de Junio

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

Los Angeles County Metropolitan Transportation Authority (Metro) está formalmente iniciando estudios ambientales para West Santa Ana Branch (WSAB) Transit Corridor la cual es una nueva línea de tránsito de tren ligero de 20 millas que conectaría el centro de Los Angeles al sudeste del condado de Los Angeles, sirviendo a las ciudades y comunidades de Arts District, Little Tokyo, Los Angeles, la comunidad de Florence-Graham no incorporada del Condado de Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos y Artesia.

Reuniones de alcance público son un importante paso en la preparación del Borrador de la Declaración de Impacto Ambiental /Reporte del Impacto Ambiental (EIS/ EIR) según los requisitos federales y estatales. Acompañenos para aprender más sobre este proyecto y presentar sus comentarios sobre las propuestas alternativas. Por favor, planea asistir a la reunión informativa que sea más conveniente para usted. El contenido proporcionado en estas reuniones será idéntico. Presentaciones comienzan 30 minutos después de la hora de inicio indicada, seguido por los comentarios del público. Personas que no puedan asistir a las reuniones pueden ver la presentación a través de una transmisión en vivo a las 6:30pm el martes, 20 de junio de 2017, por medio del internet en www.tinyurl.com/MetroWSAB.

DETALLES DE LA REUNIÓN

BELLFLOWER

Jueves, 15 de junio de 2017, 6 – 8 pm

T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706
> Intérprete en español

SOUTH GATE

Martes, 20 de junio de 2017, 6 – 8 pm

South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
> Intérprete en español
> Transmisión en vivo en
www.tinyurl.com/MetroWSAB

DOWNTOWN LOS ANGELES

Miércoles, 21 de junio de 2017

3 – 5pm & 6 – 8pm
Dos reuniones – horas comerciales y de la tarde

Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012
> Intérprete en español/通訳

HUNTINGTON PARK

Sábado, 24 de junio de 2017, 10am – 12pm

Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA 90255
> Intérprete en español

El período de comentarios de alcance público formal termina el viernes, 4 de agosto de 2017. Los comentarios escritos deben ser sometidos a:

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

✉ wsab@metro.net

🌐 metro.net/wsab

Para obtener más información sobre el proyecto, por favor use la información de contacto mencionada arriba, o a cualquiera de los siguientes métodos de contacto:

☎ 213.922.6262

🐦 twitter.com/metrowsab

📘 facebook.com/metrowsab

📞 323.466.3876 x2
Español

323.466.3876 x3

한국어	日本語
中文	русский
Հայերեն	ภาษาไทย
Tiếng Việt	ភាសាខ្មែរ

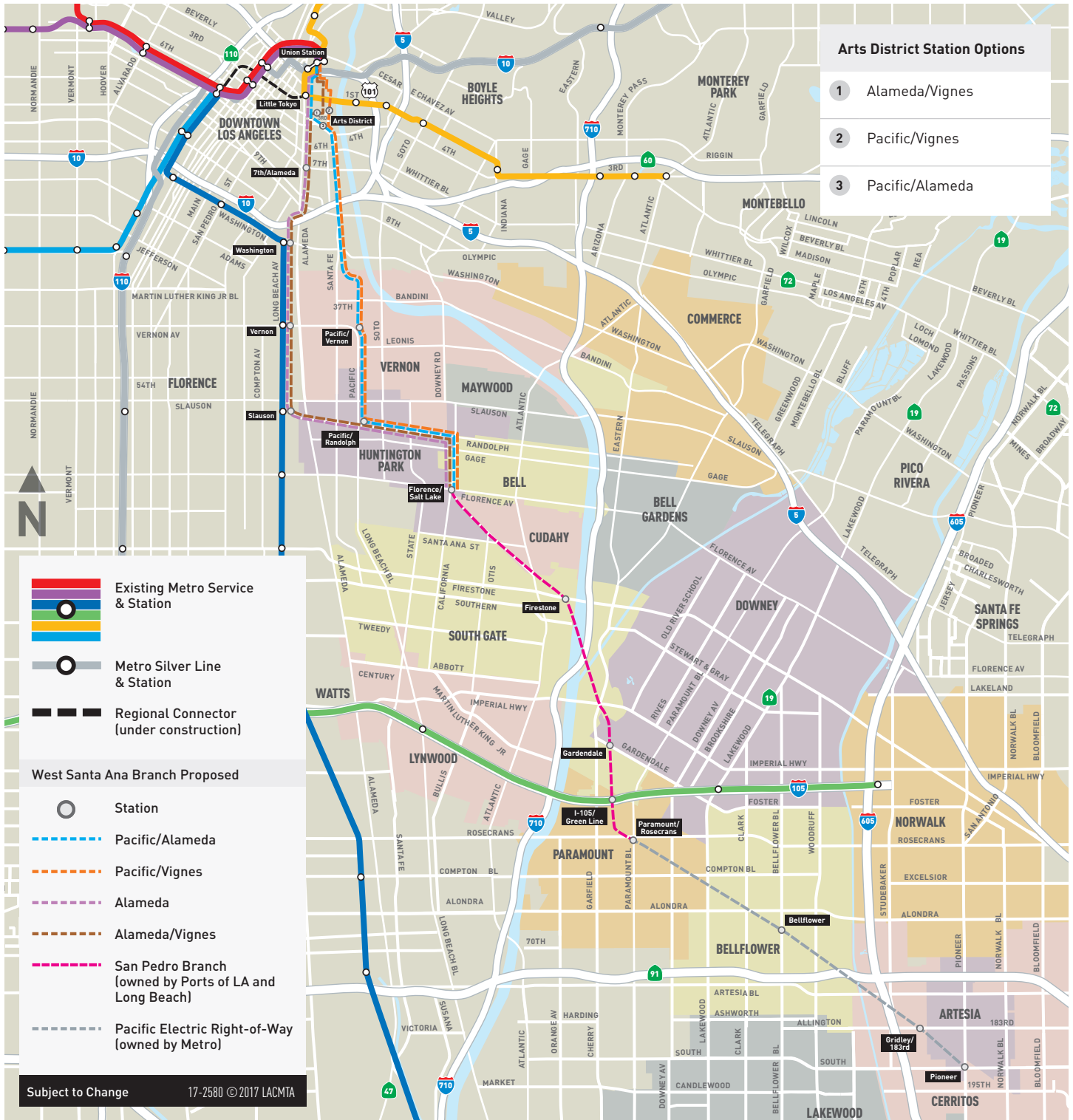
Todas las reuniones de Metro se realizan en instalaciones accesibles conforme a la Ley para Estadounidenses con Discapacidades (Americans with Disabilities Act, ADA) y se puede llegar en transporte público. Las adaptaciones según la ADA y otras traducciones están disponibles llamando al 213.922.3012 con al menos 72 horas de anticipación.



Metro

West Santa Ana Branch Transit Corridor

Project Overview



Appendix E.3.3

Public Scoping Flyer (Japanese)



これから予定されている公開会議にぜひ参加してください

6月15日、20日、21日、24日

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT (トランジットコリドープロジェクト)

The Los Angeles County Metropolitan Transportation Authority (Metro) は新しい20マイルの長さのSanta Ana Branch (WSAB) Transit Corridorにおいて公式に環境調査を開始します。このラインはDowntown Los AngelesとSoutheast LA Countyを結びシティとArts District、Little Tokyo、Los Angelesのコミュニティ、Unincorporated Florence-Graham community of LA County、Vernon、Huntington Park、Bell、Cudahy、South Gate、Downey、Paramount、Bellflower、Cerritos及びArtesiaのコミュニティにサービスを提供します。

公開のスコープミーティングは連邦政府/州の規定により提出の義務が定められている、環境に与えるインパクトの表明/環境に与えるインパクトのレポート(EIS/EIR)の原稿作成準備のための重要なステップです。どうぞ参加してこのプロジェクトについて学び、提案されている代勘案についてあなたの考えを提供してください。あなたにとって最も都合の合うスコープミーティングに参加できるように計画してください。ミーティングでの内容はどの日も全て同様です。プレゼンテーションは記載された開始時刻の30分後に始まります。そしてその後パブリックのコメントが続きます。ミーティングに参加できない方は2017年6月20日火曜日の午後6:30から tinyurl.com/MetroWSABにて生のプレゼンテーションのストリーミングをみることができます。

ミーティングの詳細

BELLFLOWER

2017年6月15日木曜日、6 – 8pm

T. Mayne Thompson Park
14001 S Bellflower Bl, Bellflower, CA 90706
> スペイン語通訳

SOUTH GATE

2017年6月20日、火曜日、6 – 8pm

South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
> スペイン語通訳
> ライブウェブキャストは以下のアドレスで
www.tinyurl.com/MetroWSAB

DOWNTOWN LOS ANGELES

2017年6月21日、水曜日

ミーティングは2回 – 日中と夕方


Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012
> スペイン語通訳/通訳


HUNTINGTON PARK

2017年6月24日、土曜日、10am – 12pm

Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA 90255
> スペイン語通訳

公式のコメントの期間は2017年8月4日金曜日に終了します。書面によるコメントはミーティングにおいて提出できます。または以下まで:

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

 wsab@metro.net


 metro.net/wsab

プロジェクトについてのその他のインフォメーションは上部に記載した連絡先をお使いになるか、以下の連絡方法をお使いください:

 213.922.6262

 twitter.com/metrowsab

 facebook.com/metrowsab

 323.466.3876 x2
Español

323.466.3876 x3

한국어 日本語

中文 русский

ភាសាខ្មែរ ภาษาไทย

Tiếng Việt ភាសាវៀត

すべてのMetro主催のミーティングはADAアクセス可能な施設で行われます。ADAとタイトルVIの規定: Metroが提供するミーティングでは公共のために特別な便宜(バリアフリー)がはかられます。全ての理にかなった便宜と翻訳のリクエストはミーティング当日の最低3日間の営業日(72時間)前までに提出されなければいけません。それは323.466.3876かCalifornia Relay Serviceの711に電話をして行ってください。

West Santa Ana Branch Transit Corridor プロジェクトの概要



Appendix E.4

Public Comment Form

Appendix E.4.1

Public Comment Form (English)

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name: _____

Affiliation (i.e. organization, resident, business): _____


Address: _____



Phone/Cell: _____

Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net
 metro.net/wsab



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

Fold Here

Place
Stamp
Here

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

Appendix E.4.2

Public Comment Form (Spanish)

Proyecto de Metro West Santa Ana Branch Transit Corridor

Alcance Público

Hoja de Comentarios

Nombre: _____

Afiliación (ej. organización,
residente, negocio): _____

Domicilio: _____

Télefono/Celular: _____

Correo Electrónico: _____

Gracias por su interés en el Proyecto de Metro West Santa Ana Branch Transit Corridor. Sus comentarios son bienvenidos.

PERÍODO DE COMENTARIOS PÚBLICOS: El período de comentarios formales para el Proyecto de Metro West Santa Ana Branch termina el **viernes, 4 de agosto de 2017**. Los comentarios por escrito pueden ser presentados en las reuniones o vía:



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



wsab@metro.net



metro.net/wsab

Los comentarios enviados a través de las páginas de medios sociales del proyecto o de la línea de ayuda no formarán parte del registro público oficial. Envíe todos los comentarios por correo, correo electrónico y el sitio web del proyecto (como se indica arriba).



Doblar aquí

Coloque la
estampilla
aquí

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

Appendix E.4.3

Public Comment Form (Japanese)

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

名前: _____

所属 (i.e. 例 組織, 居住地, ビジネス): _____


住所: _____



電話/携帯: _____

Email: _____

Metro 西部 Santa Ana ブランチトランジットコリドープロジェクトにご興味をお持ちになり、ありがとうございます。コメントをお待ちしております。

パブリックスコーピングのコメント期間: The formal comment period for the Metro 西部 Santa Ana ブランチトランジットコリドープロジェクトの公式なコメントの期間は**2017年8月4日金曜日**に終了します。書式によるコメントはミーティングにおいて提出するか以下にお願いします。:

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

 wsab@metro.net
 metro.net/wsab



プロジェクトのソーシャルメディアページやヘルプラインを通じて寄せられたコメントは公式のパブリックスコーピングの記録には載りません。全てのコメントは (上記に示した) 郵便、Email,またはプロジェクトのウェブサイトにてお寄せ下さい。

折る

スタンプ
をはる

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

Appendix E.5

Public Speaker Form (English, Spanish)

Appendix E.5.1

Public Speaker Form (English)

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: _____

Organization (if any): _____

Email: _____

Address: _____

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out his card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: _____

Organization (if any): _____

Email: _____

Address: _____

Appendix E.5.2

Public Speaker Form (Spanish)

Tarjeta de Orador
Proyecto de Metro West Santa Ana Branch Transit Corridor
Reuniones de Alcance Público
Junio de 2017

Si desea hablar y proporcionar comentarios, por favor, llene esta tarjeta y entréguela en la mesa de registro.

Oradores tendrán tres minutos para hacer sus comentarios.

Nombre: _____

Organización (si alguna): _____

Correo electrónico: _____

Domicilio: _____

Tarjeta de Orador
Proyecto de Metro West Santa Ana Branch Transit Corridor
Reuniones de Alcance Público
Junio de 2017

Si desea hablar y proporcionar comentarios, por favor llene esta tarjeta y entréguela en la mesa de registro.

Oradores tendrán tres minutos para decir sus comentarios.

Nombre: _____

Organización (si alguna): _____

Correo electrónico: _____

Domicilio: _____

Appendix E.6

Press Release



Los Angeles County
Metropolitan Transportation Authority

Metro

News

June 12, 2017

Kim Upton/Joni Goheen

Metro Media Relations

213.922.2703/213.922.6931

mediarelations@metro.net

FOR IMMEDIATE RELEASE

Metro to Begin Public Scoping Meetings June 15 for the West Santa Ana Branch Transit Corridor

The Los Angeles County Metropolitan Transportation Authority (Metro) will hold public scoping meetings June 15, 20, 21 and 24 to initiate environmental studies for the West Santa Ana Branch (WSAB) Transit Corridor, a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast L.A. County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

Public scoping meetings are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), required by federal and state law, and provide opportunities for the public to learn more about the project alternatives and submit official input for review and further analysis. An extended public scoping comment period is open from June 6, 2017 and runs through August 4, 2017.

Attend any of the meetings to learn more about this project and provide input on the proposed project alternatives. Content provided at the meetings will be identical. Presentations will begin 30 minutes after the indicated start time, followed by public comments. Those unable to attend can view the presentations via a live stream at 6:30 p.m. on Tuesday, June 20, at tinyurl.com/metroWSAB.

The four meetings will take place in:

Bellflower: Thursday, June 15, from 6 p.m. to 8 p.m. at T. Mayne Thompson Park, 14001 S. Bellflower Blvd., Bellflower, CA 90706 (With Spanish interpreter)

South Gate: Tuesday, June 20, from 6 p.m. to 8 p.m. at South Gate Girls Club House, 4940 Southern Ave, South Gate, CA 90280 (With Spanish interpreter and a live webcast)

Downtown Los Angeles: Wednesday, June 21, from 3 p.m. to 5 p.m. (businesses) and 6 p.m. to 8 p.m. (general public) at Nishi Hongwanji Buddhist Temple, 815 E. 1st St., Los Angeles, CA 90012 (With Japanese and Spanish interpreters)

Huntington Park: Saturday, June 24, from 10 a.m. to 12 p.m. at Huntington Park Community Center, 6925 Salt Lake Ave., Huntington Park, CA 90255 (With Spanish interpreter)

Written comments may be submitted at the meetings or to: Fanny Pan, Metro Project Manager, One Gateway Plaza, M/S 99-22-4, Los Angeles, CA 90012. For more information, go to wsab@metro.net or metro.net/wsab.

About Metro

The Los Angeles County Metropolitan Transportation Authority (Metro) is unique among the nation's transportation agencies. Created in 1993, Metro is a multimodal transportation agency that transports about 1.3 million passengers daily on a fleet of 2,200 clean air buses and six rail lines. The agency also oversees bus, rail, highway and other mobility-related building projects and leads transportation planning and programming for Los Angeles County.

Stay informed by following Metro on The Source and El Pasajero at metro.net, [facebook.com/losangelesmetro](https://www.facebook.com/losangelesmetro), twitter.com/metrolosangeles and twitter.com/metroLAalerts and [instagram.com/metrolosangeles](https://www.instagram.com/metrolosangeles).

###

Metro-xxx (General)

APPENDIX F INFORMATION STATIONS

Appendix F.1 Main Presentation

Appendix F.1.1 Main Presentation (English)

Appendix F.1.2 Main Presentation (Spanish)

Appendix F.1.3 Main Presentation (Japanese)

Appendix F.2 Station #1 Project Overview

Appendix F.2.1 Project Overview Display Boards (English)

Appendix F.2.2 Project Overview Display Boards (Spanish)

Appendix F.2.3 Project Overview Display Boards (Japanese)

Appendix F.3 Station #2 Environmental

Appendix F.3.1 Environmental Display Boards (English)

Appendix F.3.2 Environmental Display Boards (Spanish)

Appendix F.3.3 Environmental Display Boards (Japanese)

Appendix F.4 Station #3 Alignment Alternatives, Project Elements and Maps

Appendix F.4.1 Plot Rollout Maps

Appendix F.4.2 Project Profiles - Display Boards (English)

Appendix F.4.3 Project Profiles - Display Boards (Spanish)

Appendix F.4.4 Project Profiles - Display Boards (Japanese)

Appendix F.1.1

Main Presentation (English)

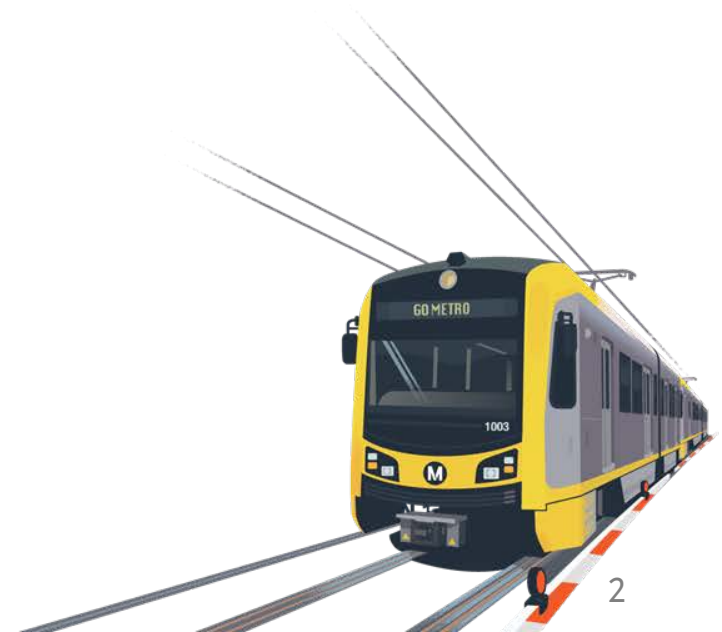
West Santa Ana Branch Transit Corridor

Draft EIS/EIR Scoping Meeting – June 2017



Agenda

- > Welcome and Introductions
- > Purpose of Scoping
- > Timeline and Process
- > Environmental Approach and Methodology
- > Public Scoping Meetings



Purpose of Scoping

What is Scoping?

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



Purpose of Scoping

What is Your Role?

- > Get involved early and participate in the environmental process
- > Help us understand what we should study
- > Provide comments and project relevant information
- > Identify your organization
- > Stay involved



Typical Environmental Topics

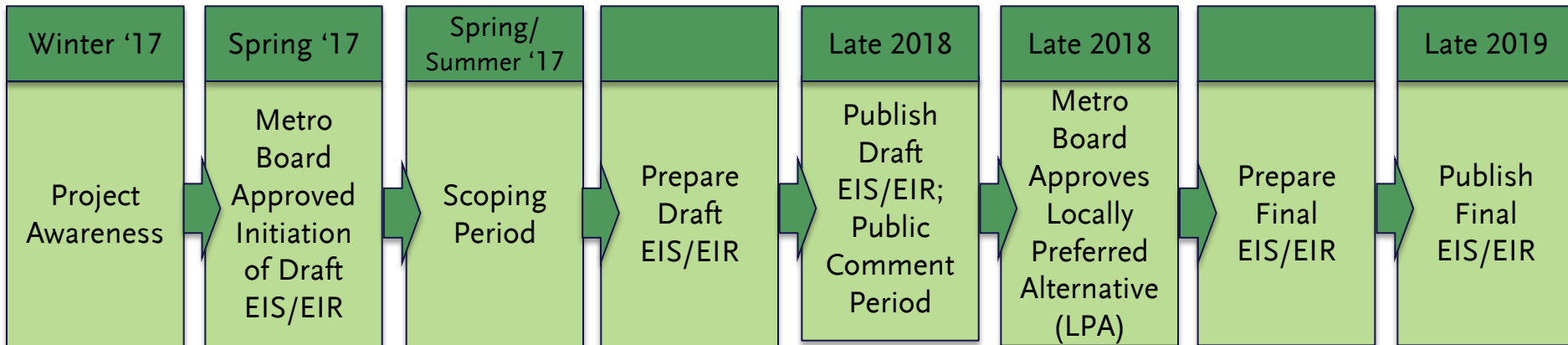
- > Aesthetics
- > Air Quality
- > Biological Resources
- > Cultural Resources
- > Community and Neighborhood Impacts
- > Construction Impacts
- > Cost and Financial Analysis
- > Economic and Fiscal impacts
- > Environmental Justice (pollution impacts)
- > Energy
- > Geology/Soils
- > Greenhouse Gas Emissions/Climate Change
- > Growth Inducing Impacts
- > Hazards/Hazardous Materials
- > Hydrology and Water Quality
- > Land Use and Planning
- > Noise and Vibration
- > Parklands and Recreation
- > Population and Housing
- > Public Services
- > Safety and Security
- > Socioeconomics
- > Transportation and Traffic
- > Utilities and Services

Draft EIS/EIR Process

- > **Further refine alternatives**
- > **Assess impacts of alternatives**
 - > During construction
 - > Once in operation
- > **Identify possible mitigation measures**
- > **Allow informed decision of Locally Preferred Alternative (LPA) by the Metro Board**



Project Timeline



Ongoing Public Participation

* Timeline Subject to Change

Metro Rail & Busway System with Measure M Transit Project



For more information, go to metro.net/theplan. MAY 2010. Success is Change.

Project Map



- > 98 square miles
- > 20 individual cities plus unincorporated LA County
- > 1.2 million people currently reside in the Study Area, with 1.5 million residents projected in 2040
- > 584,000 jobs are currently located in the Study Area, 670,000 jobs projected in 2040
- > Population and employment densities are five times higher than LA County

Project History

February
2013

- SCAG approved Alternatives Analysis (AA) – Recommended Light Rail Transit (LRT)

March
2013

- City of South Gate/Eco-Rapid Transit published Southern Rail Corridor Community Impacts and Opportunities Report

September
2014

- Eco-Rapid Transit published Transit-Oriented Development (TOD) Guidebook: Southern Corridor

March
2016

- Gateway Cities COG published the Gateway Cities Strategic Transportation Plan

September
2015

- Metro Board of Directors received the Technical Refinement Study (TRS)

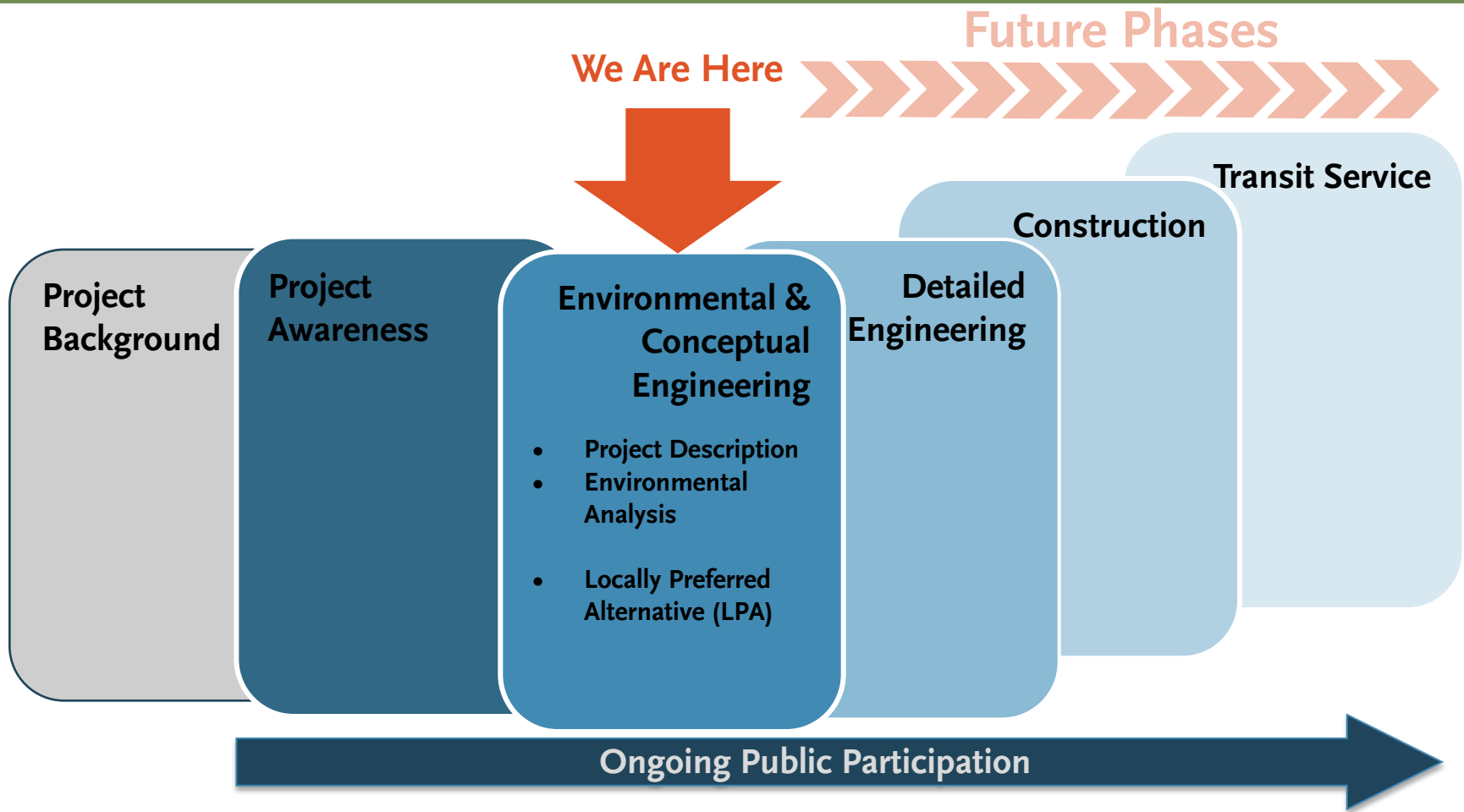
April
2017

- Metro Board of Directors approved Project Definition for Environmental Scoping including four Northern Alignment Options



Metro

Where We Are Now



Purpose and Need

Needs

- > High population and employment densities
- > High number of Transit-Dependent Populations
- > Limited connections to the Metro and regional system
- > Limited transit investment
- > Environmental Justice Communities
- > Constrained Freeway and Arterial System
- > High volumes of goods movement

Purpose

- > Provide reliable transit service to densely populated areas, major employment centers, and other key regional destinations
- > Address mobility and access constraints faced by transit-dependent communities
- > Reduce travel times and address connectivity barriers to effectively use transit as a means of travel
- > Accommodate future travel demand including the high number of anticipated transit trips made by Study Area residents

Project Goals

- > Provide mobility improvements
- > Support local and regional land use plans and policies
- > Minimize environmental impacts
- > Ensure cost effectiveness and financial feasibility
- > Ensure equity



Differences Between Rail Types

Light Rail Transit (LRT)

- > Rail cars run relatively quiet on electricity
- > Functions best as a local service with station stops typically one mile apart
- > Systems enjoy traffic signal prioritizing and dedicated routes
- > Can carry up to three times the passenger capacity of a bus
- > Fare collection is typically self-service at the station
- > Active Metro LRT lines include the Gold Line, Blue Line, Green Line, and Expo Line



Metro

Differences Between Rail Types

Heavy Rail and Commuter Rail

Heavy Rail

- > Larger and longer than light rail, handle more passengers, and travel faster
- > Operate over exclusive rights-of-way, either underground or on elevated tracks
- > Active Metro heavy rail lines include the Red Line and Purple Line

Commuter Rail

- > Larger trains with regional stations
- > Designed to serve longer distances (ex. Metrolink - between counties)



Light Rail



Heavy Rail



Commuter Rail

LRT Station Types

Elevated

Expo Line – La Cienega



At-Grade

Gold Line – Monrovia



Underground

Gold Line – Mariachi Plaza



LRT Guideway Types

Elevated

Gold Line – Chinatown



At-Grade

Expo Line – Santa Monica



Underground

Gold Line –
Mariachi Plaza



Exclusive ROW

Gold Line – Little Tokyo



Southern Alignment



- > **San Pedro Branch** (owned by Ports of LA and Long Beach, 6 miles)
- > **Pacific Electric Right-of-Way** (owned by Metro, 7.3 miles)
- > In the event that the WSAB line was to be extended to Orange County in the future, the Project will evaluate an optional station at Bloomfield Avenue (just north of the Los Angeles County-Orange County boundary).

Northern Alignment Options



- > **Option A:** Pacific/Alameda (7.4 miles)
- > **Option B:** Pacific/Vignes (7.2 miles)
- > **Option C:** Alameda (8.0 miles)
- > **Option D:** Alameda/Vignes (8.1 miles)

Northern Alignment Options Summary

	Pacific/ Alameda	Pacific/ Vignes	Alameda	Alameda/ Vignes
Number of Stations	13	12	15	15
Length (miles)	18.3	18.1	19	19.1
Travel Time (minutes)	33	33.2	33.2	34.3
Estimated Daily Boardings (2040)	59,660	52,550	75,800	61,770
Preliminary Cost Estimate (in billions, 2015\$)	\$4.3	\$4.3	\$4.3	\$4.6

Source: Technical Refinement Study, 2015

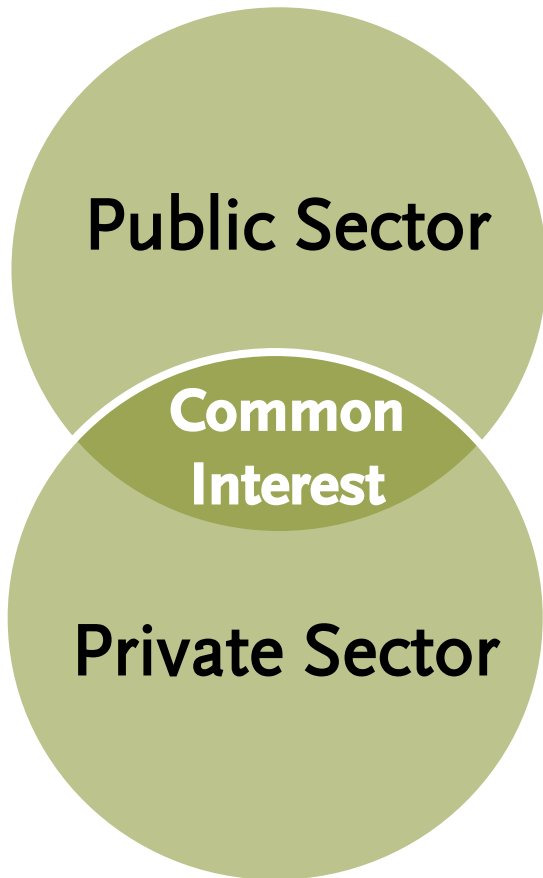


Funding Considerations

- > **Potential range of project costs** (\$4.3-\$4.6 billion)
- > **Funding Source**
 - > Measure R (\$0.240 billion in 2008 dollars)
 - > Measure M (\$1.435 billion in 2015 dollars)
 - > Other Sources
 - > Federal funding
 - > State funding
 - > Local funding



Public-Private Partnership Option



- > Project delivery model involves collaboration between a public agency (Metro) and a private firm
- > Each party shares its key skills and takes on the risks it is best able to manage, leading to innovation, cost savings, and/or project acceleration
- > Bring private-sector expertise, ingenuity, and rigor to building and managing public infrastructure

Opportunities for Public Involvement

Public Scoping Meetings (with Live Webcast) – June 2017

- > Project Update Community Meeting
- > City and Elected Official Briefings
- > Technical Advisory Committee Meetings
- > Community Events / Pop-ups
- > Extended Outreach in the Communities
- > Written Comments

Ongoing
Outreach

Public Hearing (with Live Webcast option) – Release of Draft EIS/EIR

Public Scoping Meetings

BELLFLOWER

Thursday, June 15

6:00 – 8:00pm

Intérprete en español

T. Mayne Thompson Park
14001 S Bellflower Bl
Bellflower, CA 90706

SOUTH GATE

Tuesday, June 20

6:00 – 8:00pm

Live webcast at 6:30pm + Intérprete en español

www.tinyurl.com/MetroWSAB

South Gate Girls Club House
4940 Southern Av
South Gate, CA 90280

DOWNTOWN LOS ANGELES

Wednesday, June 21

3:00 – 5:00pm & 6:00 – 8:00pm

Intérprete en español / 通訳

Nishi Hongwanji Buddhist Temple
815 East 1st St
Los Angeles, CA 90012

HUNTINGTON PARK

Saturday, June 24

10:00am – 12:00pm

Intérprete en español

Huntington Park Community Center
6925 Salt Lake Av
Huntington Park, CA 90255



Public Scoping Comments

- > **Written Comments due by: Friday, August 4, 2017**
- > **Law requires all scoping comments be provided in writing or via Court Reporter**
- > **Submit your comments at the Public Scoping Meetings:**
 - > Oral testimony (Court Reporter)
 - > Written comment card
- > **Submit written comments via:**



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www.metro.net/WSAB



Metro

We Want to Hear From You

- > Submit a public speaker card
- > Three minutes per speaker
- > Three names called at a time; please line up and be prepared
- > State your name clearly
- > Speak clearly for the Court Reporter
- > Each comment will be part of the official Public Scoping record
- > We're here to listen – all comments will be considered
- > Please be respectful of all speakers
- > Interpreters are available



Metro

Stay Connected



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(213) 922-6262



wsab@metro.net



www.metro.net/wsab



www.facebook.com/MetroWSAB



www.twitter.com/MetroWSAB



Metro



Thank You



Appendix F.1.2

Main Presentation (Spanish)

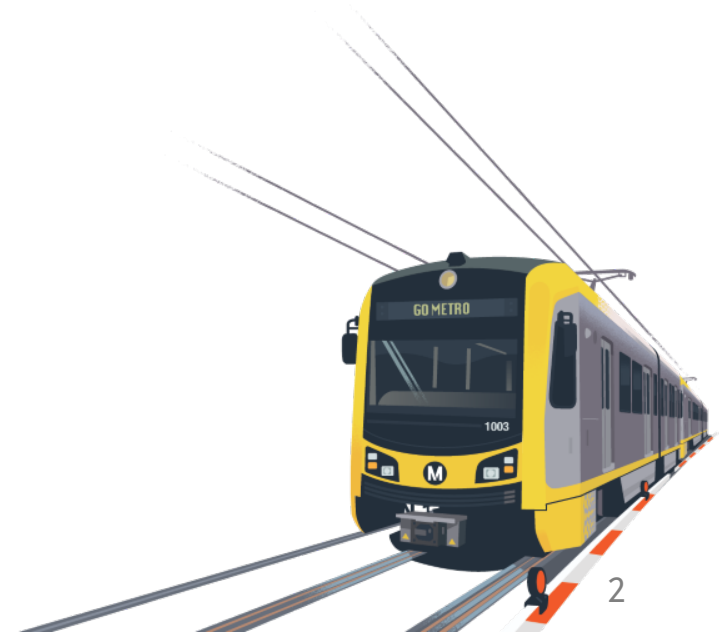
West Santa Ana Branch Transit Corridor

Reunión de Alcance Público para el Borrador del EIS/EIR - Junio de 2017



Programa

- > Bienvenida e introducciones
- > Propósito del alcance público
- > Programa y proceso
- > Enfoque ambiental y metodología
- > Reuniones de alcance público



Propósito de la Determinación de Alcance

¿Qué es el alcance público?

- > Identificar el propósito del proyecto
- > Definir las alternativas consideradas
- > Determinar las cuestiones principales para el análisis ambiental
- > Identificar las metas del proyecto y los criterios de evaluación
- > Obtener información pública



Propósito del Alcance Público

¿Cuál es su función?

- > Involúcrese desde el inicio del proyecto y participe en el proceso ambiental
- > Ayúdenos a entender lo que debemos estudiar
- > Proporcione comentarios e información relevante del proyecto
- > Identifique su organización
- > Manténgase involucrado



Temas Ambientales Frecuentes

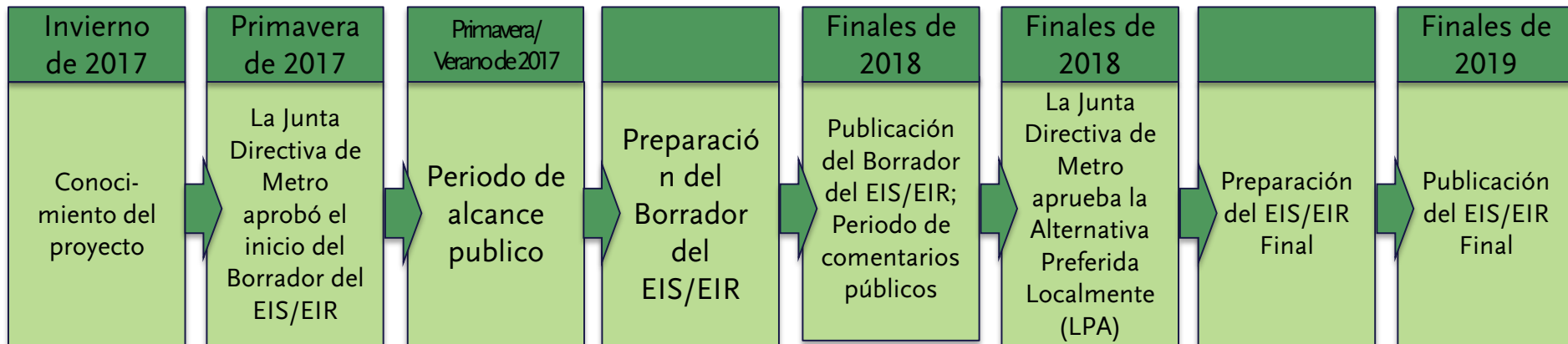
- > Estética
- > Calidad del aire
- > Recursos biológicos
- > Recursos culturales
- > Impactos en la comunidad y los vecindarios
- > Impactos de la construcción
- > Costo y análisis financiero
- > Impactos económicos y fiscales
- > Justicia ambiental (impactos de la contaminación)
- > Energía
- > Geología/Suelos
- > Emisiones de gases de efecto invernadero/cambio climático
- > Impactos de inducción del crecimiento
- > Peligros/materiales peligrosos
- > Hidrología y calidad del agua
- > Uso del terreno y planificación
- > Ruido y vibración
- > Parques y recreación
- > Población y vivienda
- > Servicios públicos
- > Seguridad y protección
- > Socioeconomía
- > Transporte y tráfico
- > Servicios públicos y otros servicios

Proceso del Borrador del EIS/EIR

- > Refinar más las alternativas
- > Evaluar los impactos de las alternativas
 - > Durante la construcción
 - > Una vez en funcionamiento
- > Identificar las posibles medidas de mitigación
- > Permitir la decisión informada de la Alternativa Localmente Preferida (LPA) por la Junta Directiva de Metro



Calendario del proyecto



Participación pública continua

*El calendario está sujeto a cambios

Sistemas de Tren y Autobuses de Metro con el Program de Transporte de Measure M



Área de Estudio del Proyecto



- > 98 millas cuadradas
- > 20 ciudades individuales más áreas de Los Angeles County no incorporadas
- > 1.2 millones de personas residen actualmente en el área de estudio; se espera que habrá 1.5 millones de habitantes para el año 2040
- > 584,000 empleos se encuentran en el área de estudio actualmente; se espera que habrá 670,000 empleos para el año 2040
- > Las densidades de población y empleo son cinco veces más altas que las de Los Angeles County

Historia del Proyecto

Febrero
de 2013

- Análisis de Alternativas (AA) aprobado por SCAG - Recomendación de Tránsito de Tren Ligero (LRT)

Marzo
de 2013

- La Ciudad de South Gate/Eco-Rapid Transit publicaron el Informe sobre Impactos y Oportunidades Comunitarias del Corredor Ferroviario del Sur

Septiembre
de 2014

- Eco-Rapid Transit publicó la Guía de Desarrollo Orientado hacia el Transporte Público (TOD, por sus siglas en inglés) para el corredor hacia el sur

Marzo
de 2016

- Gateway Cities COG publicó el Plan Estratégico de Transporte de Gateway Cities

Septiembre
de 2015

- La Junta Directiva de Metro recibió el Estudio de Refinamiento Técnico (TRS, por sus siglas en inglés)

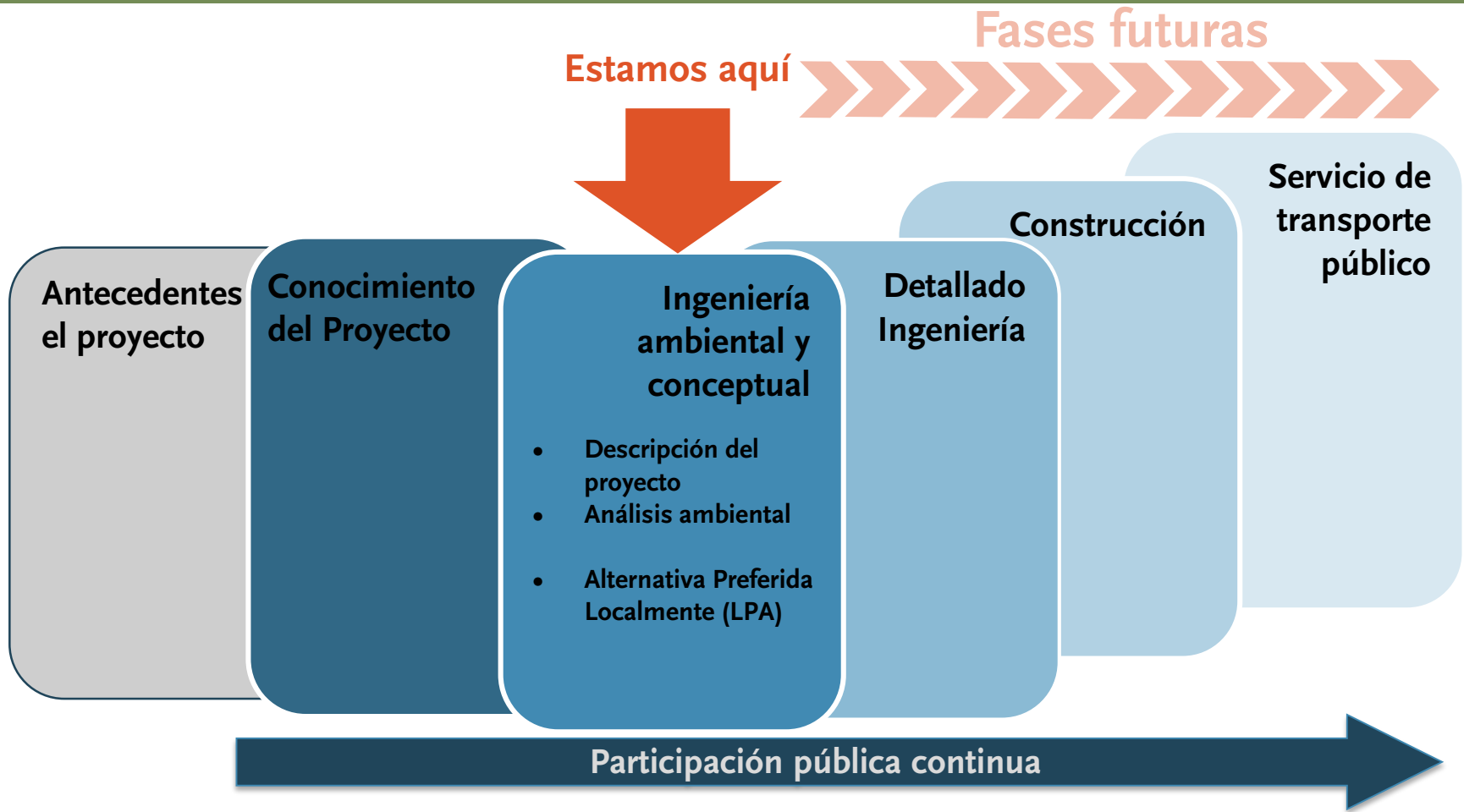
Abril de
2017

- La Junta Directiva de Metro aprobó la definición del proyecto para el alcance ambiental, incluyendo cuatro opciones de alineación norte



Metro

Dónde estamos ahora



Propósito y necesidad

Necesidades

- > Densidades altas de población y empleo
- > Números elevados de poblaciones dependientes del transporte público
- > Conexiones limitadas al sistema regional de Metro
- > Inversión limitada en el transporte público
- > Comunidades de justicia ambiental
- > Sistema congestionado de autopistas y arterias viales
- > Grandes volúmenes de movimiento de mercancías

Propósito

- > Proporcionar un servicio de transporte público confiable a las áreas densamente pobladas, a los principales centros de empleo y a otros destinos regionales importantes
- > Abordar las limitaciones de movilidad y acceso que enfrentan las comunidades dependientes del transporte público
- > Reducir los tiempos de viaje y abordar las barreras de conectividad para utilizar eficazmente el transporte público como medio de transporte
- > Adaptar la demanda futura de viajes, incluyendo el alto número anticipado de viajes en el transporte público realizados por los residentes del área de estudio

Objetivos del proyecto

- > Proporcionar mejoramientos en la movilidad
- > Apoyar los planes y políticas locales y regionales del uso del terreno
- > Minimizar el impacto ambiental
- > Garantizar la rentabilidad y la viabilidad financiera
- > Asegurar la equidad



Diferencias entre los sistemas ferroviarios

Tránsito de Tren Ligero (LRT)

- > Los vagones ferroviarios funcionan relativamente en silencio utilizando electricidad
- > Funcionan mejor como un servicio local con paradas en estaciones que generalmente están a una milla de distancia
- > Los sistemas disfrutan de prioridad en las señales de tráfico y rutas exclusivas
- > Pueden transportar hasta tres veces la capacidad de pasajeros de un autobús
- > Por lo general, las tarifas se pagan por medio del autoservicio en la estación
- > Las líneas activas de LRT de Metro incluyen Gold Line, Blue Line, Green Line y Expo Line



Diferencias entre los Sistemas Ferroviarios

Tren Pesado y Tren Suburbano

Tren Pesado

- > Más grande y más largo que el tren ligero, tiene capacidad para más pasajeros y corre más rápido
- > Opera sobre derechos de vía exclusivos, ya sea subterráneos o en vías elevadas
- > Las líneas activas de trenes pesados incluyen la Red Line y la Purple Line



Tren Ligero



Tren Pesado

Tren Suburbano

- > Trenes más grandes con estaciones regionales
- > Diseñados para servir distancias más largas (ej. Metrolink - entre condados)



Tren Suburbano



Metro

Tipos de Estaciones de LRT

Elevada

Expo Line – La Ciénega



Subterránea

Gold Line – Mariachi Plaza



Al nivel
de la superficie

Gold Line – Monrovia

Tipos de Guías para el LRT

Elevada

Gold Line – China Town



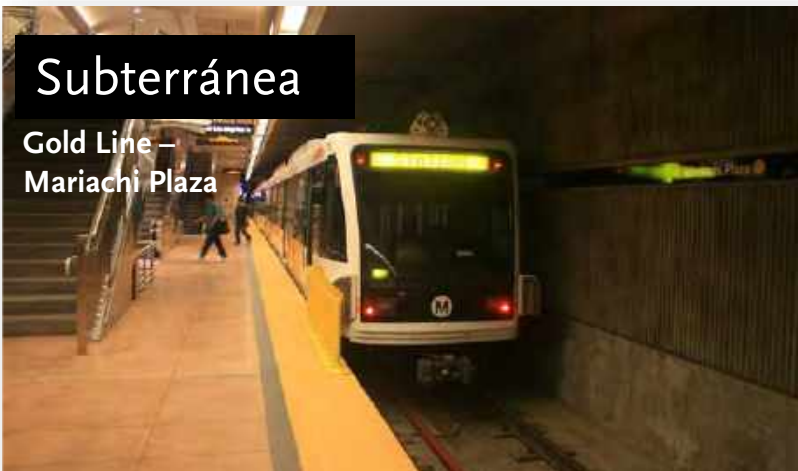
Al nivel de la superficie

Expo Line – Santa Mónica



Subterránea

Gold Line –
Mariachi Plaza



Derecho de vía exclusivo

Gold Line – Little Tokyo



Alineación del Sur



- > **San Pedro Branch** (propiedad de los puertos de Los Ángeles y Long Beach (6 millas)
- > **Derecho de vía de Pacific Electric** (propiedad de Metro, 7.3 miles)
- > En el caso de que la línea WSAB fuera extendida a Orange County en el futuro, el Proyecto evaluará una estación opcional en Bloomfield Avenue (justo al norte de la frontera de Los Angeles County y Orange County)

Opciones de la Alineación Norte



> **Opción A:** Pacific/Alameda
(7.4 millas)

> **Opción B:** Pacific/Vignes
(7.2 millas)

> **Opción C:** Alameda
(8.0 millas)

> **Opción D:** Alameda/Vignes
(8.1 millas)

Resumen de Opciones de la Alineación Norte

	Pacific/ Alameda	Pacific/ Vignes	Alameda	Alameda/ Vignes
Número de estaciones	13	12	15	15
Longitud (millas)	18.3	18.1	19	19.1
Tiempo de viaje (minutos)	33	33.2	33.2	34.3
Abordajes diarios estimados (2040)	59,660	52,550	75,800	61,770
Estimación preliminar de costo (en miles de millones, \$ de 2015)	\$4.3	\$4.3	\$4.3	\$4.6

Fuente: Estudio de refinamiento técnico, 2015

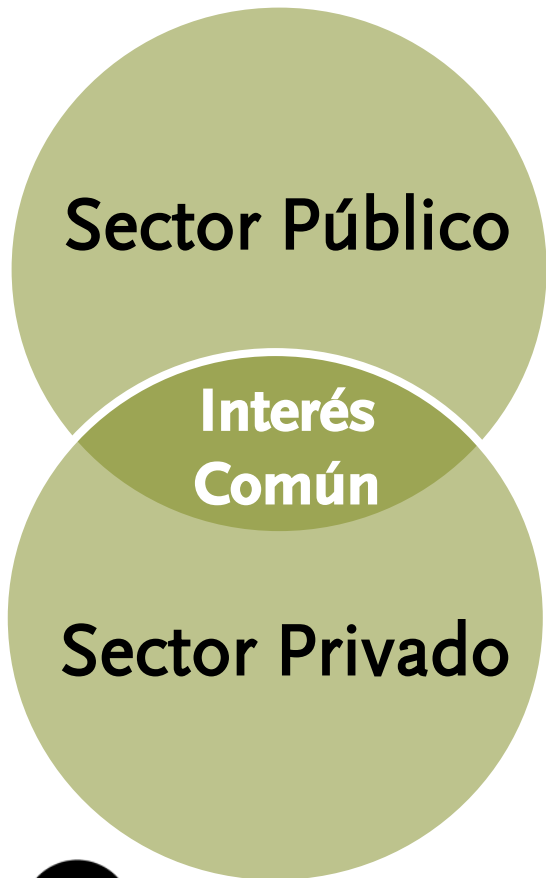


Consideraciones financieras

- > **Posible alcance de los costos del proyecto** (\$4.3-\$4.6 miles de millones)
- > **Fuente de financiamiento**
 - > Medida R (\$0.240 mil millones en dólares de 2008)
 - > Medida M (\$1.435 mil millones en dólares de 2015)
 - > Otras fuentes
 - > Financiamiento federal
 - > Financiamiento estatal
 - > Financiamiento local



Opción de Asociación Público-Privadas



- > Modelo de entrega de proyecto implica la colaboración entre una entidad pública (Metro) y una empresa privada
- > Cada grupo comparte sus habilidades claves y toma los riesgos que es mejor capaz de manejar, llevando a innovación, ahorros en costes y/o aceleración del proyecto
- > Aporta experiencia especializada del sector privado, el ingenio y el rigor a la construcción y gestión de infraestructuras públicas

Oportunidades para la participación pública

Reuniones de alcance público (con transmisión por internet en vivo) – Junio de 2017

- > Reunión de la comunidad para la actualización del proyecto
- > Reuniones informativas del ayuntamiento y funcionarios electos
- > Reuniones del comité técnico consultivo
- > Eventos comunitarios
- > Otras oportunidades para informar a las comunidades
- > Comentarios escritos

Participación
continua

Audiencia pública (con opción de transmisión por internet en vivo) – Publicación del Borrador del EIR/EIS

Reuniones de Alcance Público

BELLFLOWER

Jueves, 15 de junio

6:00 – 8:00pm

Intérprete en español

Parque T. Mayne Thompson

14001 S Bellflower Bl

Bellflower, CA 90706

CENTRO DE LOS ÁNGELES

Miércoles, 21 de junio

3:00 – 5:00pm y 6:00 – 8:00pm

Intérprete en español / 通訳

Templo Budista Nishi Hongwanji

815 East 1st St

Los Angeles, CA 90012

SOUTH GATE

Martes, 20 de junio

6:00 – 8:00pm

Transmisión por internet en vivo a las 6:30pm +

Intérprete en español

www.tinyurl.com/MetroWSAB

South Gate Girls Club House

4940 Southern Av

South Gate, CA 90280

HUNTINGTON PARK

Sábado, 24 de junio

10:00am – 12:00pm

Intérprete en español

Huntington Park Community Center

6925 Salt Lake Av

Huntington Park, CA 90255



Comentarios de Alcance Público

- > Envíe sus comentarios por escrito antes del: **Viernes, 4 de agosto**
- > La ley requiere que todos los comentarios de alcance se proporcionen por escrito o a través de un taquígrafo judicial
- > **Presente sus comentarios en la reunión de alcance público:**
 - > Testimonio oral (taquígrafo judicial)
 - > Tarjeta de comentarios escritos
- > **Envíe sus comentarios escritos a:**



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Los Angeles, CA 90012



WSAB@metro.net



www.metro.net/WSAB



Metro

¡Queremos Recibir sus Comentarios!

- > Envíe una tarjeta de orador público
- > Tres minutos por orador
- > Se llamarán tres nombres a la vez; por favor, fórmese y esté preparado
- > Diga su nombre claramente
- > Hable claramente para el taquígrafo judicial
- > Cada comentario formará parte del registro oficial de alcance al público
- > Estamos aquí para escucharlo - todos los comentarios serán tomados en cuenta
- > Por favor, sea respetuoso con todos los oradores
- > Habrá intérpretes disponibles

Manténgase Conectado



Fanny Pan
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Metro
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(213) 922-6262



wsab@metro.net



www.metro.net/wsab



www.facebook.com/MetroWSAB



www.twitter.com/MetroWSAB



Metro



Gracias



Metro

Appendix F.1.3

Main Presentation (Japanese)

West Santa Ana Branch Transit Corridor

原案 EIS/EIR スコーピングミーティング – 2017年6月



Metro

議題

- > 歓迎及び紹介
- > スコーピングの目的
- > タイムライン及びプロセス
- > 環境アプローチ及び方法論
- > 公共のスコーピングミーティング



スコーピングの目的

スコーピングとは何ですか?

- > プロジェクトの目的を識別する。
- > 検討中の代替案を定義する。
- > 環境分析の主要問題を決定する。
- > プロジェクトの目標と評価基準を識別する。
- > 一般公共からのインプットを得る



スコーピングの目的

あなたの役割は何ですか？

- > 環境のプロセスに早めに関与して参加してください。
- > 私たちが何を調査すべきかを理解する手助けをしてください。
- > コメントを提供しプロジェクトに関する情報を提供してください。
- > あなたの組織を特定してください。
- > 常に関わってってください。



典型的な環境問題のトピック

- > 空気の質
- > 生物資源
- > 文化的資源
- > コミュニティ及び近隣の影響
- > 工事の影響
- > 費用及び財政的な分析
- > 経済及び財政的な影響
- > 環境における正義
- > エネルギー
- > 地質学と土壌
- > 温室効果ガスの排出/ 気候の変動
- > 成長をもたらす影響
- > 危険/危険な物質
- > 水文学と水質
- > 土地利用と計画
- > 騒音と震動
- > 公園地とレクリエーション
- > 人口と住宅
- > パブリックサービス
- > 安全と保障
- > 社会経済
- > 交通機関と交通
- > 公益事業(水道、ガス、電気など)とサービス

EIS/EIR プロセスの原案

- > さらに絞り込んだ代替案
- > 代替案の影響を査定
 - > 工事中
 - > 操業開始後
- > 可能な緩和策を特定する。
- > Metro の理事会による情報に基づいたLPA（地域に好まれた代替案）の決定を可能にする。



プロジェクトのタイムライン



引き続いての一般公共の参加

* タイムラインは変更の可能性あり

Metro 鉄道&バス路システム 及び Measure M Transit プログラム



プロジェクト調査エリア



- > 98 スクエアマイルズ
- > 20 の個別の市及びunincorporated LA County
- > 現在調査エリアには120万人が居住しており、2040年には150万人と予想させる。
- > 調査エリアには、584,000の職が現在存在している。2040年には670,000の職が予想されている。
- > 人口と雇用の密度は LA Countyに比べて5倍である。

プロジェクトのヒストリー

February
2013

- SCAG が代替案の分析 (AA) を承諾する – 推薦された Light Rail Transit (LRT)

March
2013

- South Gate 市 / Eco-Rapid Transit が Southern Rail Corridor コミュニティ への影響と機会のレポートを発行

September
2014

- Eco-Rapid Transit が Transit-Oriented Development (TOD) (トランジットを基盤にした開発) ガイドブックを発行: Southern Corridor

March
2016

- Gateway Cities COG が Gateway Cities 戦略的交通計画を発行

September
2015

- Metro の理事会 が Technical Refinement Study (TRS) を受理

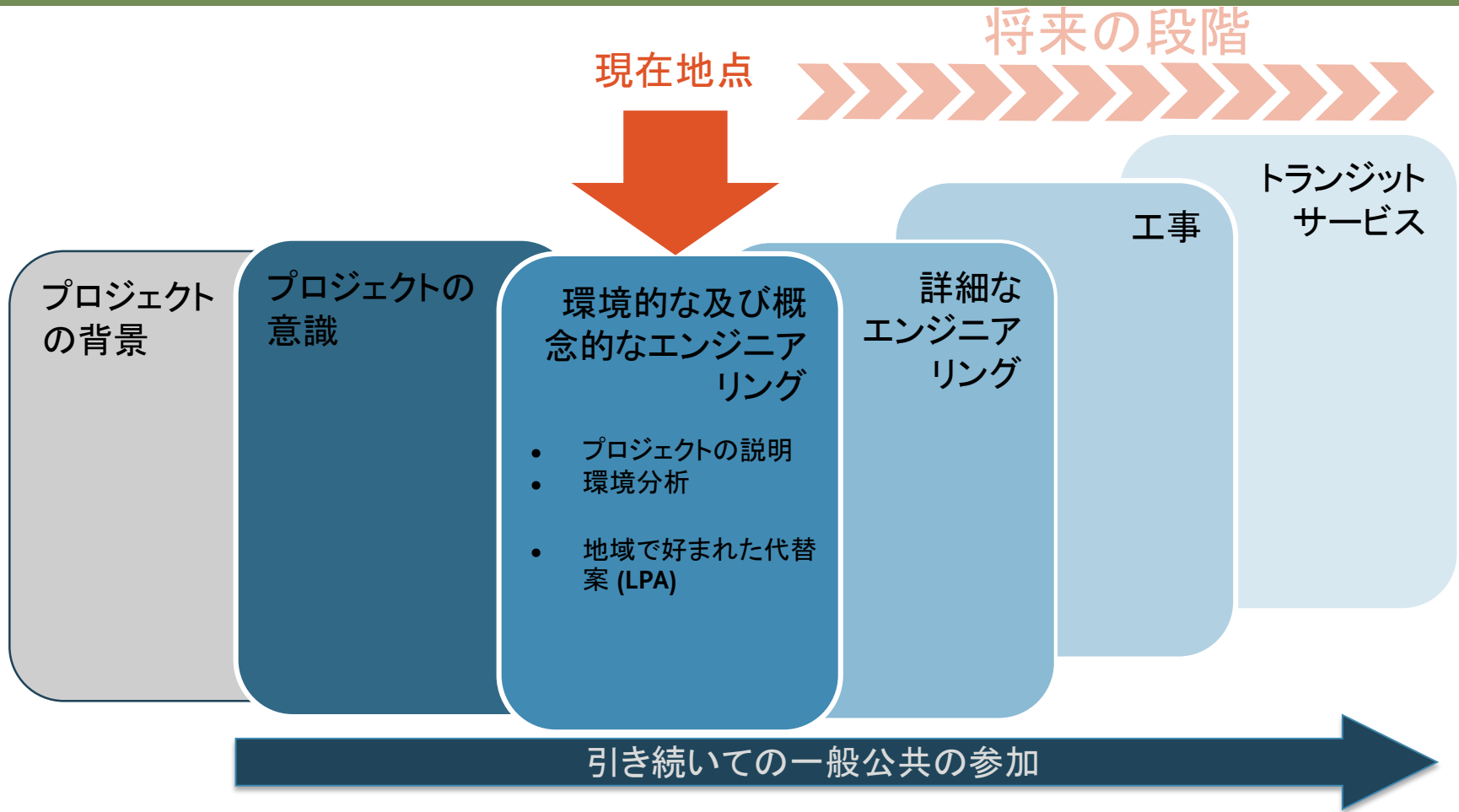
April
2017

- Metro の理事 が 北部の4路線のオプションを含む環境のスコーピングのプロジェクト定義を了承



Metro

私たちが今どの地点にいるか



目的と必要性

必要性

- > 人口及び雇用密度が高い
- > 公共交通機関に頼らねばいけない人口の数が高い。
- > Metroと地域のシステムの接続が限られている。
- > トランジットへの限られた投資
- > 環境正義コミュニティ
- > 拘束されたフリーウェイと幹線道路システム
- > 大量の物品の移動

目的

- > 信頼のおけるトランジットサービスを人口密度の高い地域、主な雇用センターやキーとなる主だった地域の目的地に提供する。
- > 輸送とアクセスがトランジットに頼っているコミュニティが直面している輸送とアクセスの制約を表面化させる。
- > トラベルタイムを減らし交通手段としてトランジットを効果的に使用するために、バリアとなっているものを表面化させる。
- > 調査エリアに居住する住民の予想される高い乗車率を含めた将来の交通手段の需要にみあった供給を行う

プロジェクトの目標

- > モビリティ(移動、輸送)の改善を提供する。
- > ローカルと地域一帯の土地利用計画とポリシーを支援する。
- > 環境への影響を最小限におさめる
- > コスト効果と財務上の実現可能性を確実にする。
- > 資本の確保



レイルタイプの違い

Light Rail Transit (LRT)

- > レイルカーは電気で比較的静かに走ります。
- > ローカルのサービスとしてよく機能します。典型的には一マイルごとに停止します。
- > このシステムは交通信号の優先権をもち専用のルートが敷かれています。
- > バスの乗客の定員の3倍の乗客を運ぶことができます。
- > 運賃の集金はステーションでの
- > セルフサービスです。
- > 現在運行中の Metro LRTラインは Gold Line, Blue Line, Green Line, 及び Expo Line を含みます。



Metro

レイルタイプの違い

ヘビーレイルと通勤ターレイル

Heavy Rail(ヘビーレイル)

- > ライトレイルよりも大きく長い。より多くの乗客を輸送できる。そしてより速く走る。
- > 独立した専用の線路をもち地下または高架上の線路を走る。
- > 現行のMetroヘビーレイルはレッドラインとパープルラインをふくみます。

Commuter Rail(通勤ターレイル)

- > 大型の電車で地域毎のステーションを持つ
- > 長距離を走るようにデザインされている。
De (例. Metrolink メトロリンク- カウンティ間走行)



ライトレイル



ヘビーレイル



通勤ターレイル



Metro®

LRT 駅のタイプ

高架

Expo Line – La Cienega



地下

Gold Line – Mariachi Plaza



地上レベル

Gold Line – Monrovia



南部の路線



- > **San Pedro Branch** (LAポートとLong Beachポートが所有、6 マイル)
- > **Pacific Electric Right-of-Way** (Metroが所有, 7.3 マイル)
- > 将来にWSAB lineが Orange Countyまで延長される場合には、プロジェクトはオプションとして Bloomfield Avenue (Los Angelesカウンティと Orange カウンティの境界のすぐ北)にステーションを建設する可能性を評価します。

LRT Guideway タイプ

高架

Gold Line – China Town



地上レベル

Expo Line – Santa Monica



地下

Gold Line –
Mariachi Plaza



専用レイル ROW

Gold Line – Little Tokyo



北部路線のオプション

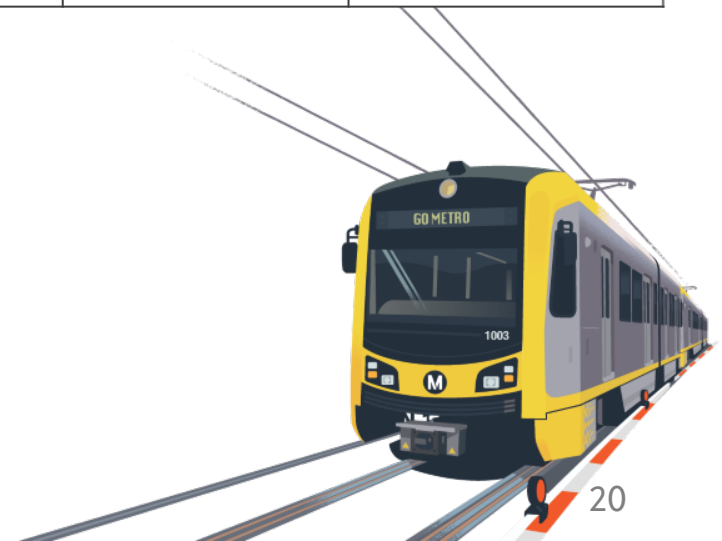


- > オプション A:
Pacific/Alameda (7.4 マイル)
- > オプション B: Pacific/Vignes
(7.2 マイル)
- > オプション C: Alameda
(8.0 マイル)
- > オプション D:
Alameda/Vignes (8.1 マイル)

北部路線のオプションの概要

	Pacific/ Alameda	Pacific/ Vignes	Alameda	Alameda/ Vignes
駅の数	13	12	15	15
距離(マイル)	18.3	18.1	19	19.1
トラベルタイムTime (分)	33	33.2	33.2	34.3
予測される一日の乗車数 (2040)	59,660	52,550	75,800	61,770
予備的な費用の予測 (10億の単位, 2015\$)	\$4.3	\$4.3	\$4.3	\$4.6

出典: Technical Refinement Study, 2015

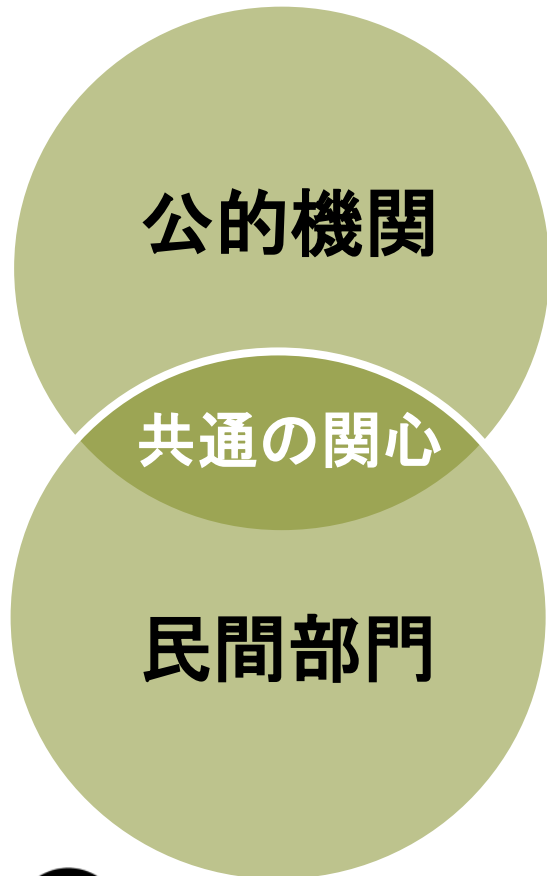


予算の考慮

- > 可能なプロジェクトのコストの範囲 (\$43億-\$46億)
- > 資金源
 - > Measure R (0.24万ドル in 2008年)
 - > Measure M (14億3500万ドル in 2015年)
 - > その他の資金源
 - > 連邦政府からの資金
 - > 州からの資金
 - > ローカルの資金



公共/プライベート パートナーシップ



- > プロジェクト提供モデルには、公的機関 (Metro) と民間企業
- > 各当事者は主要スキルを共有し、管理することが最も良いリスクを引き受け、革新性、コスト削減、および/またはプロジェクト加速に導く
- > 公共インフラストラクチャの構築と管理に民間部門の専門知識、創意工夫、厳格さをもたらす

一般公共の関与の機会

公共のスコーピングミーティング (ライブのウェブキャスト有り) – 2017年6月

- > プロジェクトのアップデートのコミュニティミーティング
- > 市と選挙で選出された関係者のフリーフィンク
- > 技術諮問委員会のミーティング
- > コミュニティイベント/ ポップ・アップ
- > 更に延長されたコミュニティへのアウトリーチ(働きかけ)
- > 書面でのコメント

引き続き
アウトリーチ

公共のヒヤリング (ライブのウェブキャストのオプション有り) – EIS/EIRの原案の発表



Metro

公共のスコーピングミーティング

BELLFLOWER

6月15日木曜日

6:00 – 8:00pm

Intérprete en español

T. Mayne Thompson Park

14001 S Bellflower Bl

Bellflower, CA 90706

SOUTH GATE

6月20日火曜日

6:00 – 8:00pm

Live webcast at 6:30pm + Intérprete en español

www.tinyurl.com/MetroWSAB

South Gate Girls Club House

4940 Southern Av

South Gate, CA 90280

DOWNTOWN LOS ANGELES

6月21日水曜日

3:00 – 5:00pm & 6:00 – 8:00pm

Intérprete en español / 通訳

Nishi Hongwanji Buddhist Temple

815 East 1st St

Los Angeles, CA 90012

HUNTINGTON PARK

6月24日土曜日

10:00am – 12:00pm

Intérprete en español

Huntington Park Community Center

6925 Salt Lake Av

Huntington Park, CA 90255



パブリックスコーピングのコメント

- > 書面によるコメントの締め切り日: **2017年8月4日 金曜日**
- > 全てのスコーピングのコメントは書面または裁判所のコートリポーターを通じなければいけないと法律で定められています。
- > あなたのコメントをパブリックスコーピングの会場で提出してください。:
 - > 口頭証言 (裁判所のコートリポーター)
 - > 書面によるコメントカード
- > 書面によるコメントは以下に提出 :



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



WSAB@metro.net



www.metro.net/WSAB



Metro

皆さまのご意見をお聞かせください。

- > パブリックスピーカーカードを提出してください。
- > 一人のスピーカーに対し3分間
- > 3人の名前が一度に呼ばれます。; 並んで準備してください。
- > 自分の名前をはっきり言ってください。
- > コートリポーターのためにはっきりとしゃべってください。
- > 各コメントは公式のパブリックスコーピングの記録の一部となります。
- > 私たちはここに聞くために出席しています。- 全てのコメントは考慮されます。
- > 全てのスピーカーの方を尊重してください。
- > 通訳を利用できます。



Metro

いつでもご連絡ください。



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www.facebook.com/MetroWSAB



www.twitter.com/MetroWSAB



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ありがとうございました。



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Appendix F.2

Station #1 Project Overview

Appendix F.2.1

Project Overview Display Boards (English)



Stay Connected

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT



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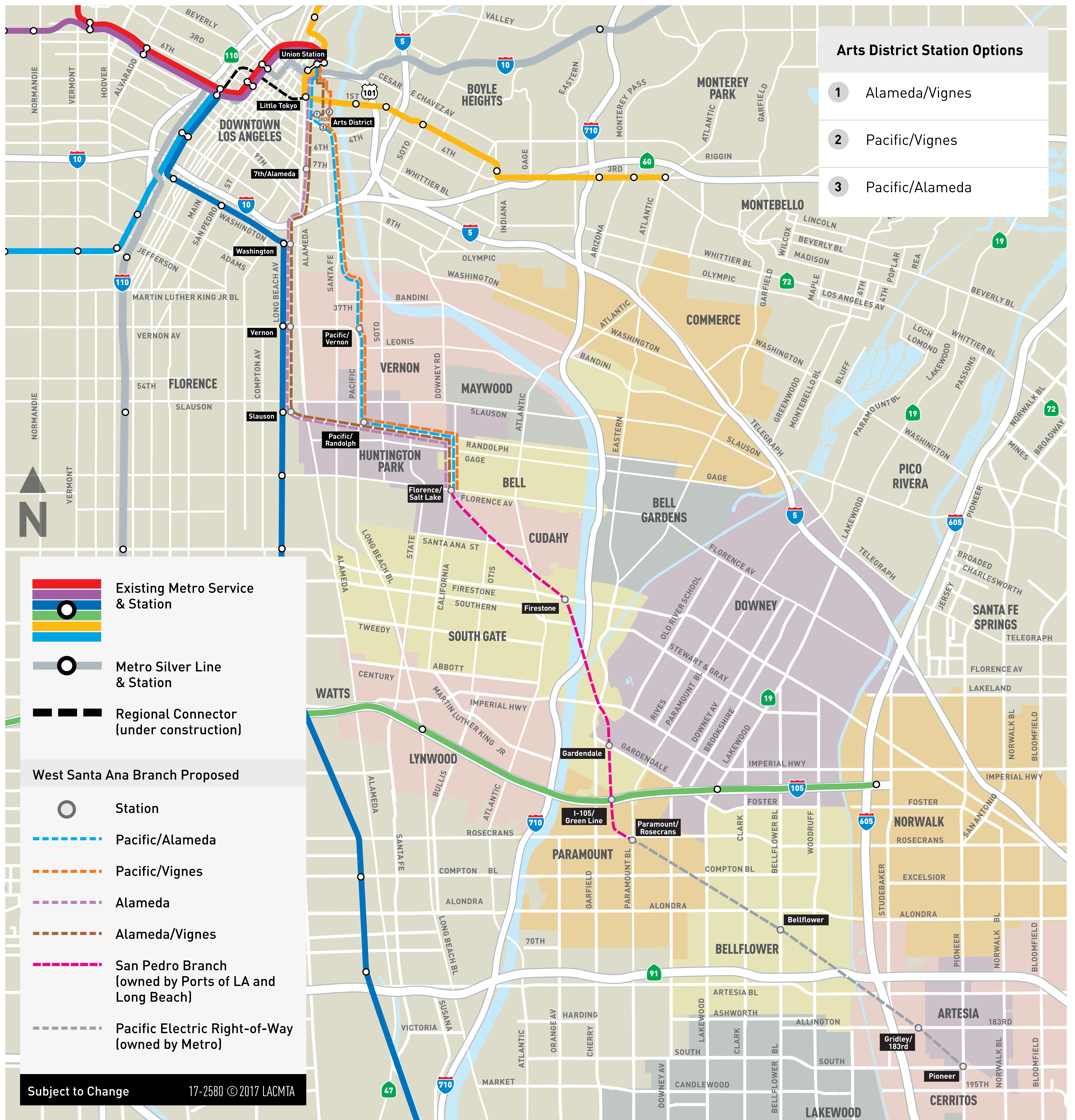


twitter.com/MetroWSAB

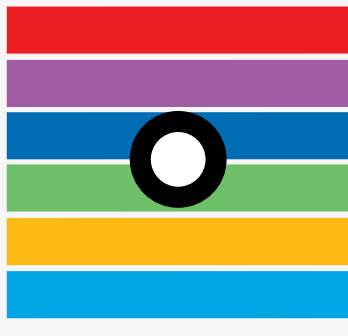








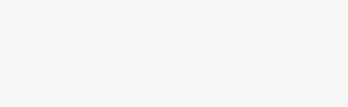


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Project Map

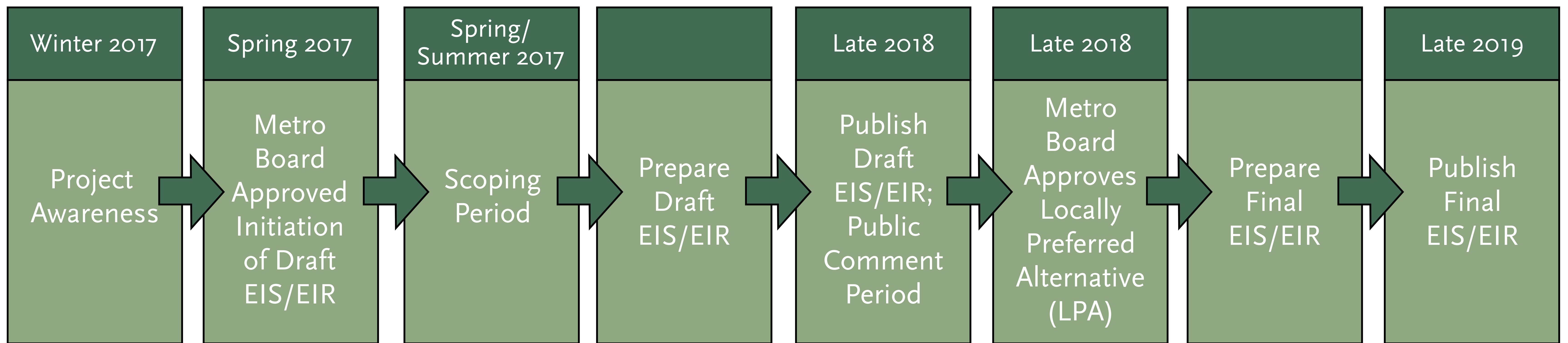


- Arts District Station Options**
- 1 Alameda/Vignes
 - 2 Pacific/Vignes
 - 3 Pacific/Alameda

-  Existing Metro Service & Station
-  Metro Silver Line & Station
-  Regional Connector (under construction)
- West Santa Ana Branch Proposed**
-  Station
-  Pacific/Alameda
-  Pacific/Vignes
-  Alameda
-  Alameda/Vignes
-  San Pedro Branch (owned by Ports of LA and Long Beach)
-  Pacific Electric Right-of-Way (owned by Metro)

Subject to Change 17-2580 © 2017 LACMTA

Project Timeline



** Timeline Subject to Change*

Public Scoping Comments

- > Written Comments due by: **Friday, August 4, 2017**
- > Law requires all scoping comments be provided in writing or via Court Reporter
- > Submit your comments at the Public Scoping Meetings:
 - > Oral testimony (Court Reporter)
 - > Written comment card
- > Submit written comments via:



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Differences Between Rail Types

Light Rail Transit (LRT)

- > Rail cars run relatively quiet on electricity
- > Functions best as a local service with station stops typically one mile apart
- > Systems enjoy traffic signal prioritizing and dedicated routes
- > Can carry up to three times the passenger capacity of a bus
- > Fare collection is typically self-service at the station
- > Active Metro LRT lines include the Gold Line, Blue Line, Green Line, and Expo Line

Heavy Rail

- > Larger and longer than light rail, handle more passengers, and travel faster
- > Operate over exclusive rights-of-way, either underground or on elevated tracks
- > Active Metro heavy rail lines include the Red Line and Purple Line

Commuter Rail

- > Larger trains with regional stations
- > Designed to serve longer distances (ex. Metrolink - between counties)



Light Rail



Heavy Rail



Commuter Rail



LRT Station & Guideway Types

LRT Station Types



Elevated: Expo Line – La Cienega



At-Grade: Gold Line – Monrovia



Underground: Gold Line – Mariachi Plaza

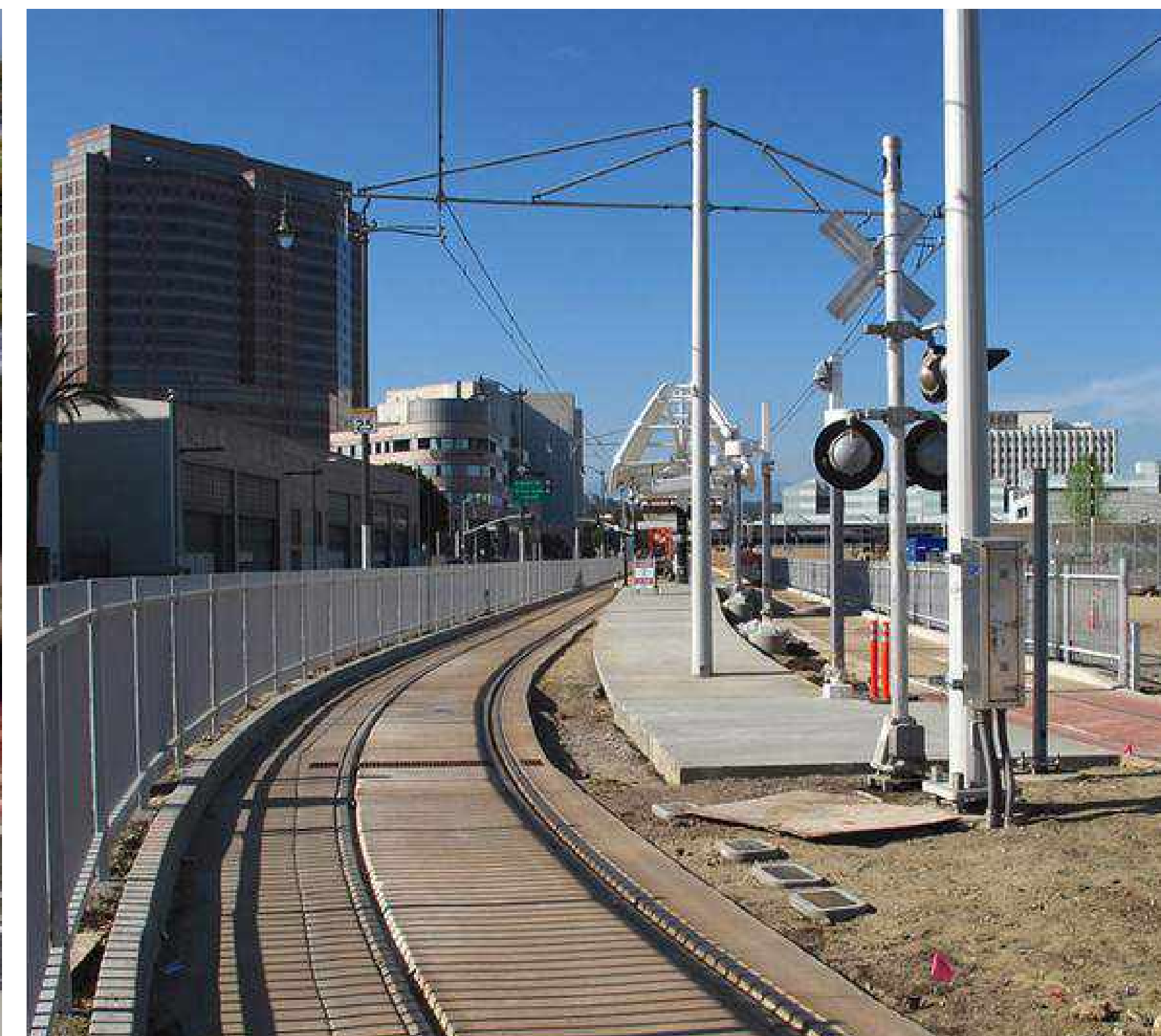
LRT Guideway Types



Elevated: Gold Line – Chinatown



At-Grade: Expo Line – Santa Monica



Exclusive ROW: Gold Line – Little Tokyo



Underground: Gold Line – Mariachi Plaza

Southern Alignment



- > **San Pedro Branch** (owned by Ports of LA and Long Beach, 6 miles)
- > **Pacific Electric Right-of-Way** (owned by Metro, 7.3 miles)
- > In the event that the WSAB line was to be extended to Orange County in the future, the Project will evaluate an optional station at Bloomfield Avenue (just north of the Los Angeles County-Orange County boundary).

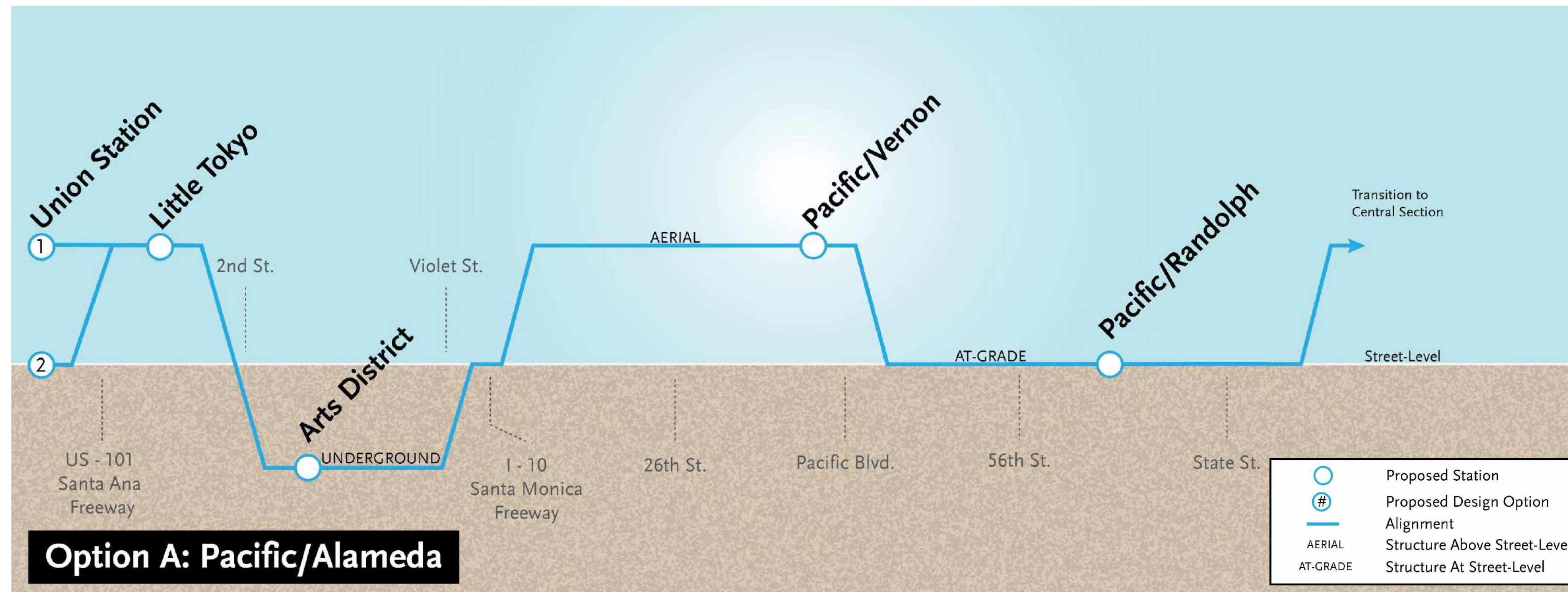
Northern Alignment



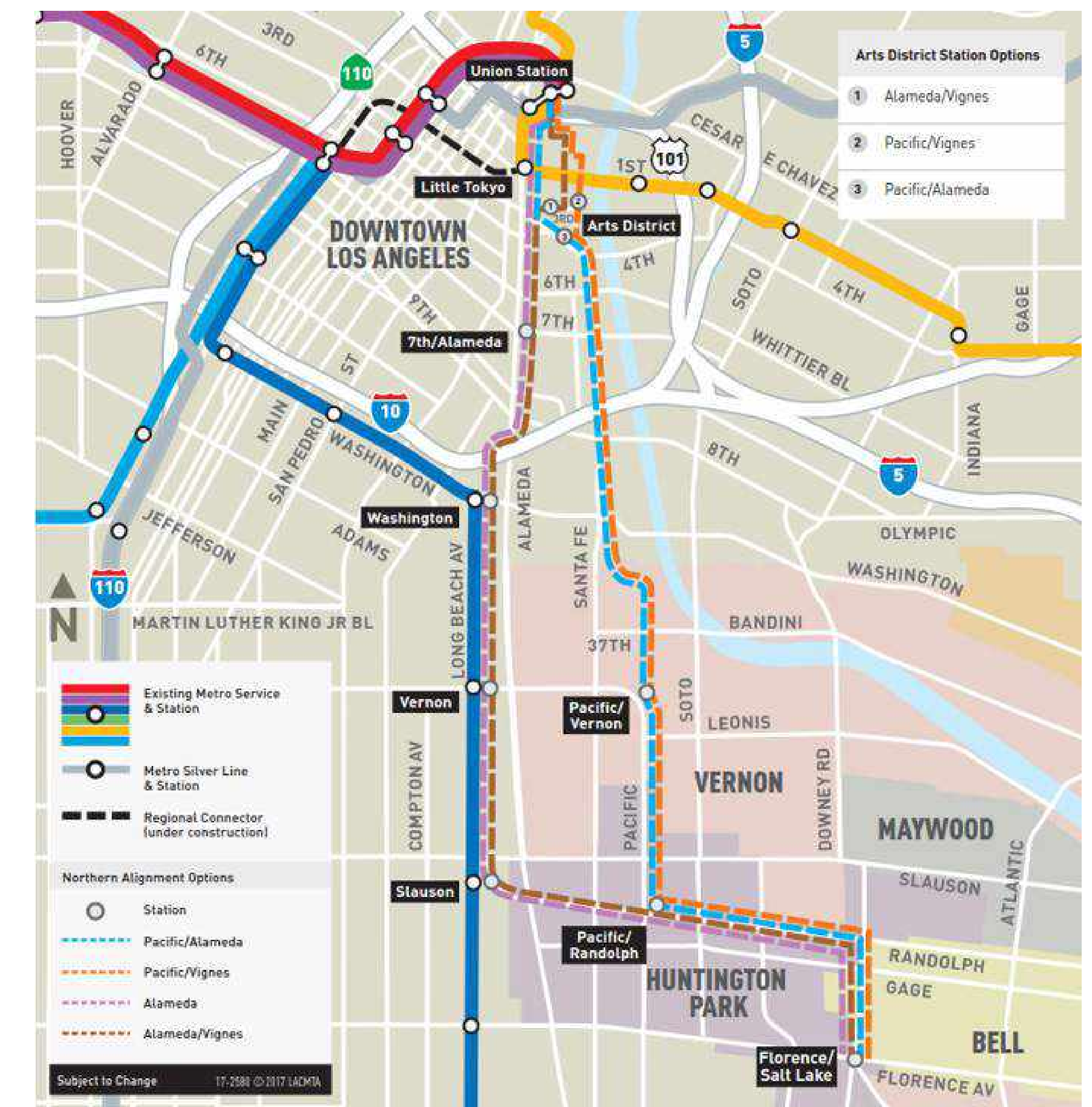
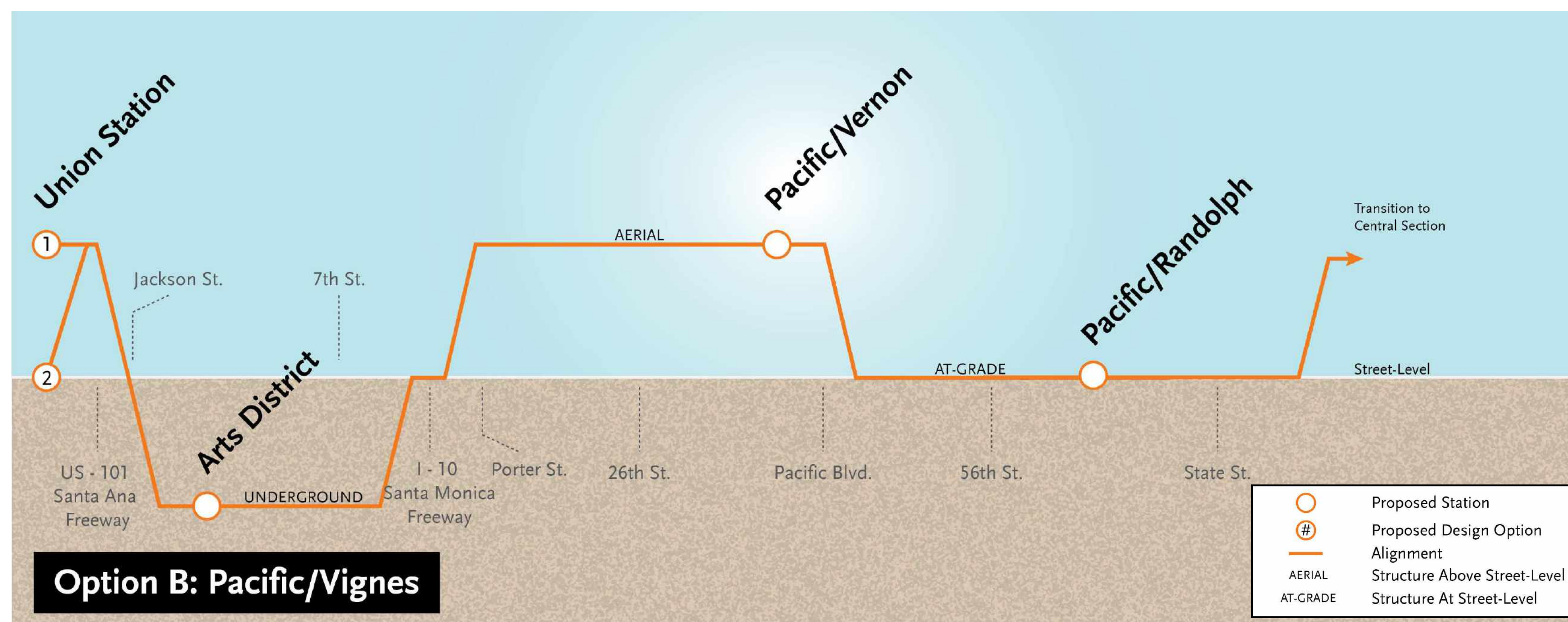
- > **Option A:**
Pacific/Alameda (7.4 miles)
- > **Option B:**
Pacific/Vignes (7.2 miles)
- > **Option C:**
Alameda (8.0 miles)
- > **Option D:**
Alameda/Vignes (8.1 miles)

Preliminary Project Profiles for Further Study in Draft EIS/EIR

Option A: Pacific/Alameda

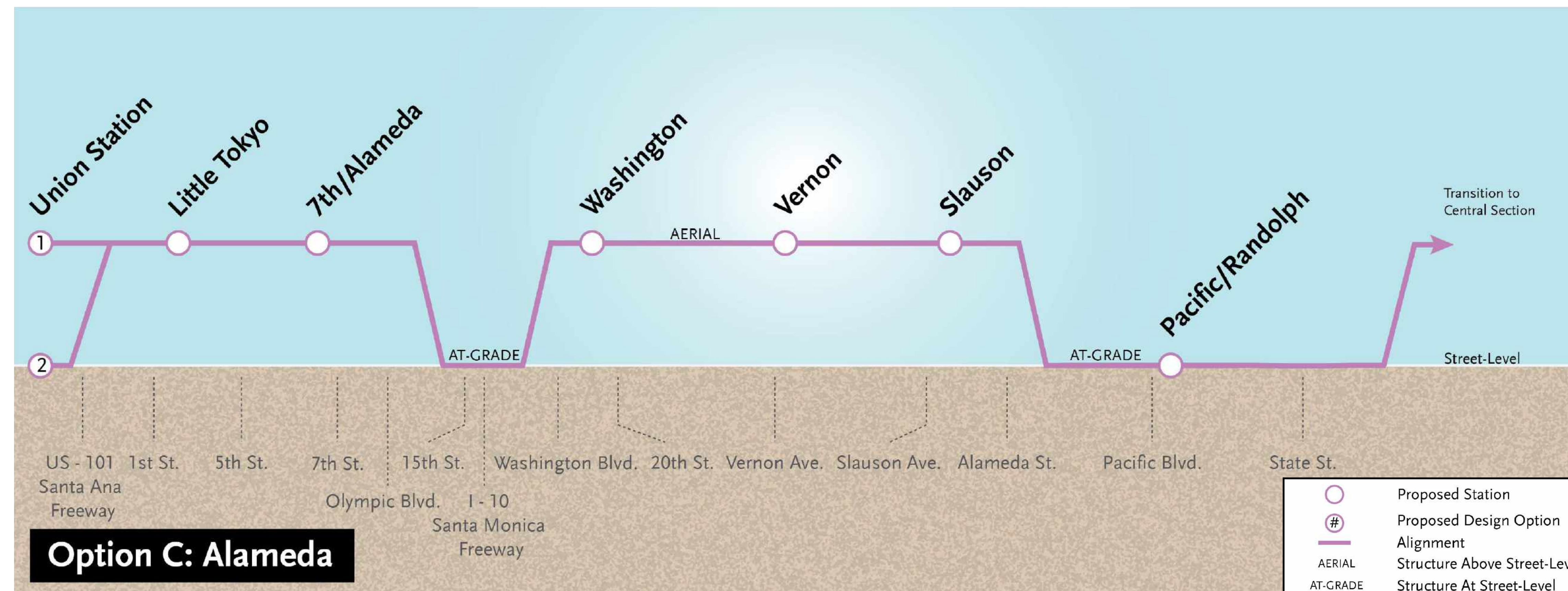


Option B: Pacific/Vignes

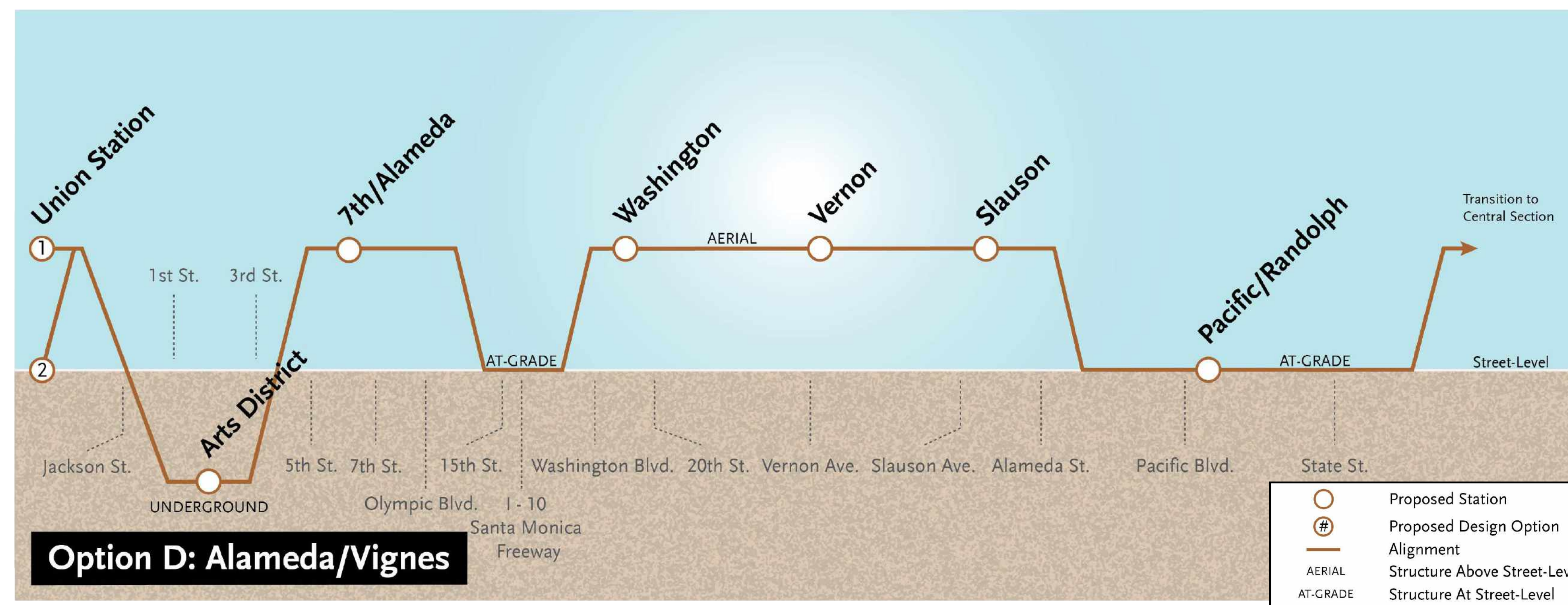


Preliminary Project Profiles for Further Study in Draft EIS/EIR

Option C: Alameda

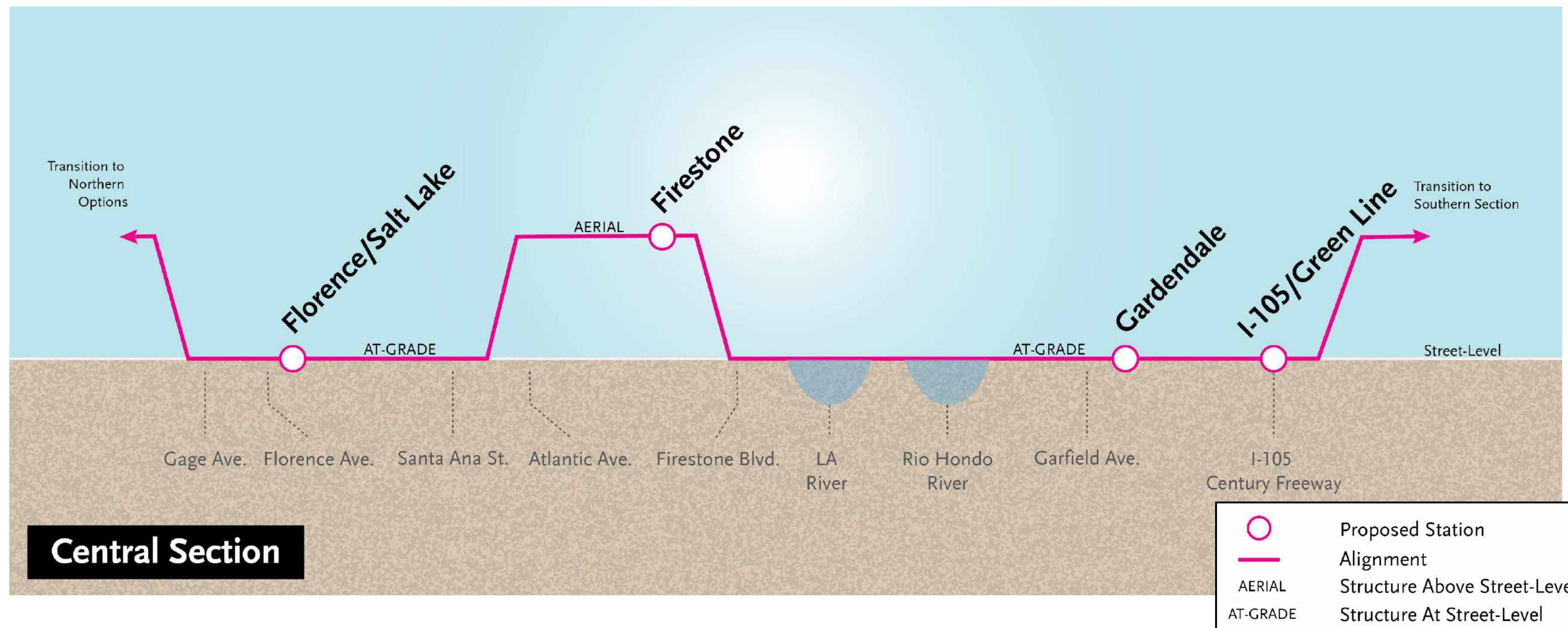


Option D: Alameda/Vignes

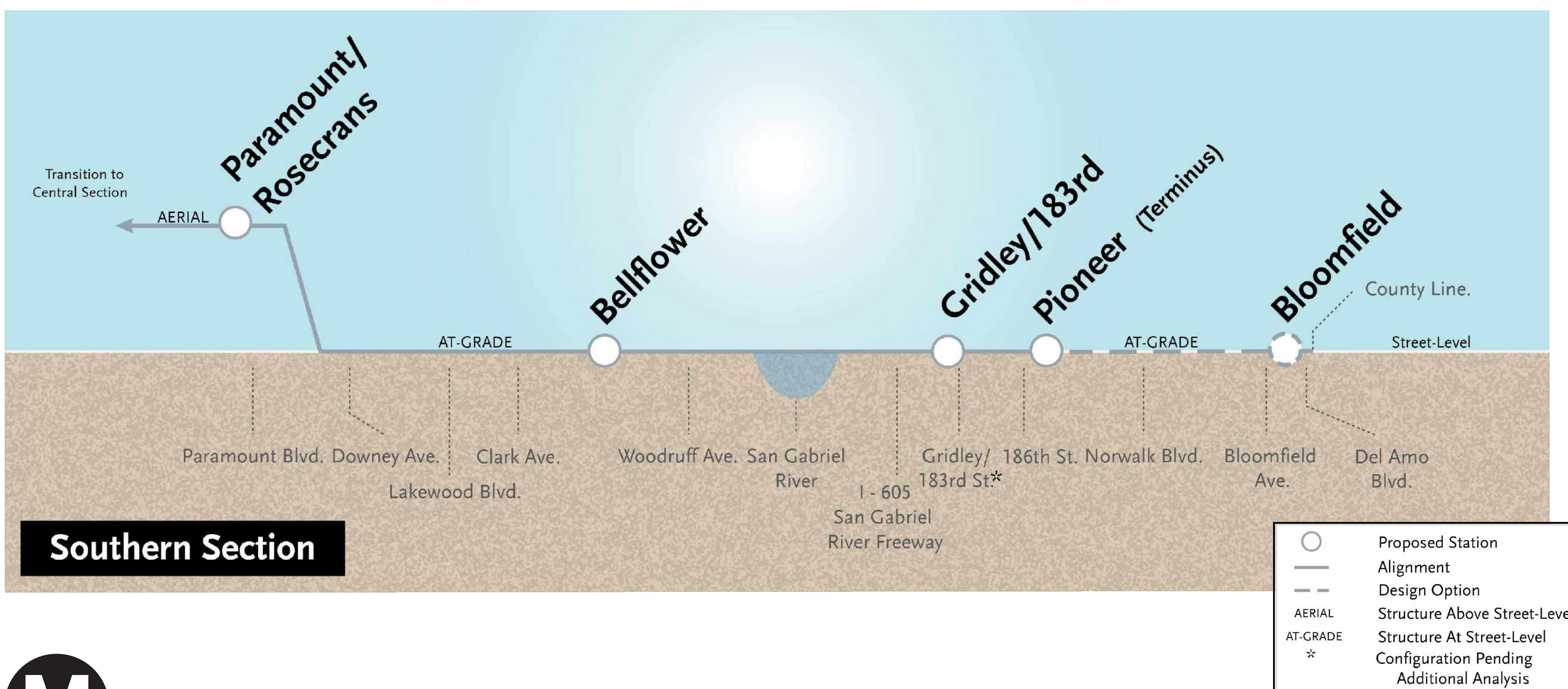


Preliminary Project Profiles for Further Study in Draft EIS/EIR

San Pedro Branch



Pacific Electric Right-of-Way



Appendix F.3.2

Project Overview Display Boards (Spanish)



Manténgase Conectado

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT



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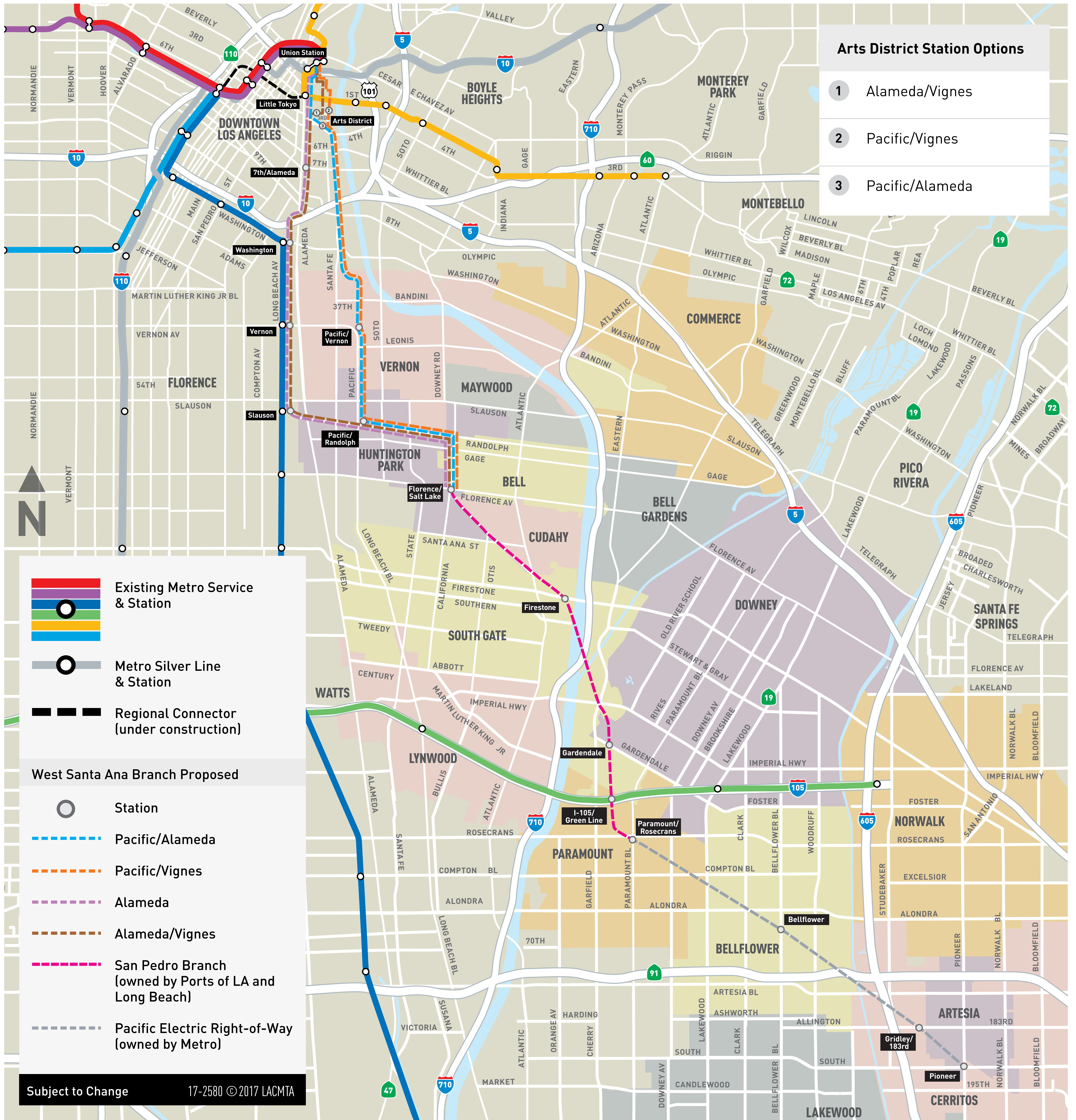


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Mapa del Proyecto



Metro

Calendario del Proyecto



*El programa está sujeto a cambios

Comentarios de Alcance Público

- > Envíe sus comentarios por escrito antes del: **viernes, 4 de agosto**
- > La ley requiere que todos los comentarios de alcance se proporcionen por escrito o a través de un taquígrafo judicial
- > Presente sus comentarios en la reunión de alcance público:
 - > Testimonio oral (taquígrafo judicial)
 - > Tarjeta de comentarios escritos
- > Envíe sus comentarios escritos a:



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Diferencias entre los Sistemas Ferroviarios

Tránsito de Tren Ligero (LRT)

- > Los vagones ferroviarios funcionan relativamente en silencio utilizando electricidad
- > Funcionan mejor como un servicio local con paradas en estaciones que generalmente están a una milla de distancia
- > Los sistemas disfrutan de prioridad en las señales de tráfico y rutas exclusivas
- > Pueden transportar hasta tres veces la capacidad de pasajeros de un autobús
- > Por lo general, las tarifas se pagan por medio del autoservicio en la estación
- > Las líneas activas de LRT de Metro incluyen Gold Line, Blue Line, Green Line y Expo Line

Tren Pesado

- > Más grande y más largo que el tren ligero, tiene capacidad para más pasajeros y corre más rápido
- > Opera sobre derechos de vía exclusivos, ya sea subterráneos o en vías elevadas
- > Las líneas activas de trenes pesados incluyen Red Line y Purple Line

Tren Suburbano

- > Trenes más grandes con estaciones regionales
- > Diseñados para servir distancias más largas (ej. Metrolink - entre condados)



Tránsito de Tren Ligero (LRT)



Tren Pesado



Tren Suburbano



Tipos de Estaciones y Guías para el LRT

Tipos de Estaciones de LRT



Elevada: *Expo Line – La Cienega*



Al nivel de la superficie: *Gold Line – Monrovia*



Subterránea: *Gold Line – Mariachi Plaza*

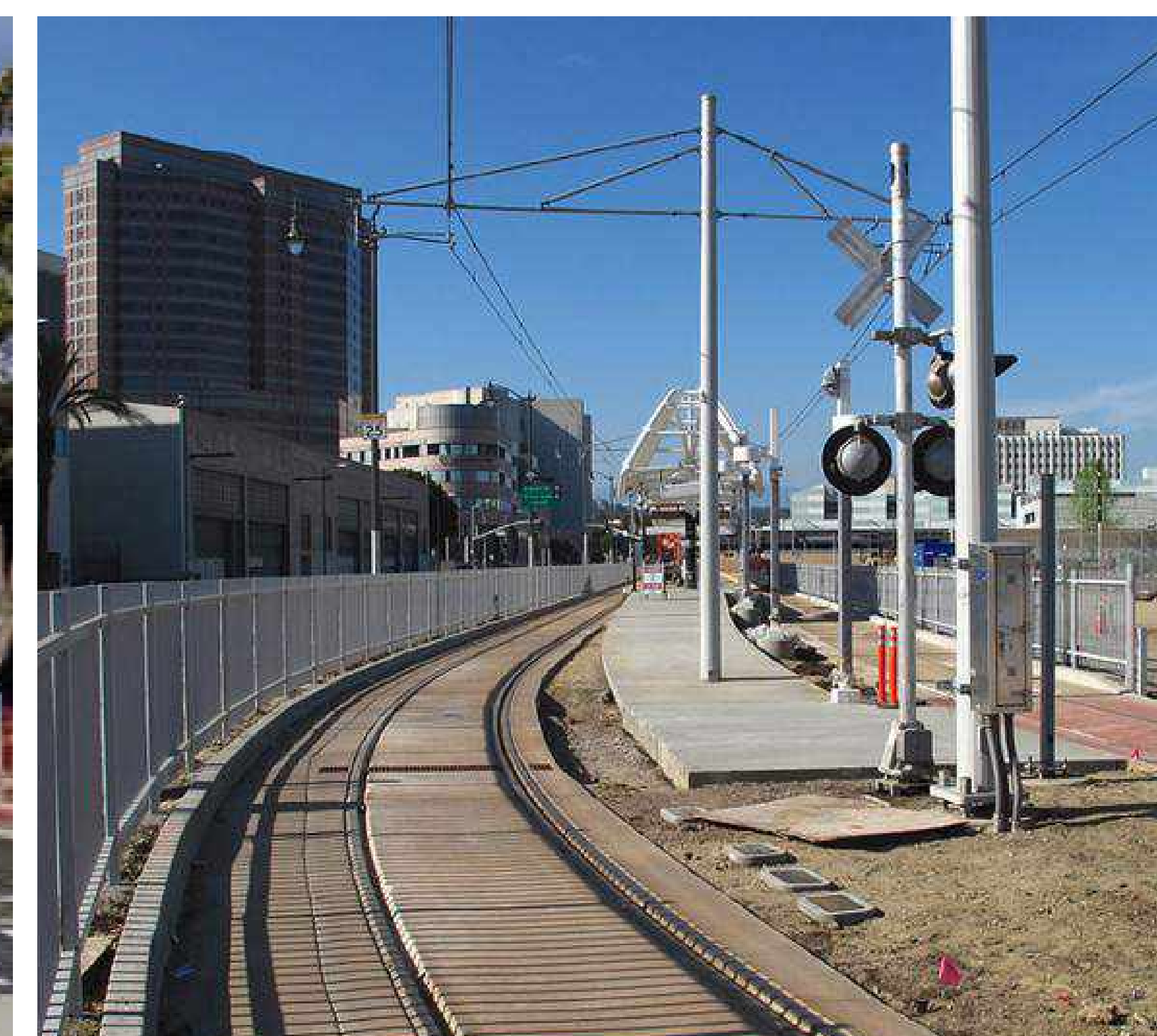
Tipos de Guías para el LRT



Elevada: *Gold Line – Chinatown*



Al nivel: *Expo Line – Santa Monica*



Derecho de vía exclusivo:
Gold Line – Little Tokyo



Subterránea: *Gold Line – Mariachi Plaza*

Alineación al Sur



- > San Pedro Branch (propiedad de los puertos de Los Ángeles y Long Beach (6 millas)
- > Derecho de vía de Pacific Electric (propiedad de Metro, 7.3 miles)
- > En el caso de que la línea WSAB fuera extendida a Orange County en el futuro, el Proyecto evaluará una estación opcional en Bloomfield Avenue (justo al norte de la frontera de Los Angeles County y Orange County)

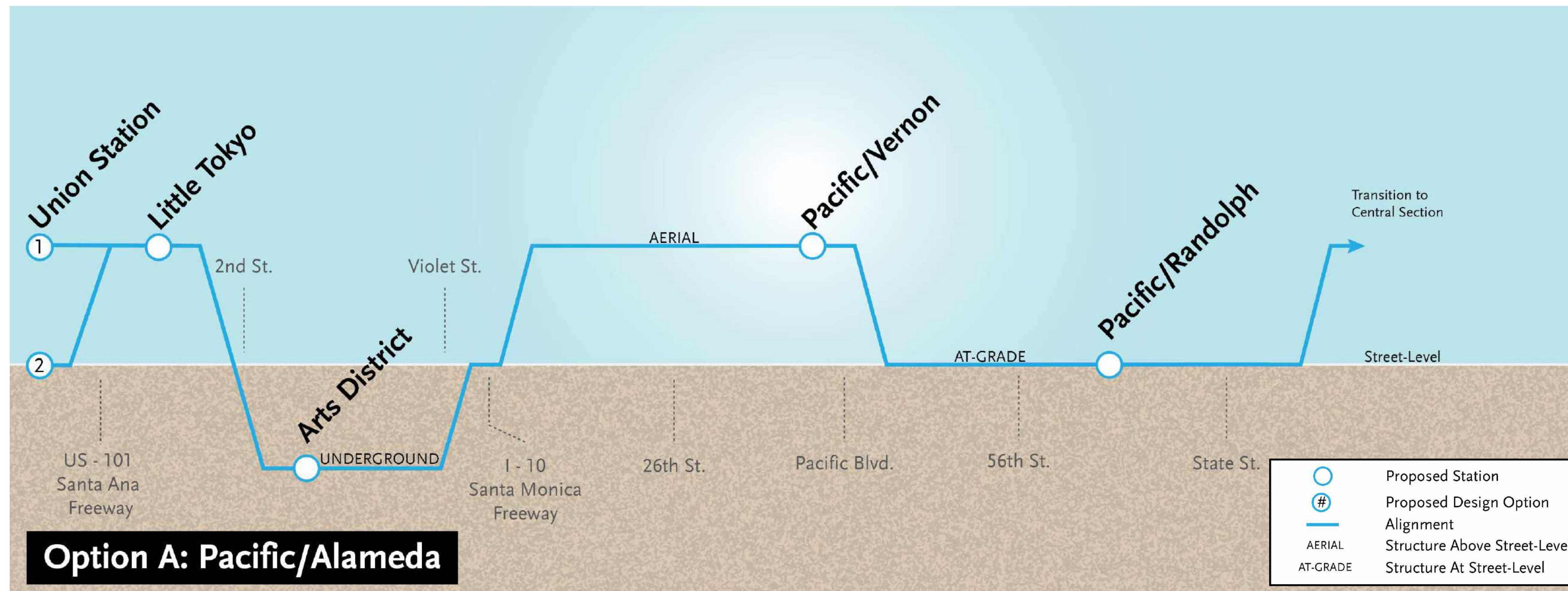
Alineación al Norte



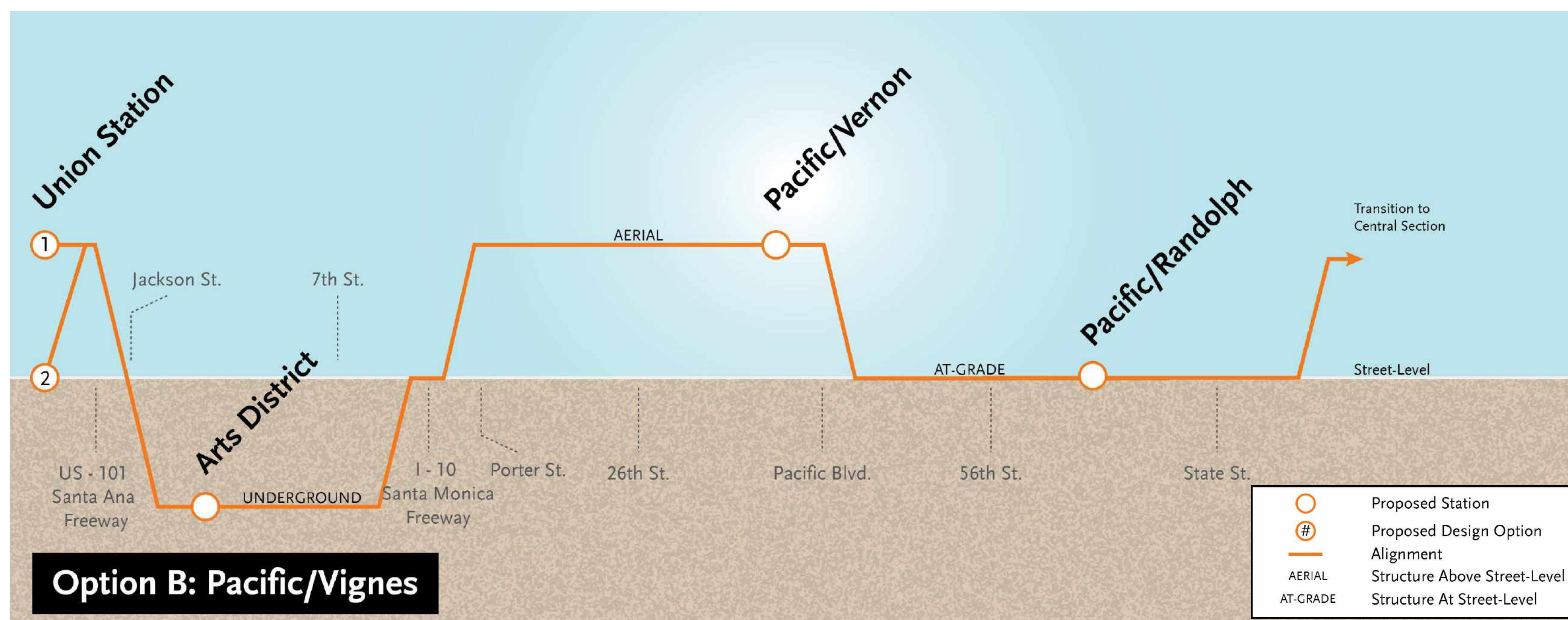
- > **Opción A:**
Pacific/Alameda (7.4 millas)
- > **Opción B:**
Pacific/Vignes (7.2 millas)
- > **Opción C:**
Alameda (8.0 millas)
- > **Opción D:**
Alameda/Vignes (8.1 millas)

Perfiles preliminares para estudio adicional en el Borrador EIS/EIR

Opción A: Pacific/Alameda

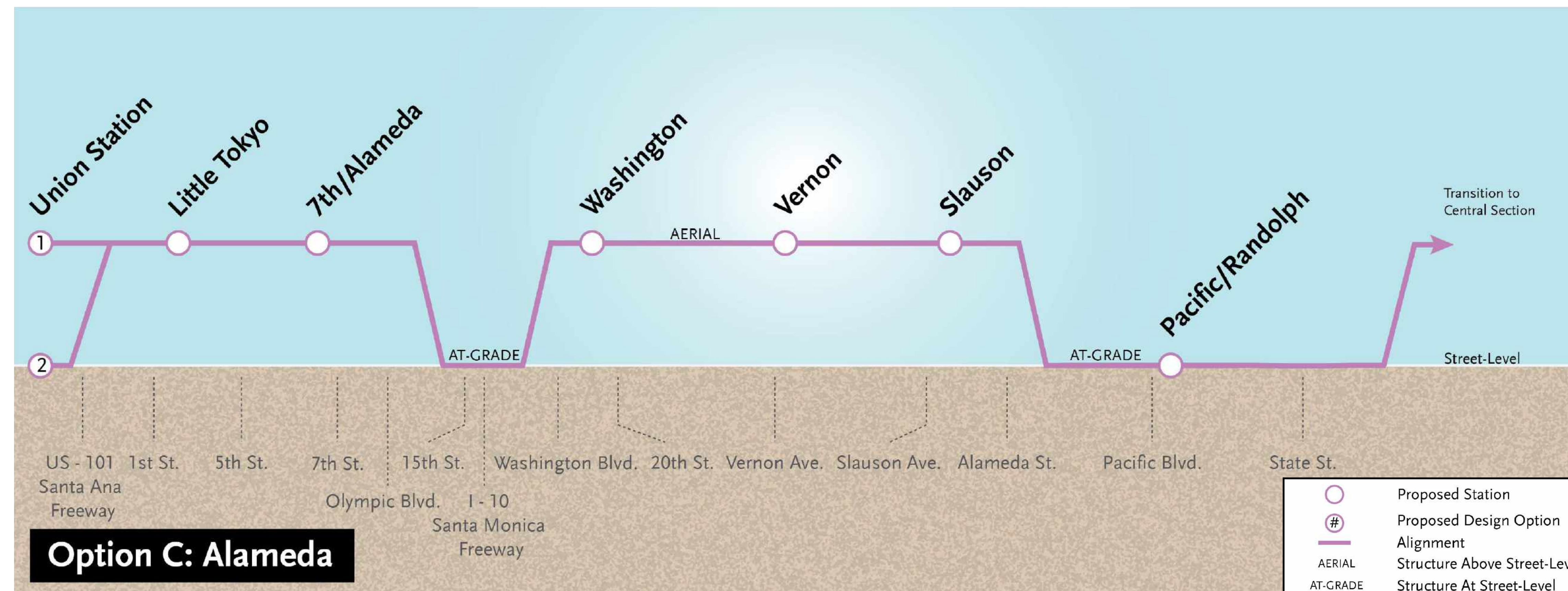


Opción B: Pacific/Vignes

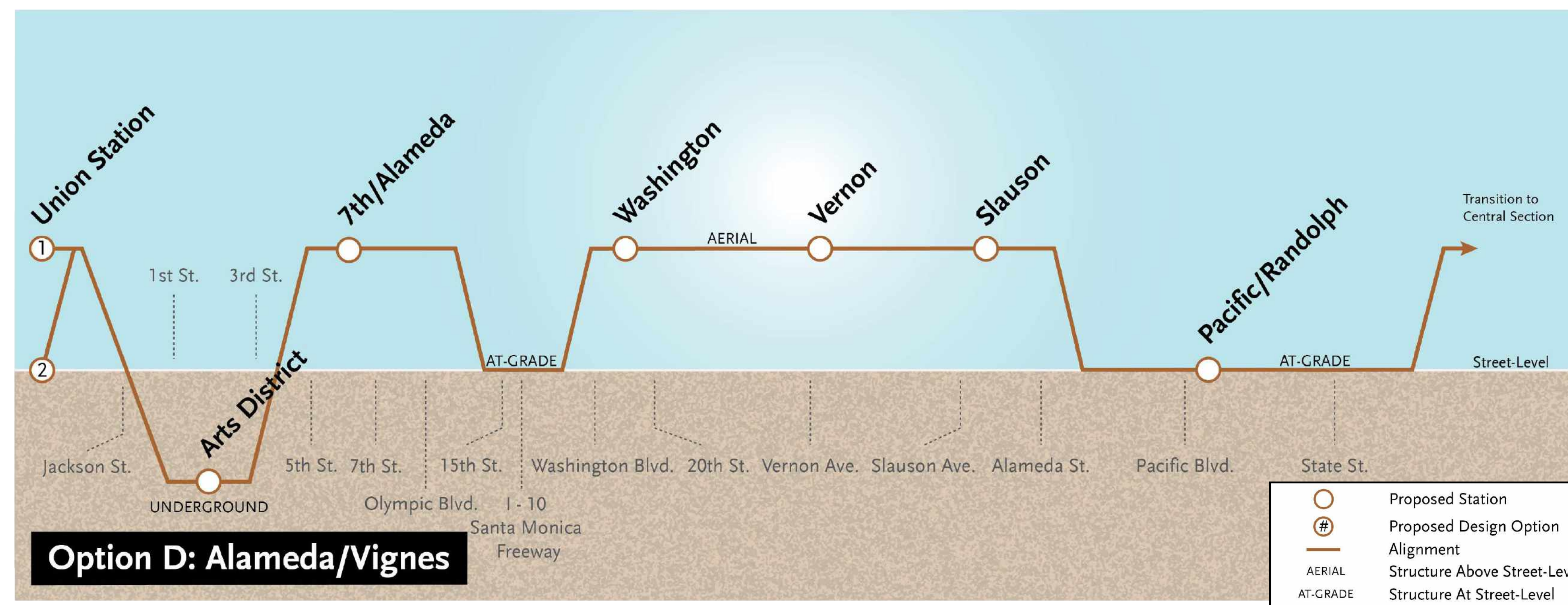


Perfiles preliminares para estudio adicional en el Borrador EIS/EIR

Opción C: Alameda

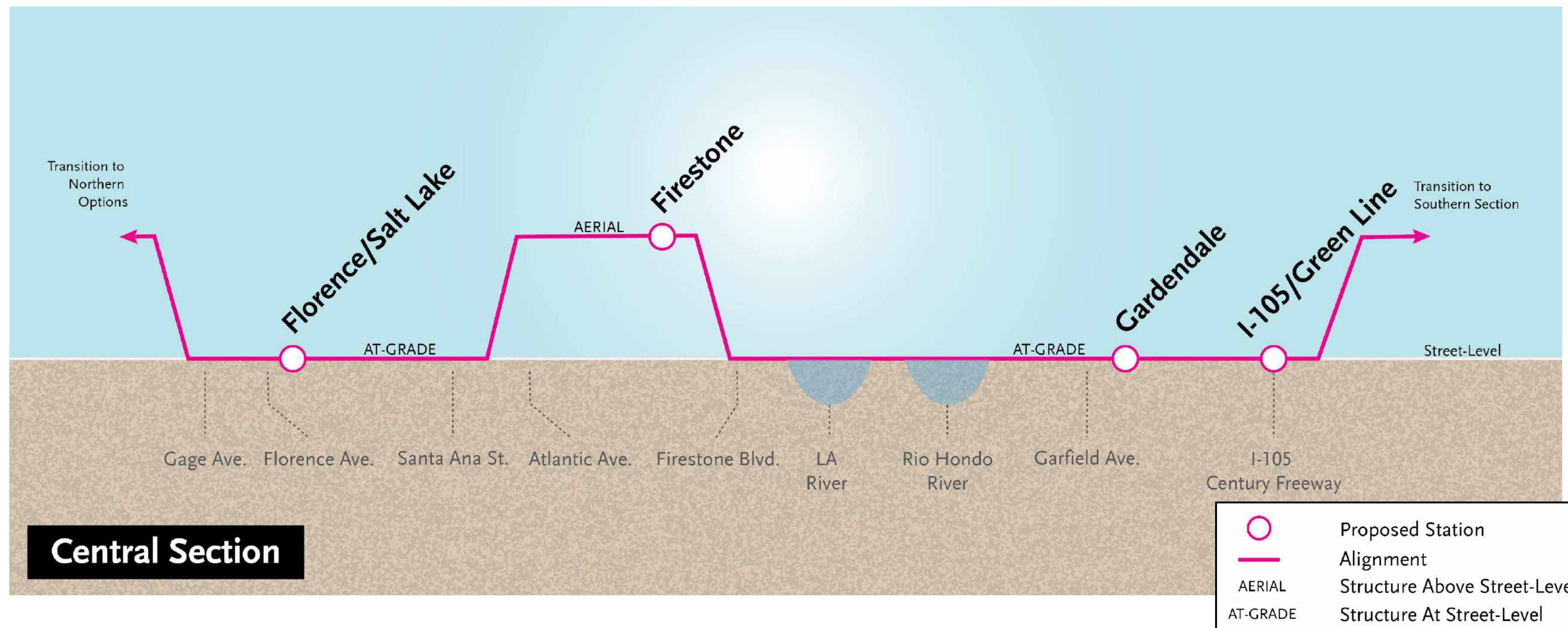


Opción D: Alameda/Vignes

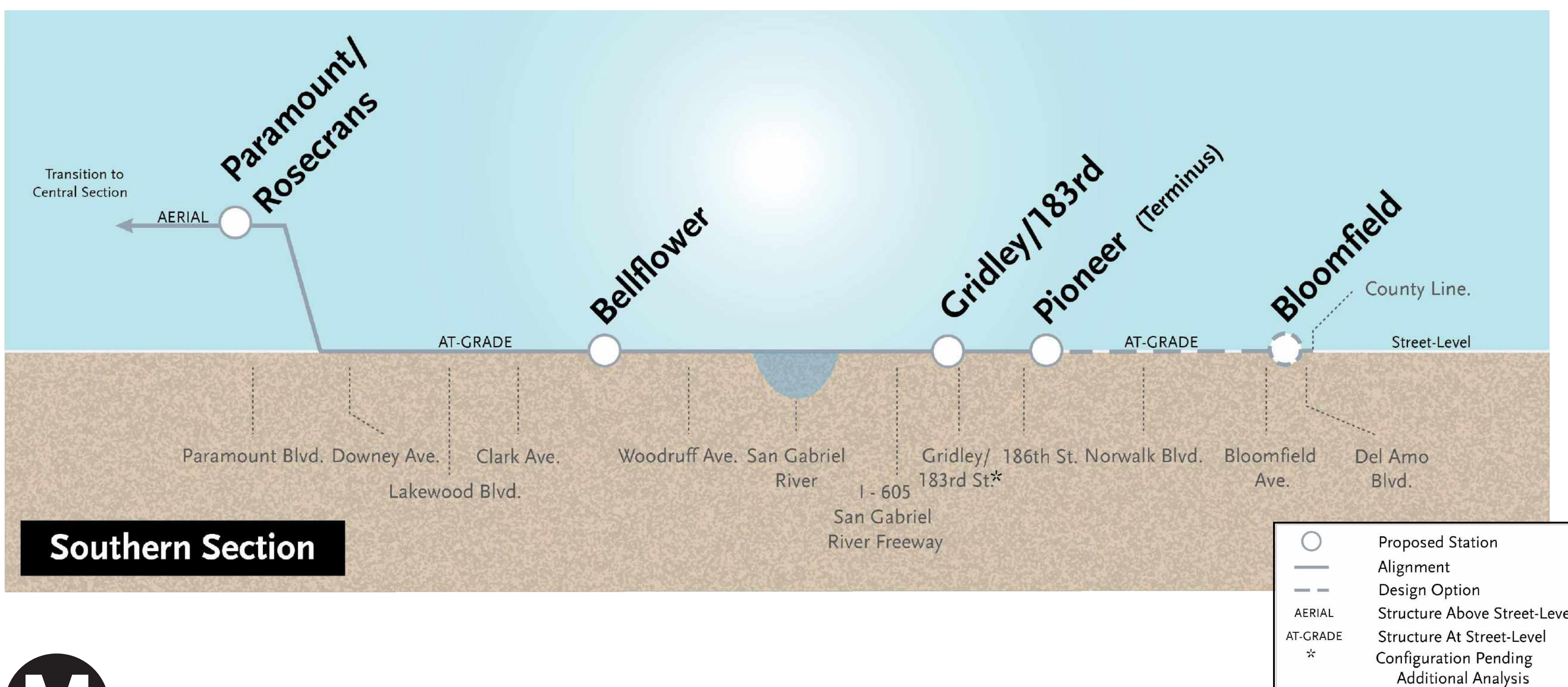


Perfiles preliminares para estudio adicional en el Borrador EIS/EIR

San Pedro Branch



Derecho de vía de Pacific Electric



Appendix F.3.3

Project Overview Display Boards (Japanese)



いつでもご連絡ください。

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT



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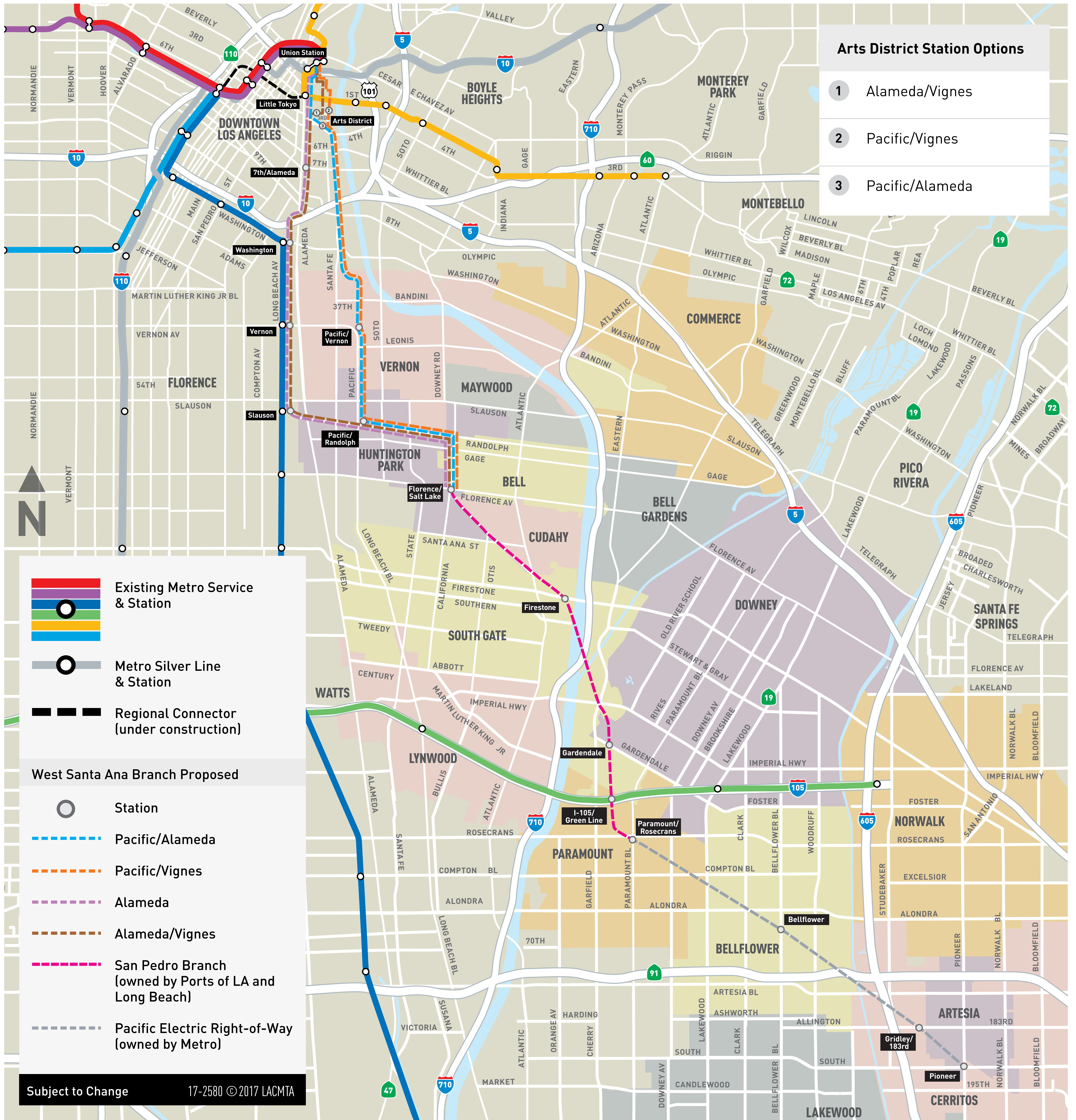


twitter.com/MetroWSAB



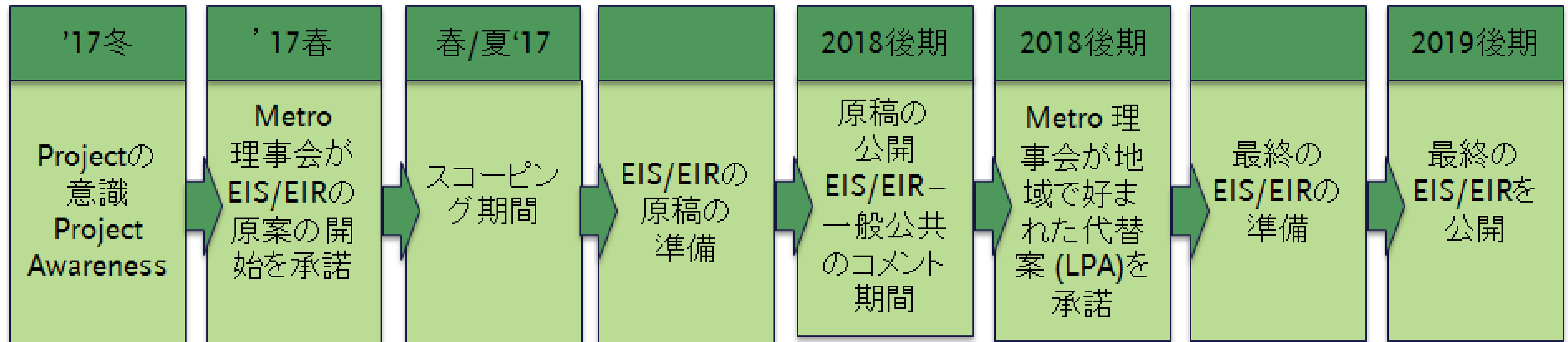
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プロジェクト調査エリア



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プロジェクトのタイムライン



引き続いての一般公共の参加

* タイムラインは変更の可能性あり

パブリックスコーピングのコメント

- ＞ 書面によるコメントの締め切り日: 2017年8月4日 金曜日
- ＞ 全てのスコーピングのコメントは書面または裁判所のコートリポーターを通じなければいけないと法律で定められています。
- ＞ あなたのコメントをパブリックスコーピングの会場で提出してください。:
 - ＞ 口頭証言（裁判所のコートリポーター）
 - ＞ 書面によるコメントカード
- ＞ 書面によるコメントは以下に提出 :



Fanny Pan
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レイルタイプの違い

ライトレイル (LRT)

- > レイルカーは電気で比較的静かに走ります。
- > ローカルのサービスとしてよく機能します。典型的には一マイルごとに停止します。
- > このシステムは交通信号の優先権をもち専用のルートが敷かれています。
- > バスの乗客の定員の3倍の乗客を運ぶことができます。
- > 運賃の集金はステーションでのセルフサービスです。
- > 現在運行中の Metro LRTラインは Gold Line, Blue Line, Green Line, 及び Expo Line を含みます。

ヘビーレイル

- > ライトレイルよりも大きく長い。より多くの乗客を輸送できる。そしてより速く走る。
- > 独立した専用の線路をもち地下または高架上の線路を走る。
- > 現行のMetroヘビーレイルは レッドラインと パープルラインをふくみます。

通勤レイル

- > 大型の電車で地域毎のステーションを持つ長距離を走るようにデザインされている。De (例. Metrolink メトロリンク- カウンティ間走行)



ライトレイル (LRT)



ヘビーレイル



通勤レイル



LRT 駅のタイプ ガイドウェイ

LRT 駅のタイプ



高架: Expo Line – La Cienega



地上レベル: Gold Line – Monrovia



地下: Gold Line – Mariachi Plaza

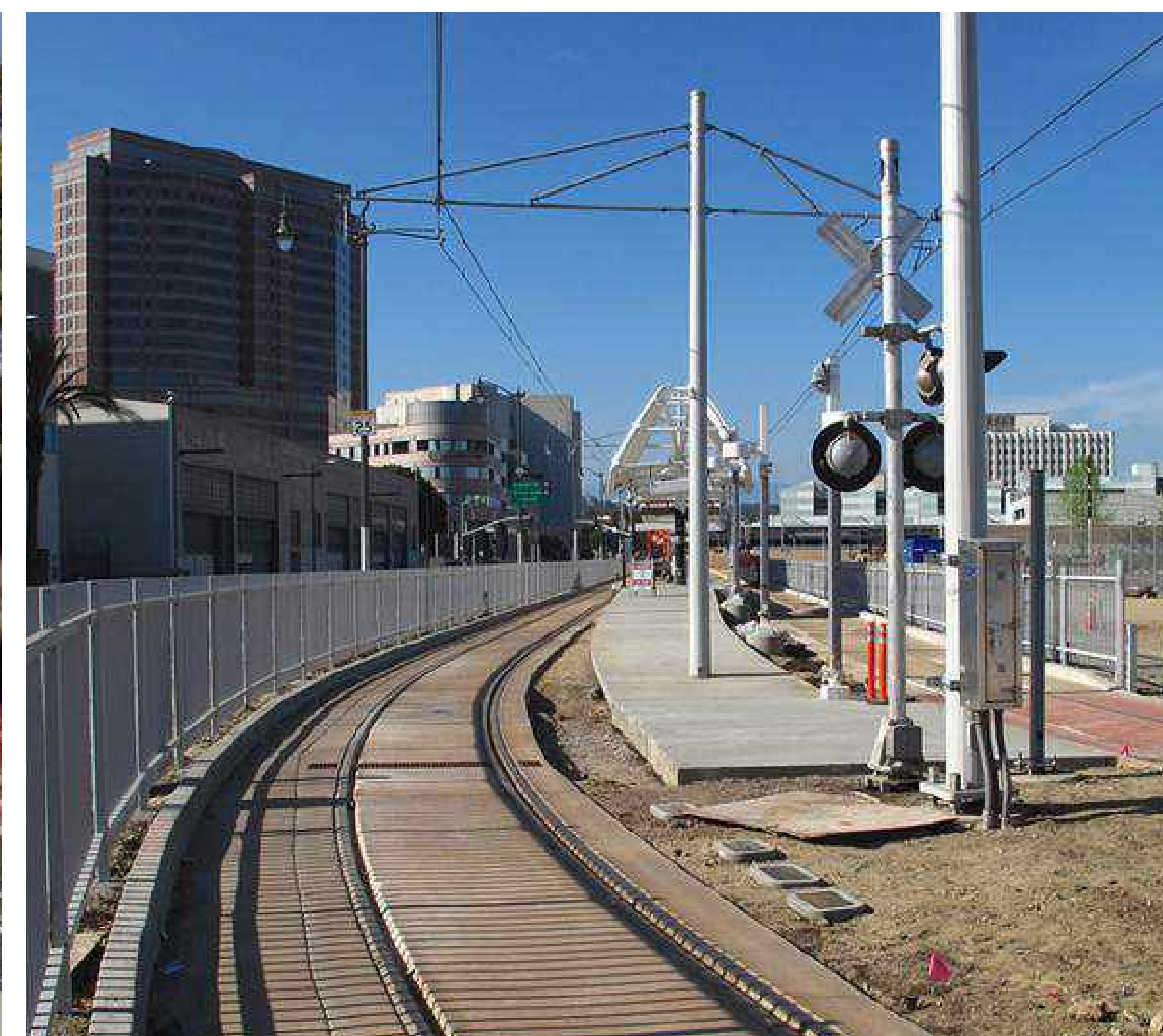
LRT ガイドウェイタイプ



高架: Gold Line – Chinatown



地上レベル: Expo Line –
Santa Monica



Gold Line – Little Tokyo



地下: Gold Line – Mariachi Plaza

南部の路線



- > San Pedro Branch (LAポートと Long Beachポートが所有、6 マイル)
- > Pacific Electric Right-of-Way (Metroが所有、7.3 マイル)
- > 将来にWSAB lineが Orange Countyまで延長される場合には、プロジェクトはオプションとして Bloomfield Avenue (Los Angelesカウンティと Orange カウンティの境界のすぐ北)にステーションを建設する可能性を評価します。

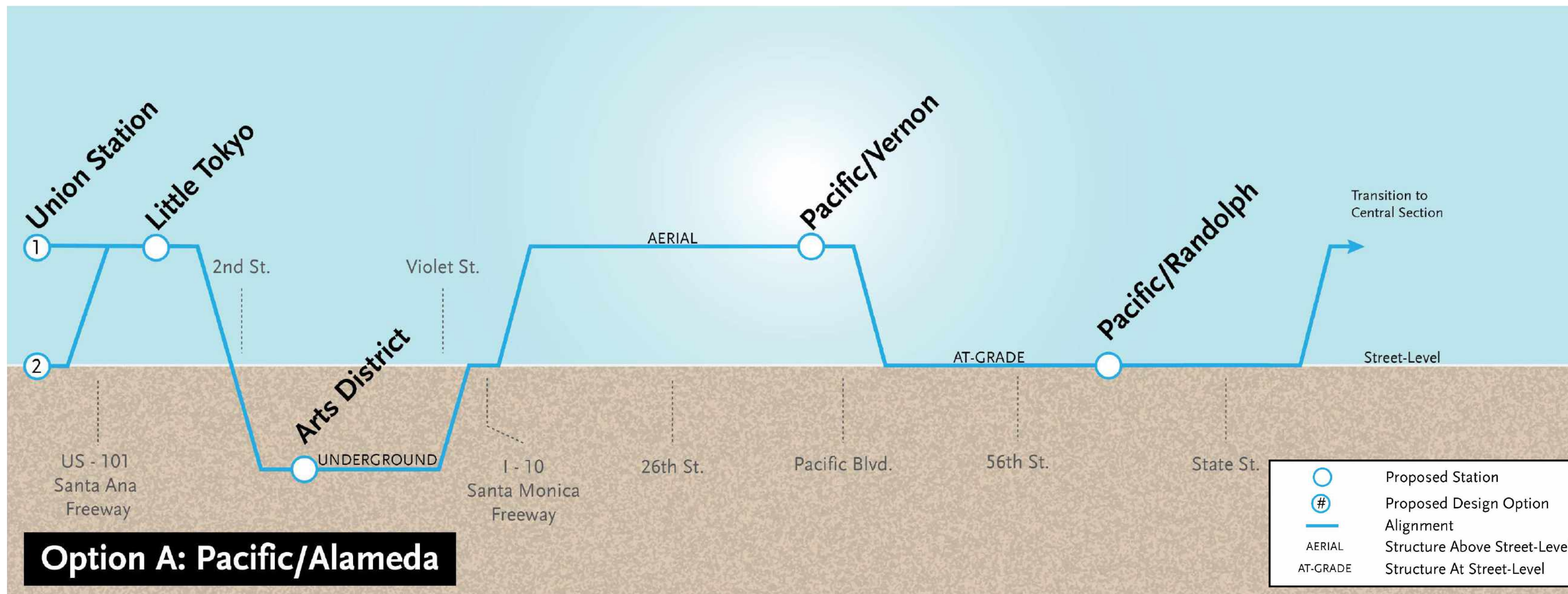
北部路線のオプション



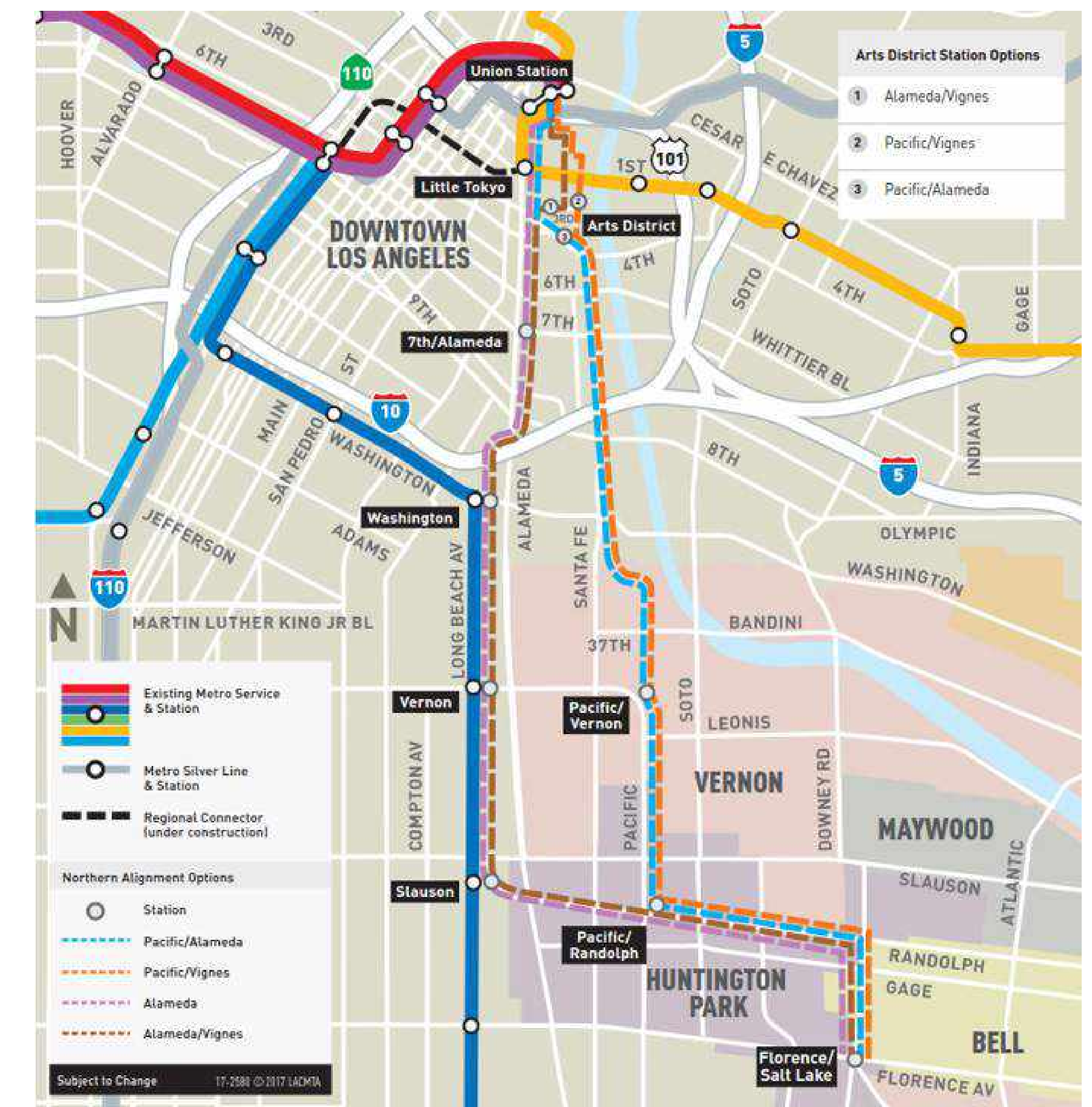
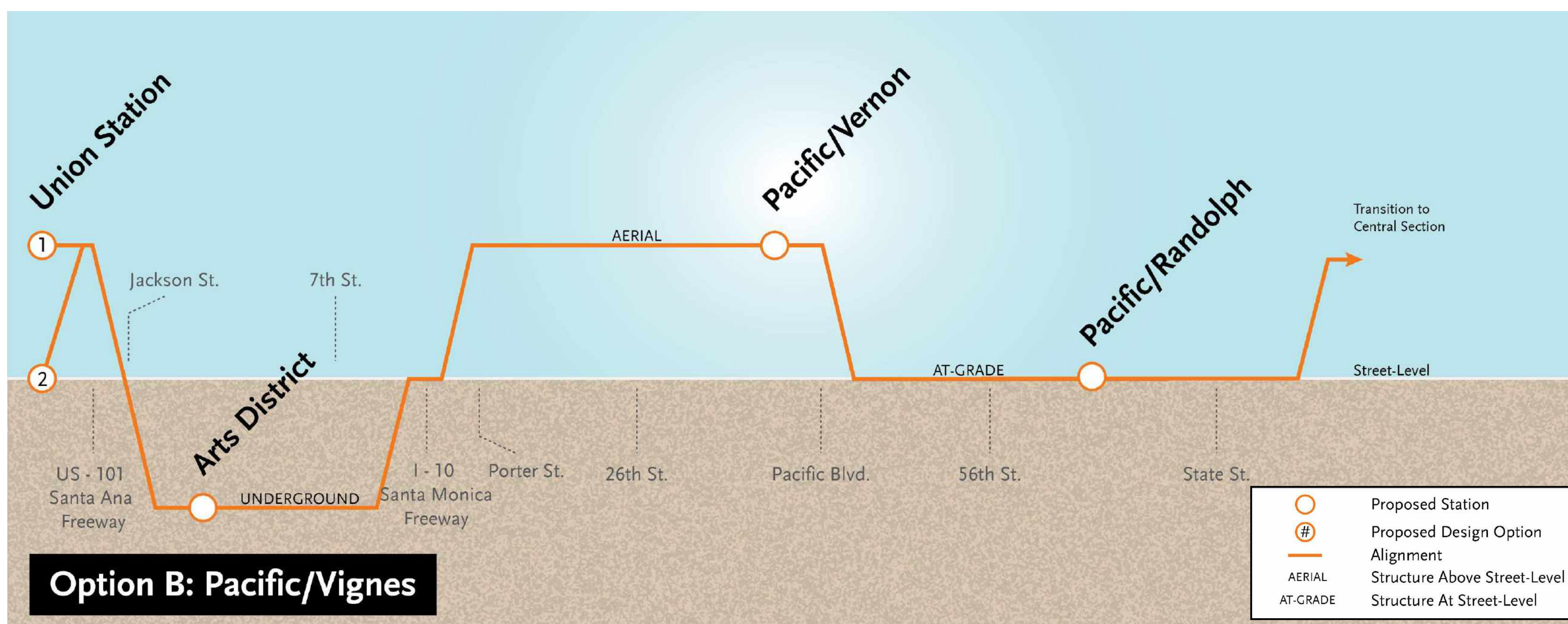
- > オプション A: Pacific/Alameda (7.4 マイル)
- > オプション B: Pacific/Vignes (7.2 マイル)
- > オプション C: Alameda (8.0 マイル)
- > オプション D: Alameda/Vignes (8.1 マイル)

EIS/EIR 草案のさらなる研究のための予備プロジェクトプロフィール

オプション A: Pacific/Alameda

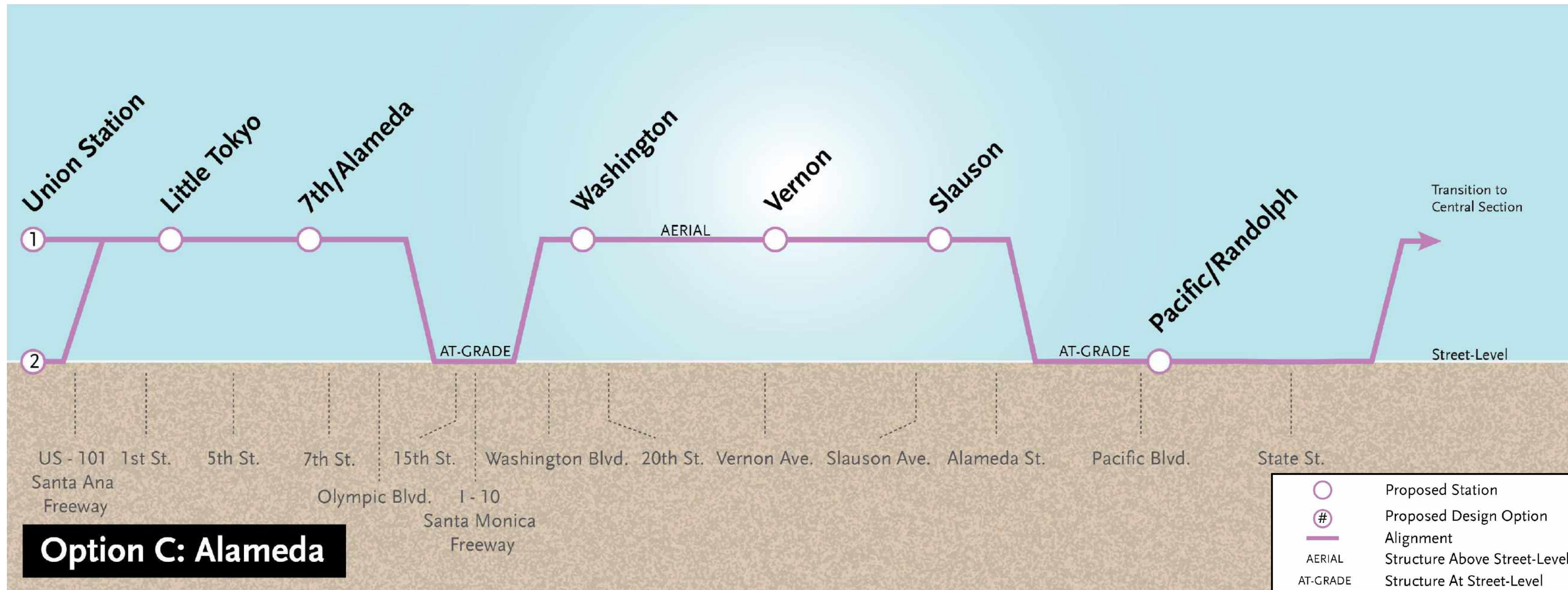


オプション B: Pacific/Vignes

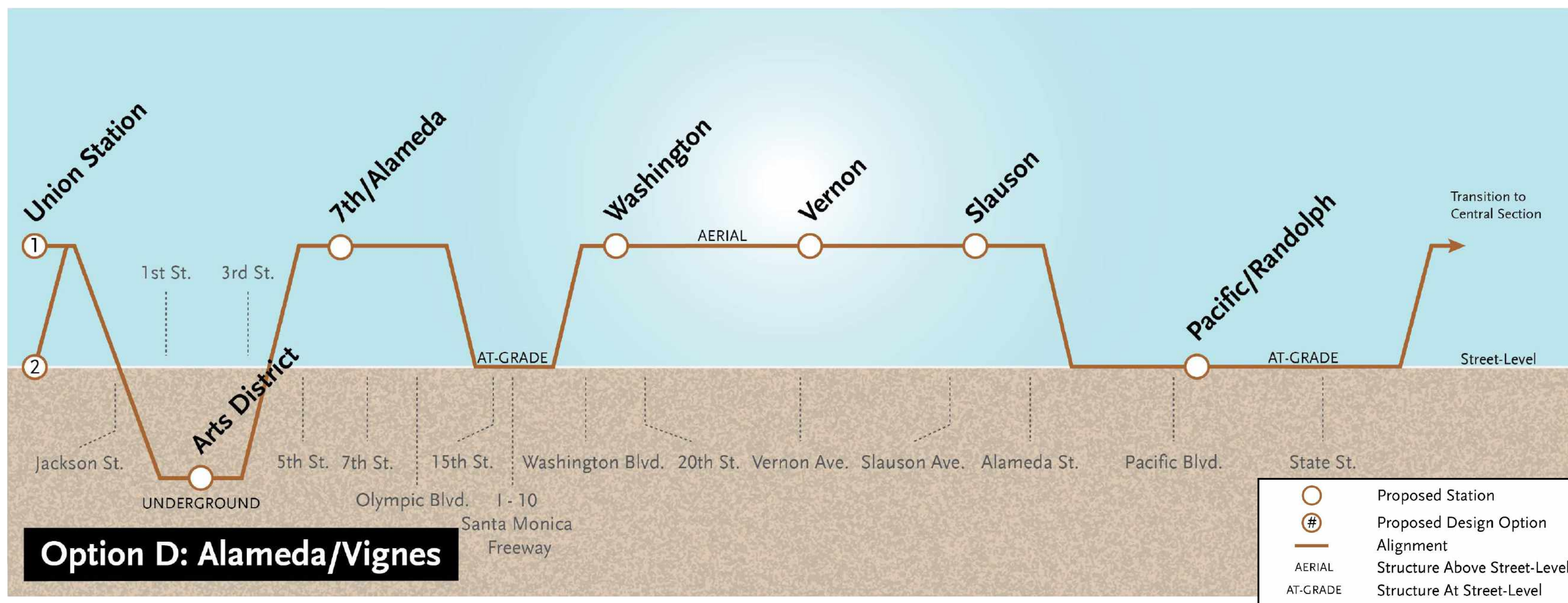


EIS/EIR 草案のさらなる研究のための予備プロジェクトプロフィール

オプション C: Alameda

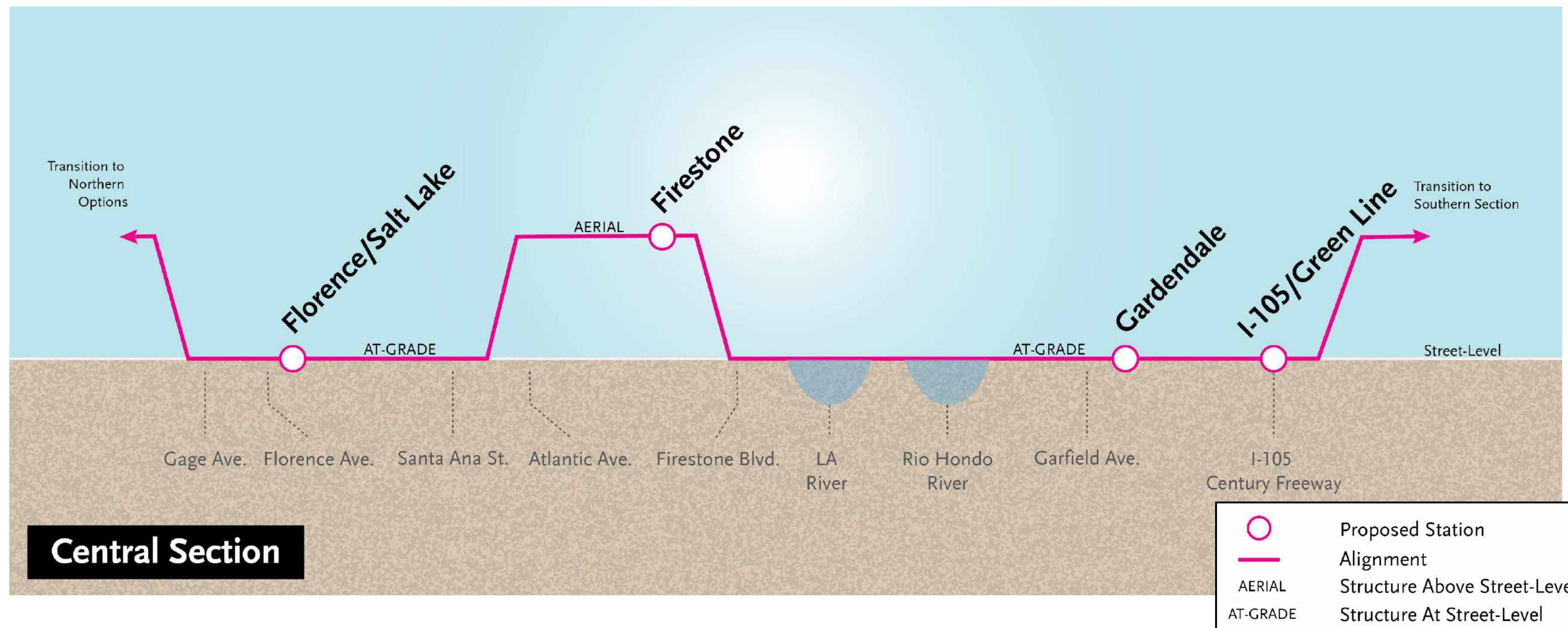


オプション D: Alameda/Vignes

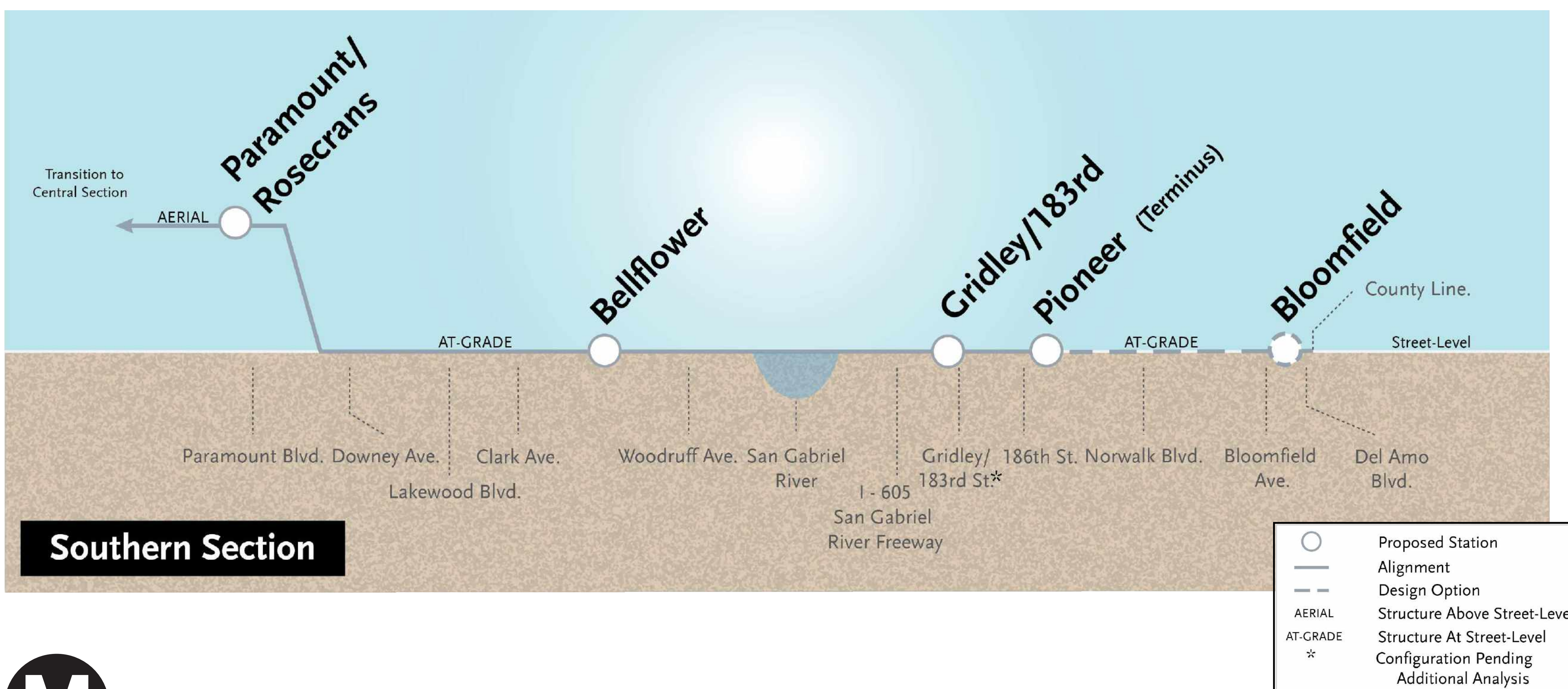


EIS/EIR 草案のさらなる研究のための予備プロジェクトプロフィール

南部分 - San Pedro Branch



南部分 - Pacific Electric



Appendix F.3

Station #2 Environmental

Appendix F.3.1

Environmental Kiosk Presentation (English)

West Santa Ana Branch Transit Corridor

Kiosk Presentation



Lead Agency

The West Santa Ana Branch Project will comply with the requirements:

- > National Environmental Policy Act (NEPA)
Lead Agency: Federal Transit Administration (FTA)
Document Type: Environmental Impact Statement (EIS)
- > California Environmental Quality Act (CEQA)
Lead Agency: Metro
Document Type: Environmental Impact Report (EIR)



Federal Transit
Administration



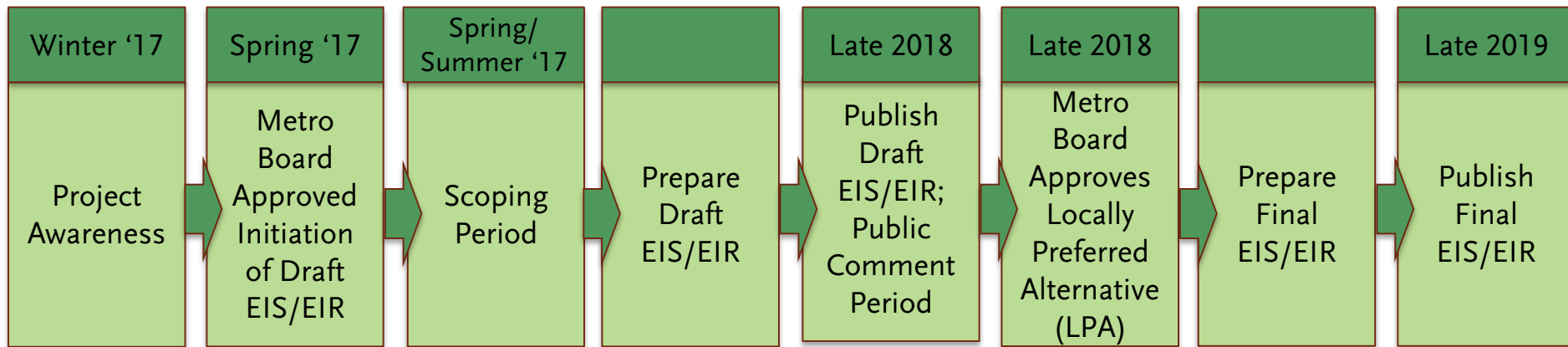
Metro



Metro

Project Timeline

- Draft EIS/EIR in Late 2018
- Final EIS/EIR in Late 2019



Ongoing Public Participation

Opportunities for Public Involvement

Public Scoping Meetings (with Live Webcast) – June 2017

- > Project Update Community Meeting
- > City and Elected Official Briefings
- > Technical Advisory Committee Meetings
- > Community Events / Pop-ups
- > Extended Outreach in the Communities
- > Written Comments

} Ongoing Outreach

Public Hearing (with Live Webcast option) – Release of Draft EIS/EIR

Decision-making

- > After preparation of the Draft Environmental Document, the Metro Board will select the Locally Preferred Alternative (LPA)
- > After preparation of the Final Environmental Document, FTA and the Metro Board will approve the environmental clearance of the LPA to move into construction and implementation
- > The Metro Board will certify the EIS/EIR and prepare the Findings of Fact and FTA will issue a Record of Decision (ROD)



Project Components



The Environmental Document will evaluate:

- > Four Northern Alignment Options
- > One Southern Alignment
- > Stations
- > Grade Crossings
- > Maintenance Yard Options
- > Site Specific Design Options

Northern Alignment Options

Option A: Pacific/Alameda



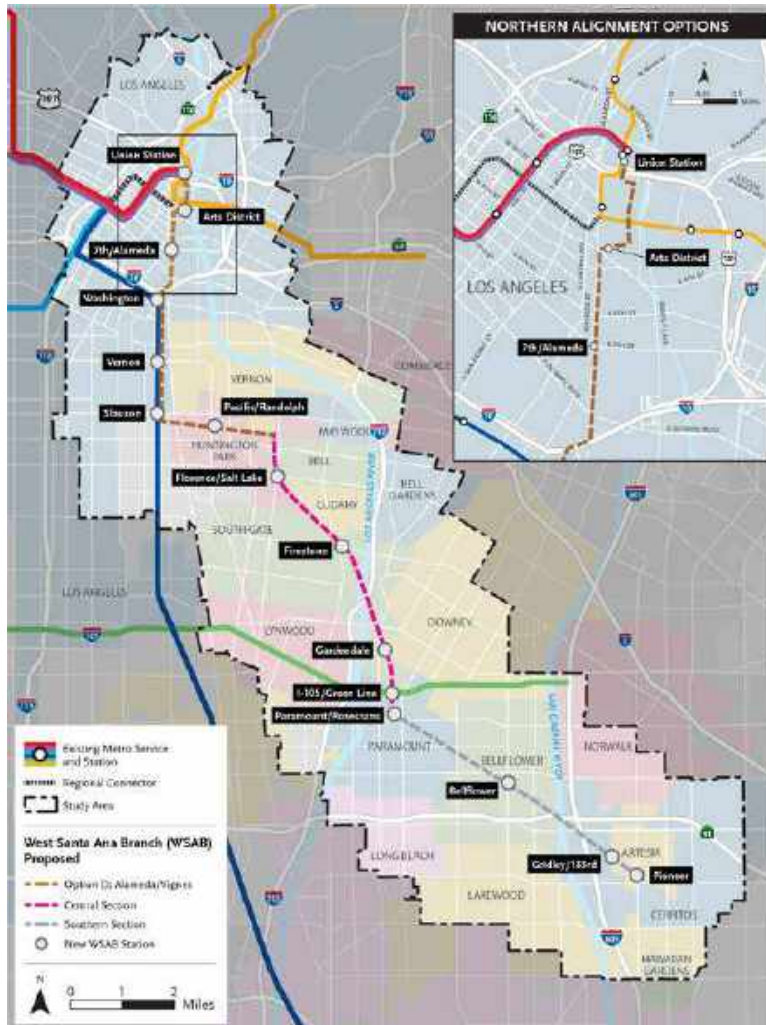
Option B: Pacific/Vignes



Northern Alignment Options (cont.)

Option C: Alameda

Option D: Alameda/Vignes



Typical Environmental Topics

- > Aesthetics
- > Air Quality
- > Biological Resources
- > Cultural Resources
- > Community and Neighborhood Impacts
- > Construction Impacts
- > Cost and Financial Analysis
- > Economic and Fiscal impacts
- > Environmental Justice
- > Energy
- > Geology/Soils
- > Greenhouse Gas Emissions/Climate Change
- > Growth Inducing Impacts
- > Hazards/Hazardous Materials
- > Hydrology and Water Quality
- > Land Use and Planning
- > Noise and Vibration
- > Parklands and Recreation
- > Population and Housing
- > Public Services
- > Safety and Security
- > Socioeconomics
- > Transportation and Traffic
- > Utilities and Services

Public Scoping Comments

- > **Written Comments due by: Friday, August 4, 2017**
- > **Law requires all scoping comments be provided in writing or via Court Reporter**
- > **Submit your comments at the Public Scoping Meetings:**
 - > Oral testimony (Court Reporter)
 - > Written comment card
- > **Submit written comments via:**



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Appendix F.3.2

Environmental Kiosk Presentation (Spanish)

West Santa Ana Branch Transit Corridor

Presentación para el Kiosco Ambiental



Agencia Principal

El proyecto de West Santa Ana Branch deberá cumplir con las siguientes disposiciones legales:

- > Ley de la Política Nacional de Medioambiente (NEPA, por sus siglas en inglés)

Agencia principal: Administración Federal del Transporte (FTA)

Tipo de documento: Declaración de Impacto Ambiental (EIS, por sus siglas en inglés)



Federal Transit
Administration

- > Ley de la Calidad del Medioambiente de California (CEQA, por sus siglas en inglés)

Agencia Principal: Metro

Tipo de Documento: Reporte de Impacto Ambiental (EIR, por sus siglas en inglés)



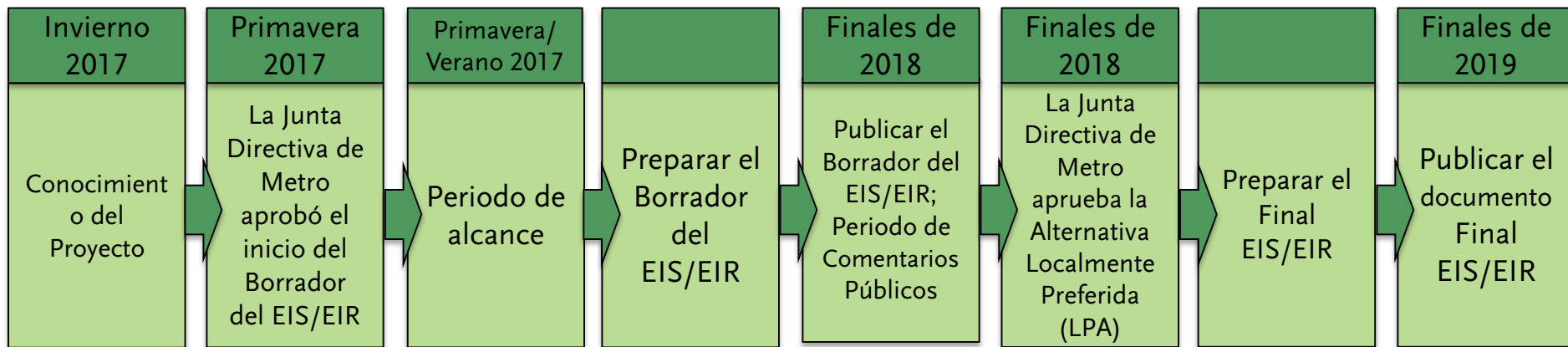
Metro



Metro

Calendario del Proyecto

- Borrador del EIS/EIR, a finales del año 2018
- Documento Final EIS/EIR, al concluir el año 2019



Participación pública continua

Oportunidades para la Participación del Público

Reuniones de alcance público (con transmisión en vivo por internet) – Junio de 2017

- > Reuniones públicas para actualizaciones sobre el proyecto
- > Presentaciones a la Ciudad y los funcionarios electos
- > Reuniones del Comité de Asesoramiento Técnico
- > Eventos en la comunidad
- > Otras oportunidades para informar a las comunidades
- > Comentario escritos

**Participación
continua**

Audiencia pública (con opción de transmisión en vivo por internet) – Publicación del Borrador del EIS/EIR



Metro

Toma de Decisiones

- > Luego de la preparación del Borrador del EIS/EIR, la Junta Directiva de Metro seleccionarán la Alternativa Localmente Preferida (LPA)
- > Luego de la preparación del Borrador del EIS/EIR, la FTA y el la Junta Directiva de Metro aprobarán la autorización ambiental de la LPA para pasar a la construcción e implementación
- > La Junta Directiva de Metro certificará el EIS/EIR y preparará la Decisión, asimismo la FTA emitirá el Registro de la Decisión (ROD, por sus siglas en inglés)



Componentes del Proyecto



El Borrador del EIS/EIR evaluará:

- > Cuatro opciones para la alineación en el área norte
- > Una alineación en el área sur
- > Estaciones
- > Pasos a desnivel
- > Opciones para el taller de mantenimiento
- > Opciones de diseño específico del lugar

Opciones para la Alineación Norte

Opción A: Pacific/Alameda

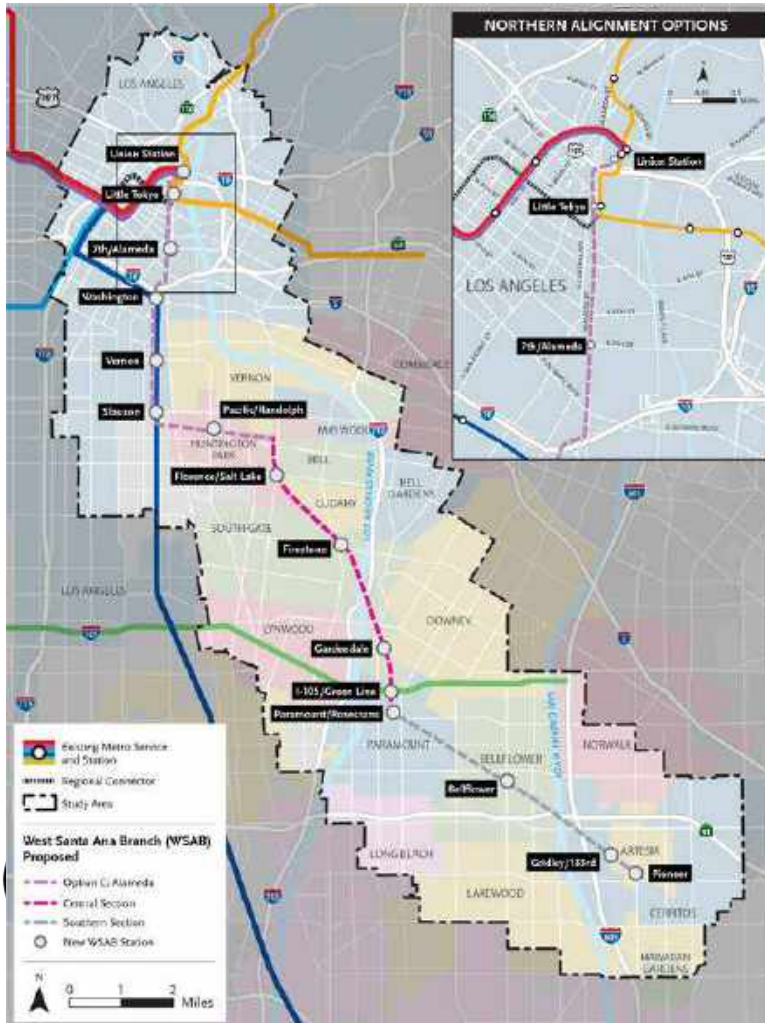


Opción B: Pacific/Vignes

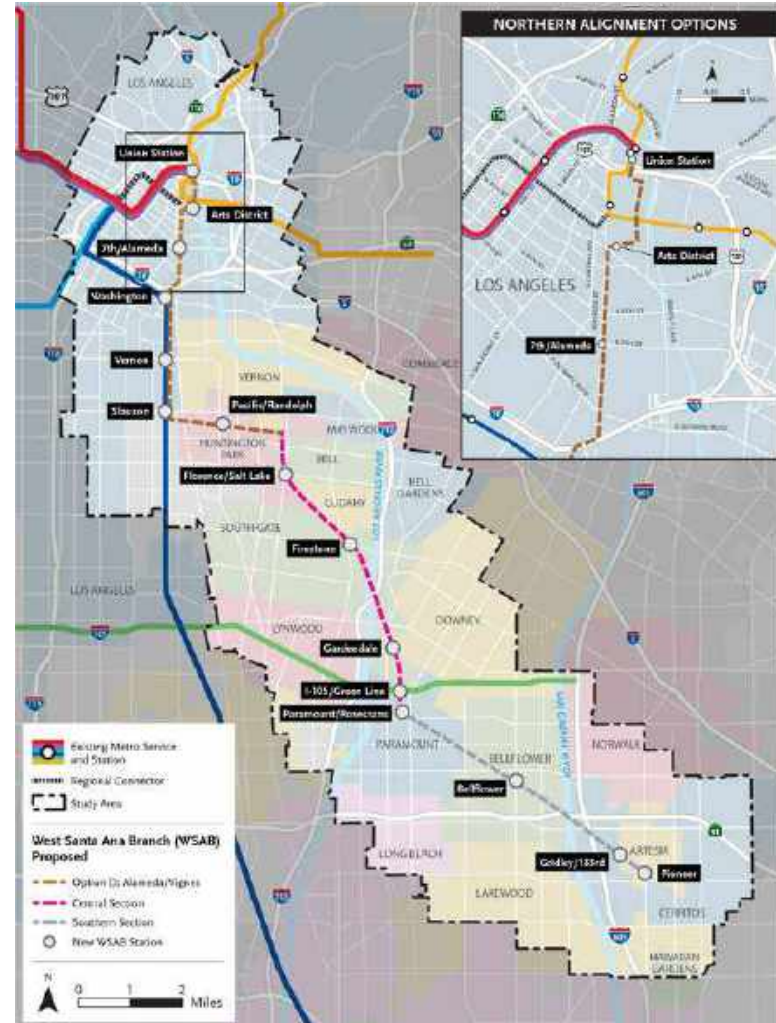


Opciones para la Alineación Norte (cont.)

Opción C: Alameda



Opción D: Alameda/Vignes



Temas Ambientales Típicos

- > Estética
- > Calidad del aire
- > Recursos biológicos
- > Recursos culturales
- > Impactos en la comunidad y en los vecindarios
- > Impactos debido a la construcción
- > Análisis financiero y de costos
- > Impactos económicos y fiscales
- > Justicia ambiental
- > Energía
- > Geología/Suelos
- > Emisiones de gases causantes del efecto invernadero/ Cambio climático
- > Impactos inducidos por el crecimiento
- > Peligros/Materiales peligrosos
- > Hidrología y calidad del agua
- > Uso y planificación de tierras
- > Ruido y vibración
- > Parques y áreas de recreo
- > Población y vivienda
- > Servicios públicos
- > Seguridad y protección
- > Condiciones socioeconómicas
- > Transporte y tráfico
- > Servicios básicos y otros servicios

Comentarios en las Reuniones de Alcance Públicas

- > Se reciben comentarios escritos hasta el día: **Viernes, 4 de agosto del 2017**
- > La ley establece que todos los comentarios del público sobre el alcance del proyecto sean remitidos en forma escrita o por intermedio de un taquígrafo judicial
- > Presente sus comentarios en las reuniones públicas de evaluación del alcance del proyecto:
 - > Testimonios orales (Taquígrafo judicial)
 - > Tarjetas de comentarios escritos
- > Envíe sus comentarios escritos a través de la siguientes vías:



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Appendix F.3.3

Environmental Kiosk Presentation(Japanese)

West Santa Ana Branch Transit Corridor

Kiosk プレゼンテーション



Metro

リード エージェンシー

西部**Santa Ana Branch** プロジェクトは以下の要件に準じます。:

- > National Environmental Policy Act (NEPA) (国家環境政策法)
Lead Agency: Federal Transit Administration (FTA) (連邦交通局)
Document Type: Environmental Impact Statement (環境影響に関する声明) (EIS)
- > California Environmental Quality Act (CEQA) (環境クオリティ法)
リードエージェンシー: Metro
書類のタイプ: Environmental Impact Report (EIR) (環境影響レポート)



Federal Transit
Administration



Metro®



Metro®

プロジェクトのタイムライン

- 原稿 EIS/EIR 2018年後期
- 最終 EIS/EIR 2019年後期



引き続いての一般公共の参加

一般公共の関与の機会

公共のスコーピングミーティング (ライブのウェブキャスト有り) – 2017年6月

- > プロジェクトのアップデートのコミュニティミーティング
- > 市と選挙で選出された関係者のフリーフィンク
- > 技術諮問委員会のミーティング
- > コミュニティイベント/ ポップ・アップ
- > 更に延長されたコミュニティへのアウトリーチ (働きかけ)
- > 書面でのコメント

引き続く
アウトリーチ

公共のヒヤリング (ライブのウェブキャストのオプション有り) – EIS/EIR
の原案の発表



Metro

決断

- > 環境書類の原稿の準備の後、Metroの理事会は地域で好まれた(LPA)を選択します。
- > 最終の環境書類の準備の後、FTAとMetroの理事会はLPAの環境の許可を承諾し、工事と実装にとりかかります。
- > The Metroの理事会は EIS/EIRを証明し Findings of Fact(事実の発見)を準備し、FTA は Record of Decision (ROD) (決定の記録)を発行します。



プロジェクトの構成内容



環境書類は以下の内容を評価します:

- > 4本の北部路線のオプション
- > 1本の南部路線
- > ステーション
- > グレードクロッシング
- > メンテナンスヤードのオプション
- > 各現場独自のオプション

北部路線のオプション

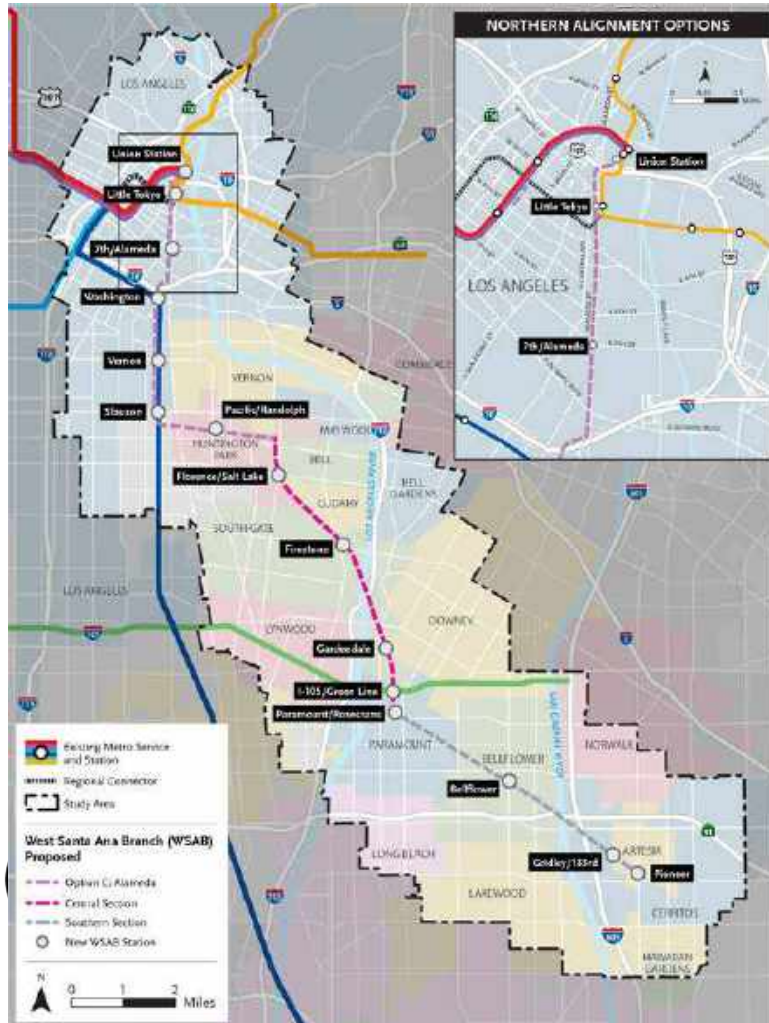
オプション A: Pacific/Alameda

オプション B: Pacific/Vignes

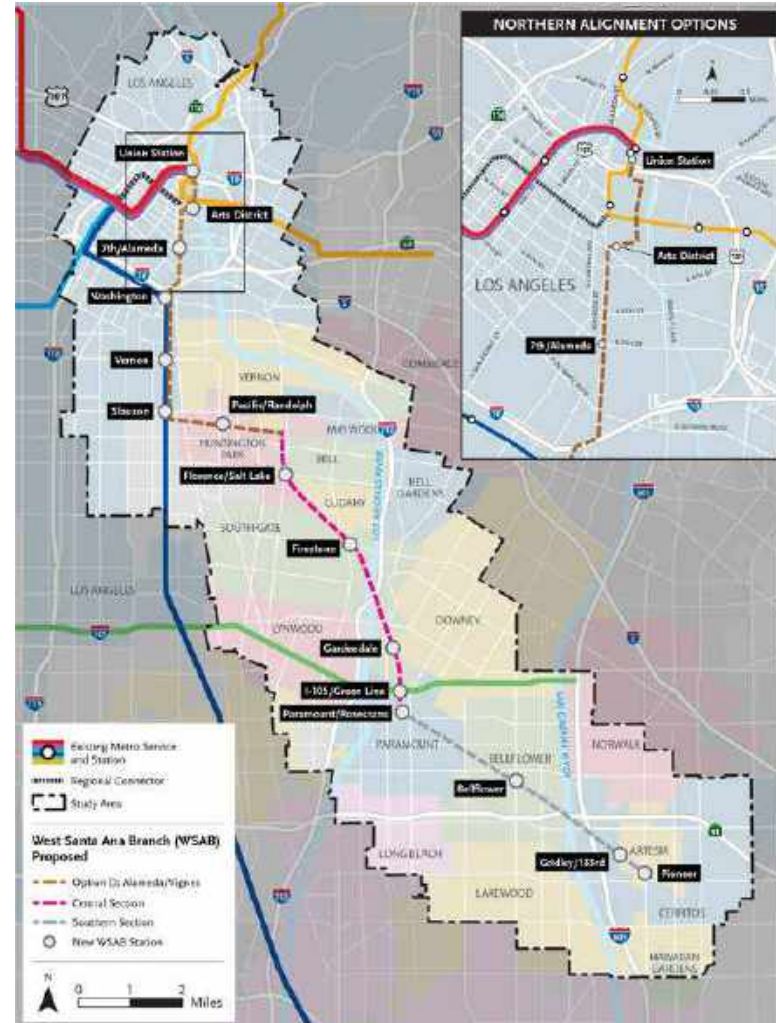


北部路線のオプション (続き)

オプション C: Alameda



オプション D: Alameda/Vignes



典型的な環境のトピック

- > 美的価値
- > 空気の質
- > 生物資源
- > 文化的資源
- > コミュニティ及び近隣の影響
- > 工事の影響
- > 費用及び財政的な分析
- > 経済及び財政的な影響
- > 環境における正義
- > エネルギー
- > 地質学と土壌
- > 温室効果ガスの排出/ 気候の変動
- > 成長をもたらす影響
- > 危険/危険な物質
- > 水文学と水質
- > 土地利用と計画
- > 騒音と震動
- > 公園地とレクリエーション
- > 人口と住宅
- > パブリックサービス
- > 安全と保障
- > 社会経済
- > 交通機関と交通
- > 公益事業(水道、ガス、電気など)とサービス

パブリックスコーピングのコメント

- > 書面によるコメントの締め切り日: **2017年8月4日 金曜日**
- > 全てのスコーピングのコメントは書面または裁判所のコートリポーターを通じなければいけないと法律で定められています。
- > あなたのコメントをパブリックスコーピングの会場で提出してください。:
 - > 口頭証言 (裁判所のコートリポーター)
 - > 書面によるコメントカード
- > 書面によるコメントは以下に提出 :



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Appendix F.4

Station #3 Alignment Alternatives, Project Elements and Maps

Southern Alignment



- > **San Pedro Branch** (owned by Ports of LA and Long Beach, 6 miles)
- > **Pacific Electric Right-of-Way** (owned by Metro, 7.3 miles)
- > In the event that the WSAB line was to be extended to Orange County in the future, the Project will evaluate an optional station at Bloomfield Avenue (just north of the Los Angeles County-Orange County boundary).

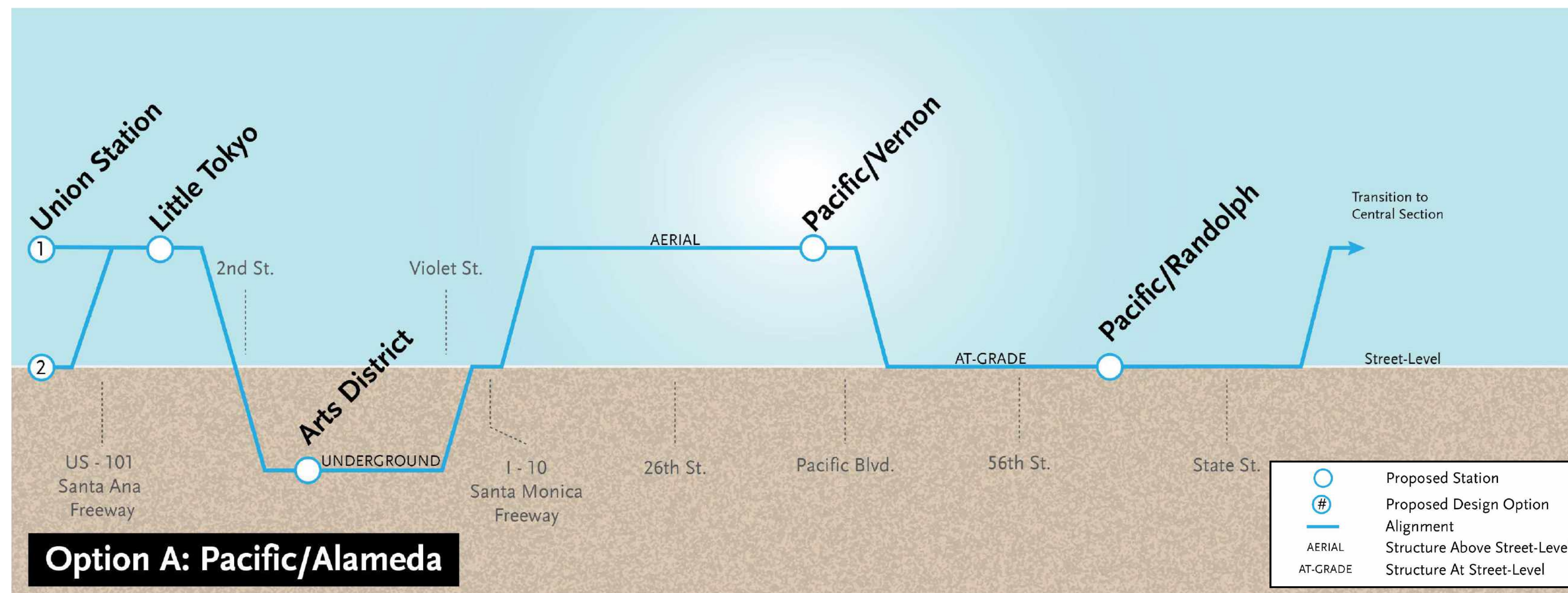
Northern Alignment



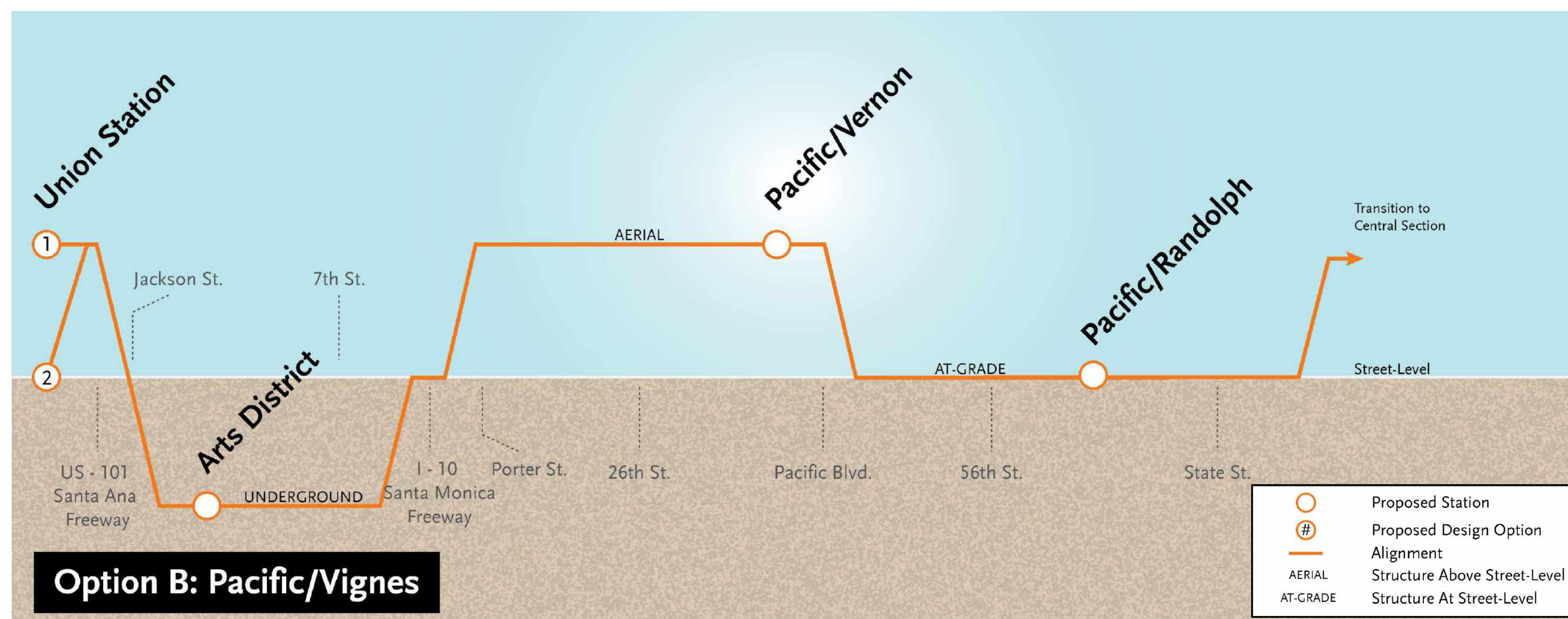
- > **Option A:**
Pacific/Alameda (7.4 miles)
- > **Option B:**
Pacific/Vignes (7.2 miles)
- > **Option C:**
Alameda (8.0 miles)
- > **Option D:**
Alameda/Vignes (8.1 miles)

Preliminary Project Profiles for Further Study in Draft EIS/EIR

Option A: Pacific/Alameda

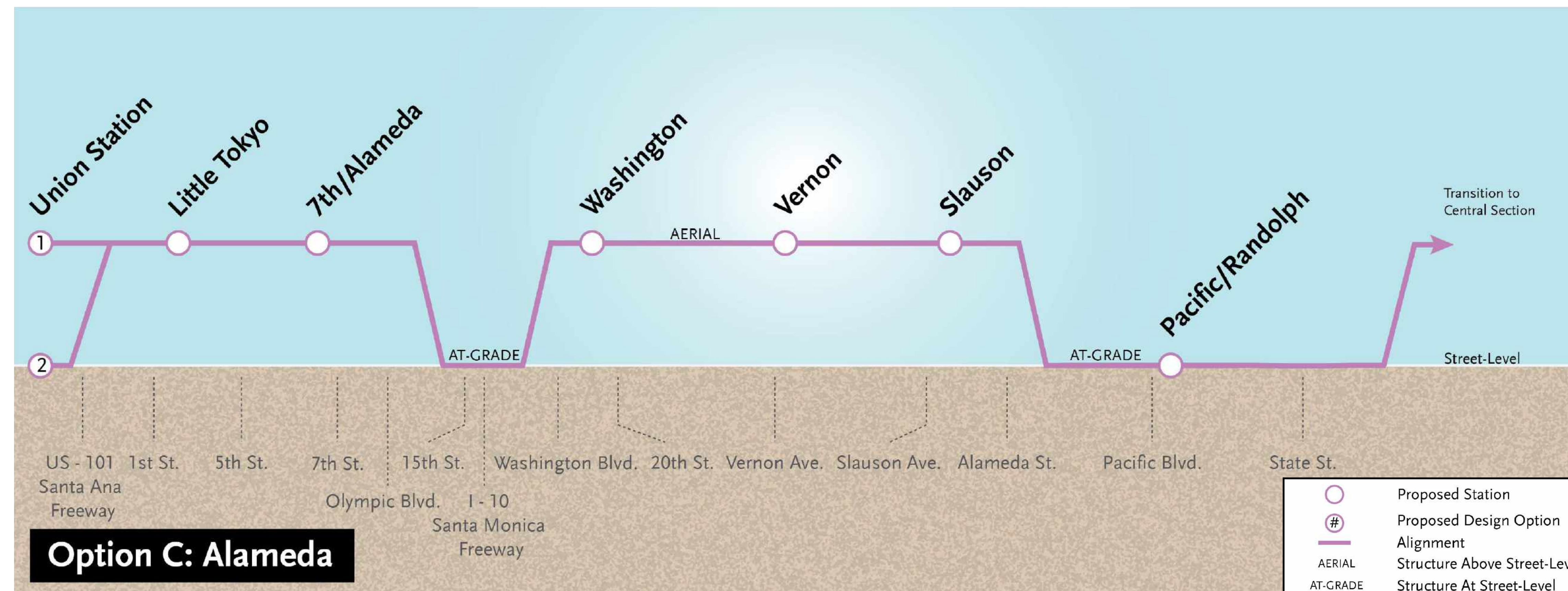


Option B: Pacific/Vignes

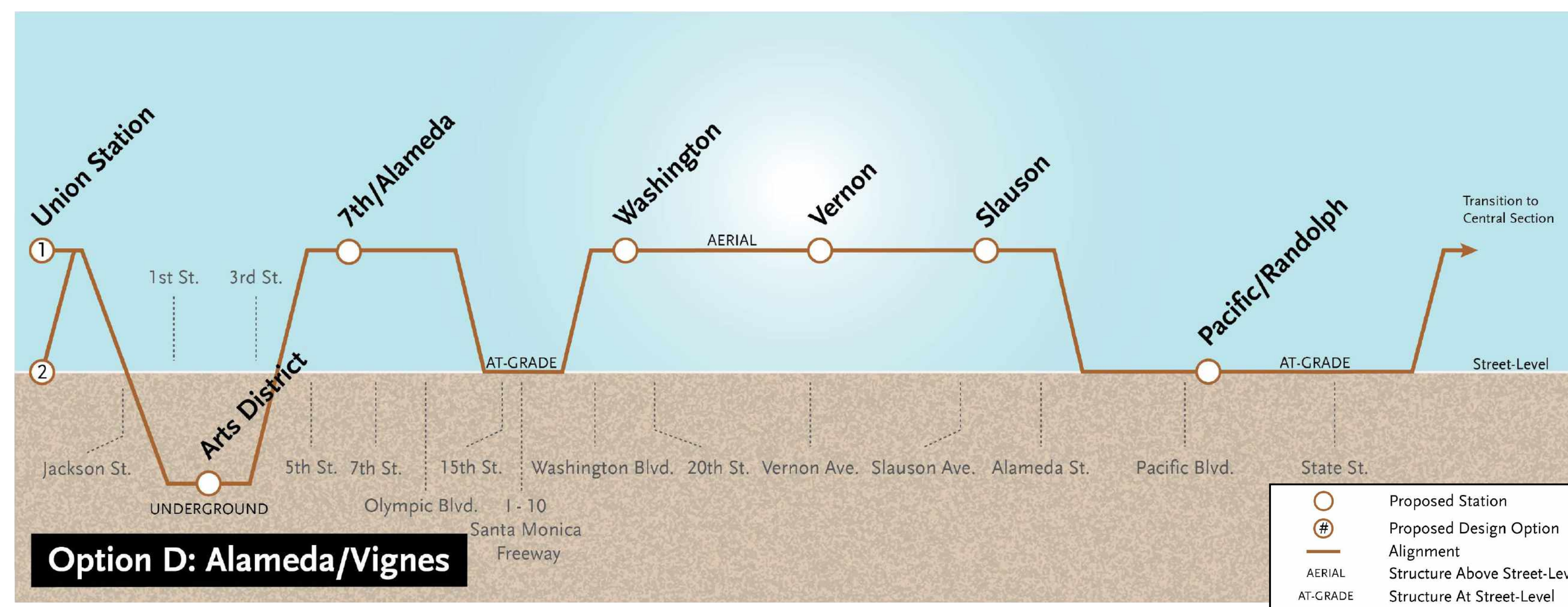


Preliminary Project Profiles for Further Study in Draft EIS/EIR

Option C: Alameda

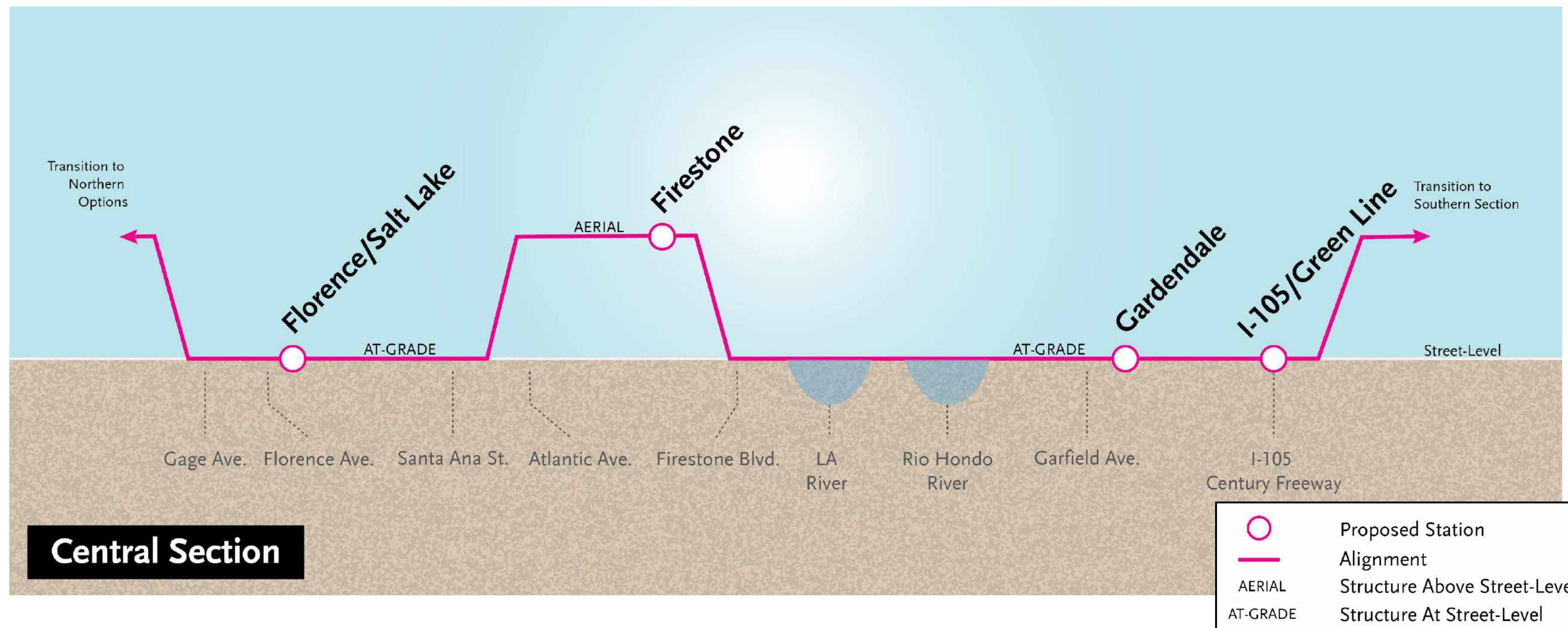


Option D: Alameda/Vignes

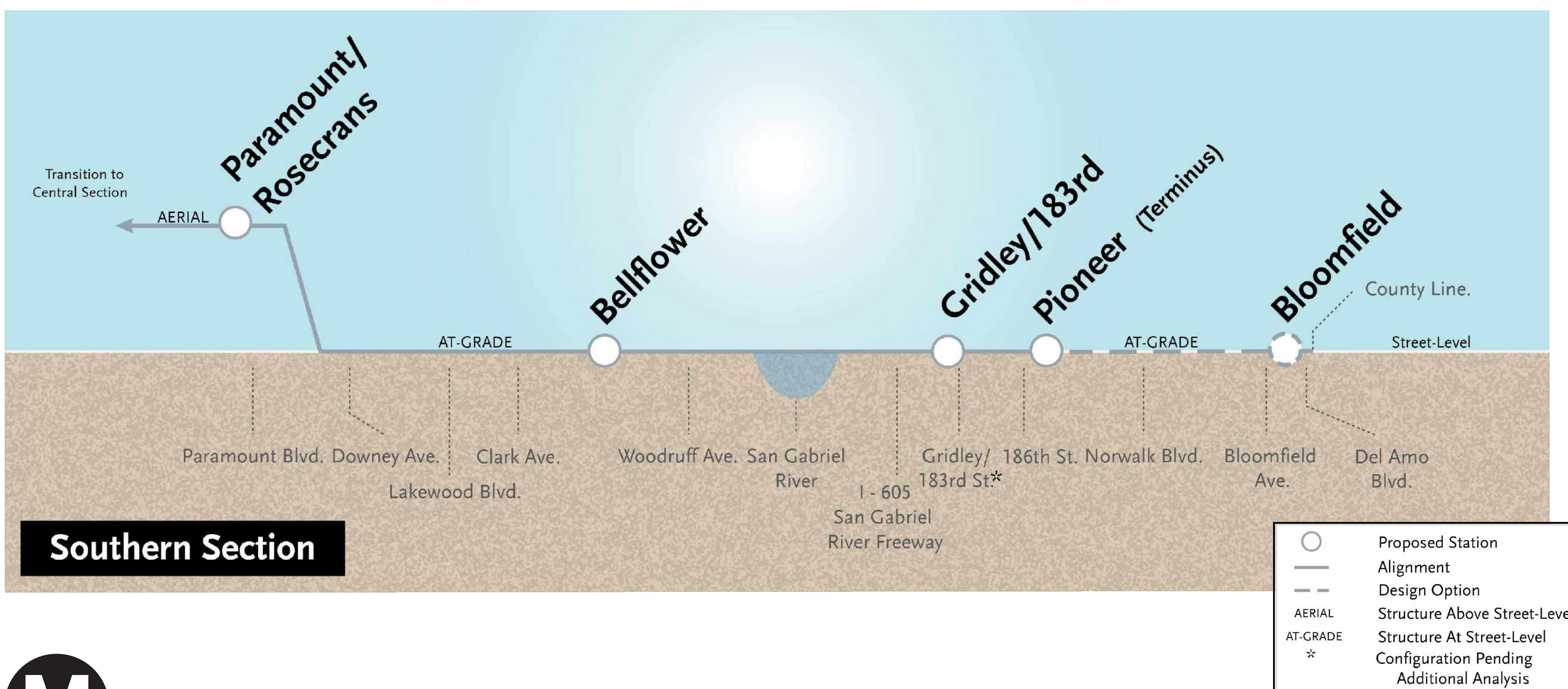


Preliminary Project Profiles for Further Study in Draft EIS/EIR

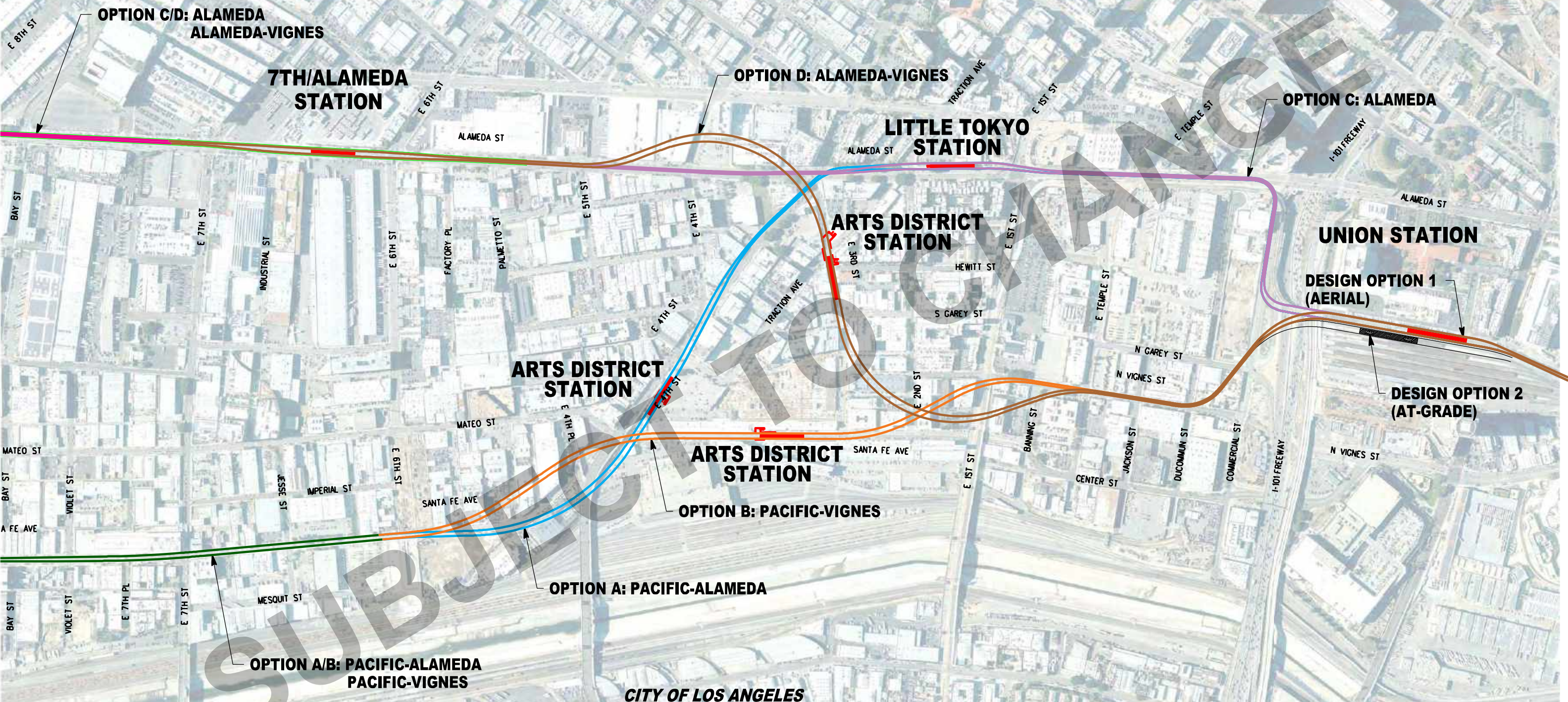
San Pedro Branch



Pacific Electric Right-of-Way



CITY OF LOS ANGELES



- **OPTION A: PACIFIC-ALAMEDA**
- **OPTION B: PACIFIC-VIGNES**
- **OPTION C: ALAMEDA**
- **OPTION D: ALAMEDA-VIGNES**
- **OPTION A/B**
- **OPTION C/D**
- **PROPOSED STRUCTURAL WORK**
- **PROPOSED REALIGNED FREIGHT**
- **PROPOSED STATION**

PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR FOR SCOPING PURPOSES

JUNE 2017

CITY OF LOS ANGELES

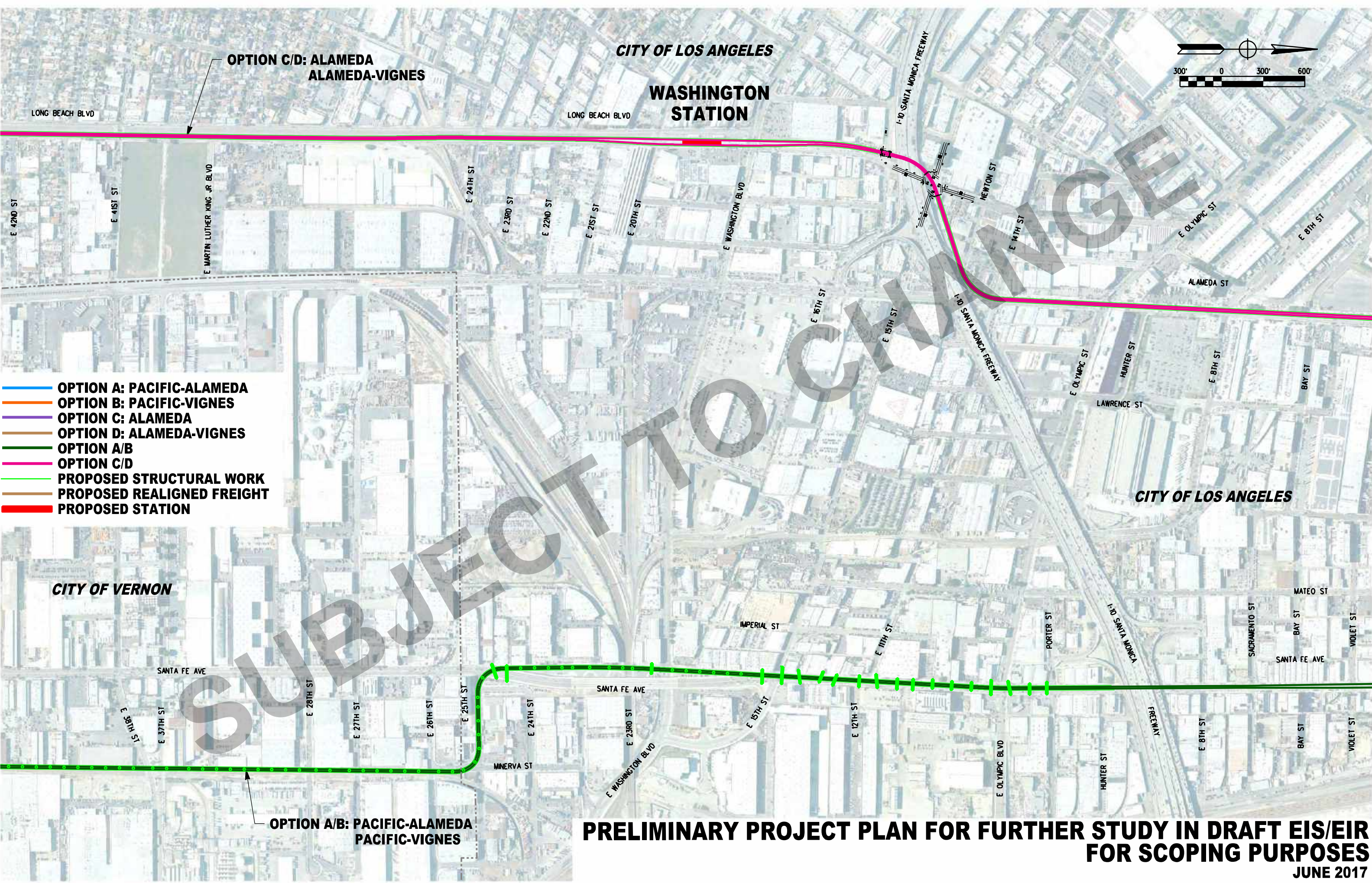
WASHINGTON
STATION



OPTION C/D: ALAMEDA
ALAMEDA-VIGNES

LONG BEACH BLVD

LONG BEACH BLVD



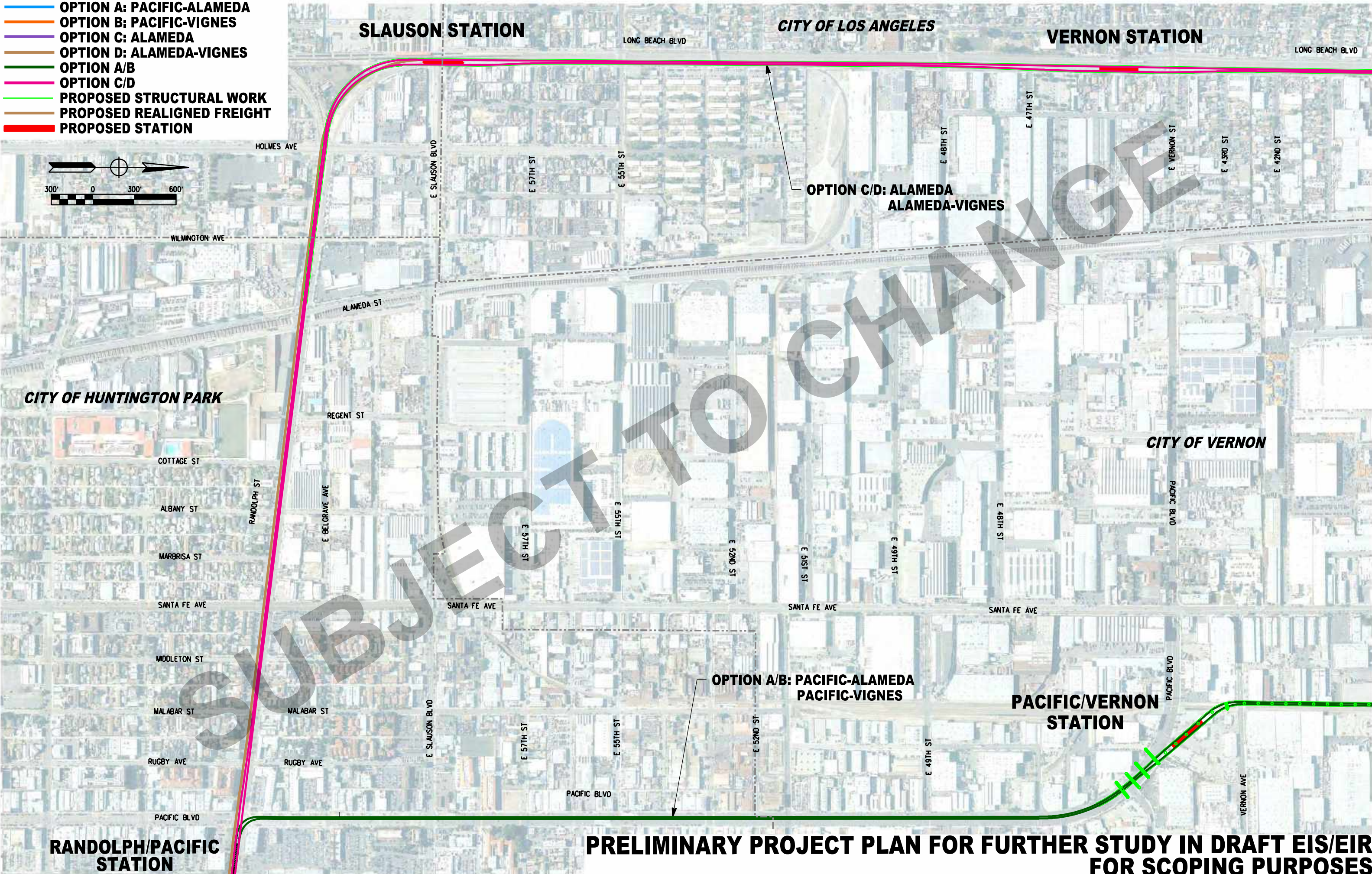
- OPTION A: PACIFIC-ALAMEDA
- OPTION B: PACIFIC-VIGNES
- OPTION C: ALAMEDA
- OPTION D: ALAMEDA-VIGNES
- OPTION A/B
- OPTION C/D
- PROPOSED STRUCTURAL WORK
- PROPOSED REALIGNED FREIGHT
- PROPOSED STATION

CITY OF LOS ANGELES

CITY OF VERNON

**PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR
FOR SCOPING PURPOSES
JUNE 2017**

- OPTION A: PACIFIC-ALAMEDA
- OPTION B: PACIFIC-VIGNES
- OPTION C: ALAMEDA
- OPTION D: ALAMEDA-VIGNES
- OPTION A/B
- OPTION C/D
- PROPOSED STRUCTURAL WORK
- PROPOSED REALIGNED FREIGHT
- PROPOSED STATION



SLAUSON STATION

CITY OF LOS ANGELES

VERNON STATION

CITY OF HUNTINGTON PARK

CITY OF VERNON

**OPTION C/D: ALAMEDA
ALAMEDA-VIGNES**

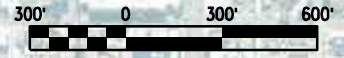
**OPTION A/B: PACIFIC-ALAMEDA
PACIFIC-VIGNES**

**PACIFIC/VERNON
STATION**

**RANDOLPH/PACIFIC
STATION**

**PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR
FOR SCOPING PURPOSES**

JUNE 2017



CITY OF HUNTINGTON PARK

CITY OF VERNON

**ALL NORTHERN ALIGNMENT
OPTIONS**

**RANDOLPH/PACIFIC
STATION**

STATION FOR OPTIONS C/D

**OPTION C/D: ALAMEDA
ALAMEDA-VIGNES**

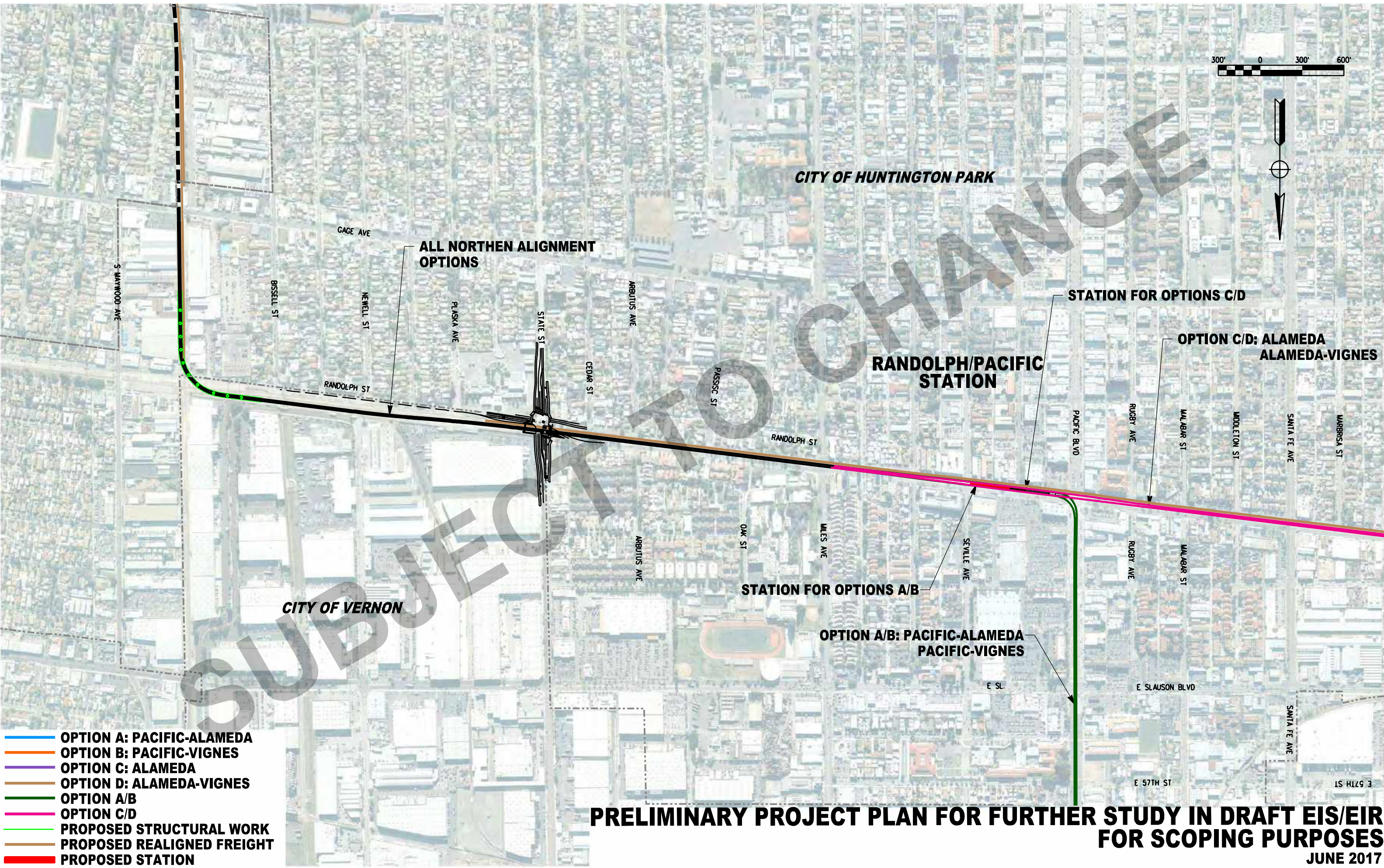
STATION FOR OPTIONS A/B

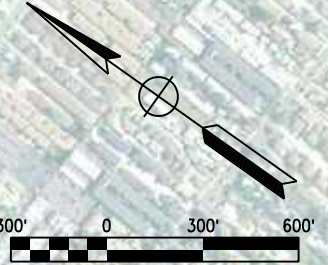
**OPTION A/B: PACIFIC-ALAMEDA
PACIFIC-VIGNES**

- **OPTION A: PACIFIC-ALAMEDA**
- **OPTION B: PACIFIC-VIGNES**
- **OPTION C: ALAMEDA**
- **OPTION D: ALAMEDA-VIGNES**
- **OPTION A/B**
- **OPTION C/D**
- **PROPOSED STRUCTURAL WORK**
- **PROPOSED REALIGNED FREIGHT**
- **PROPOSED STATION**

**PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR
FOR SCOPING PURPOSES**

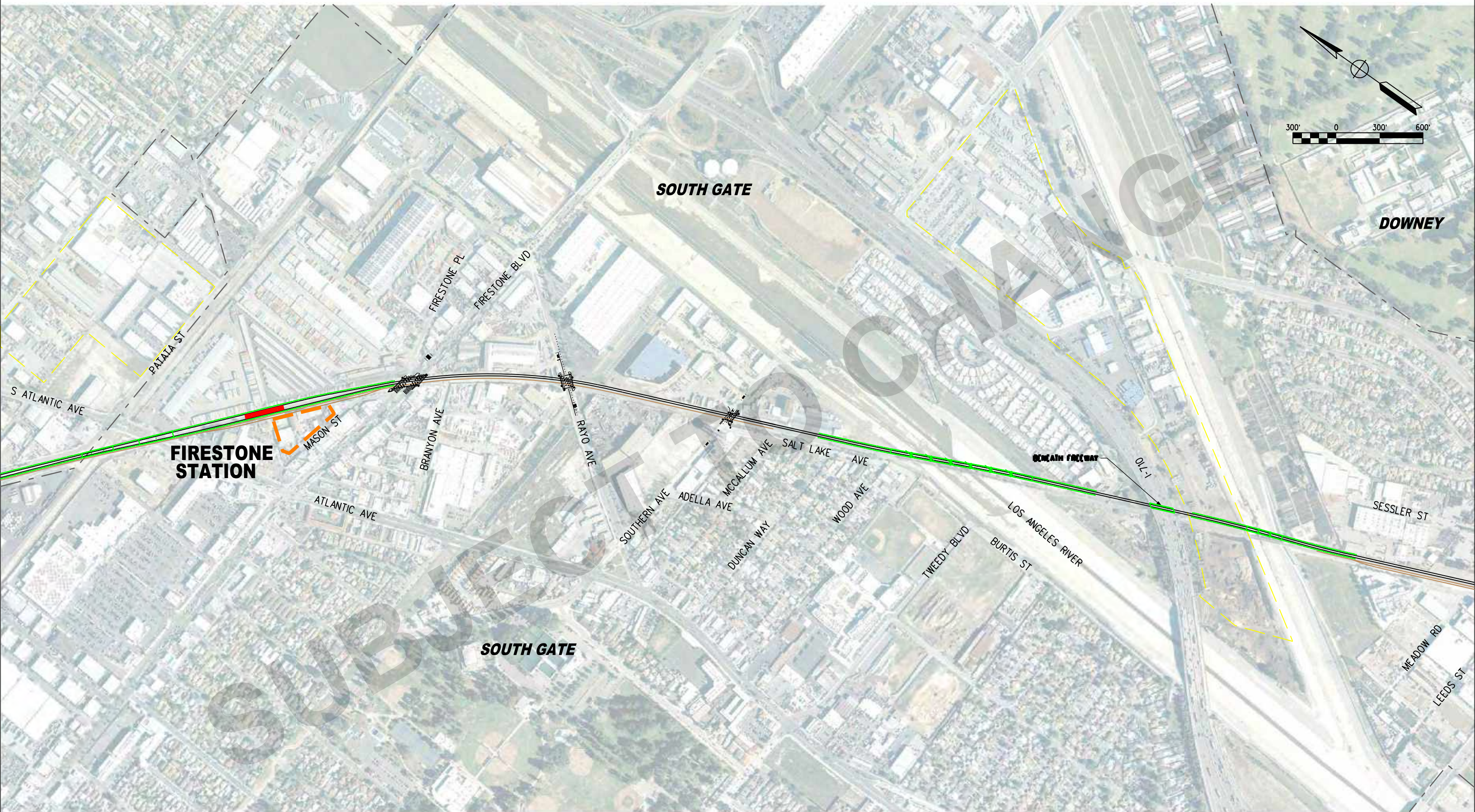
JUNE 2017





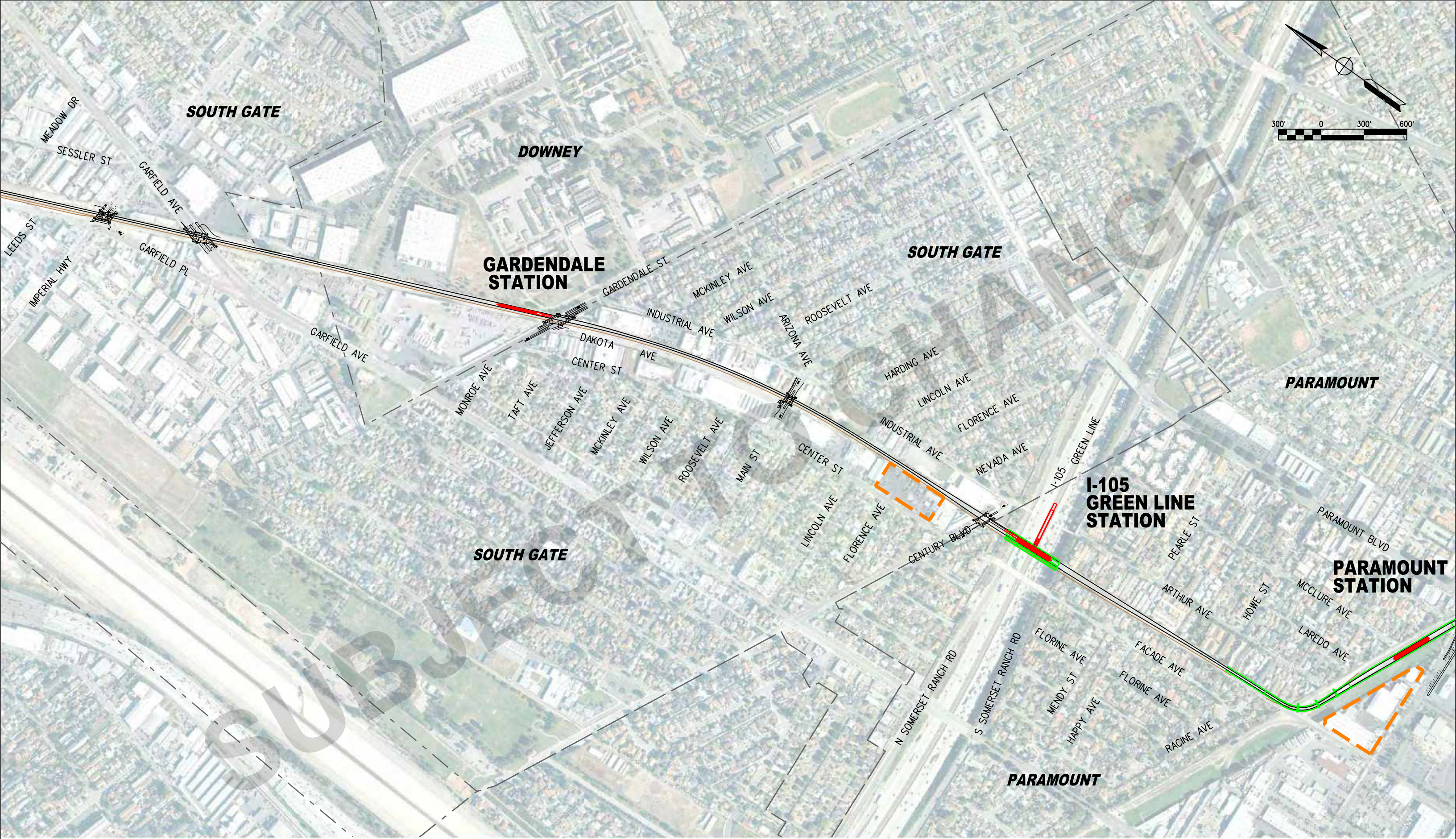
-  PROPOSED STRUCTURAL WORK
-  PROPOSED REALIGNED FREIGHT
-  PROPOSED STATION
-  PROPOSED STATION PARKING
-  INITIAL MAINTENANCE SITE OPTION

**PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR
FOR SCOPING PURPOSES**
JUNE 2017

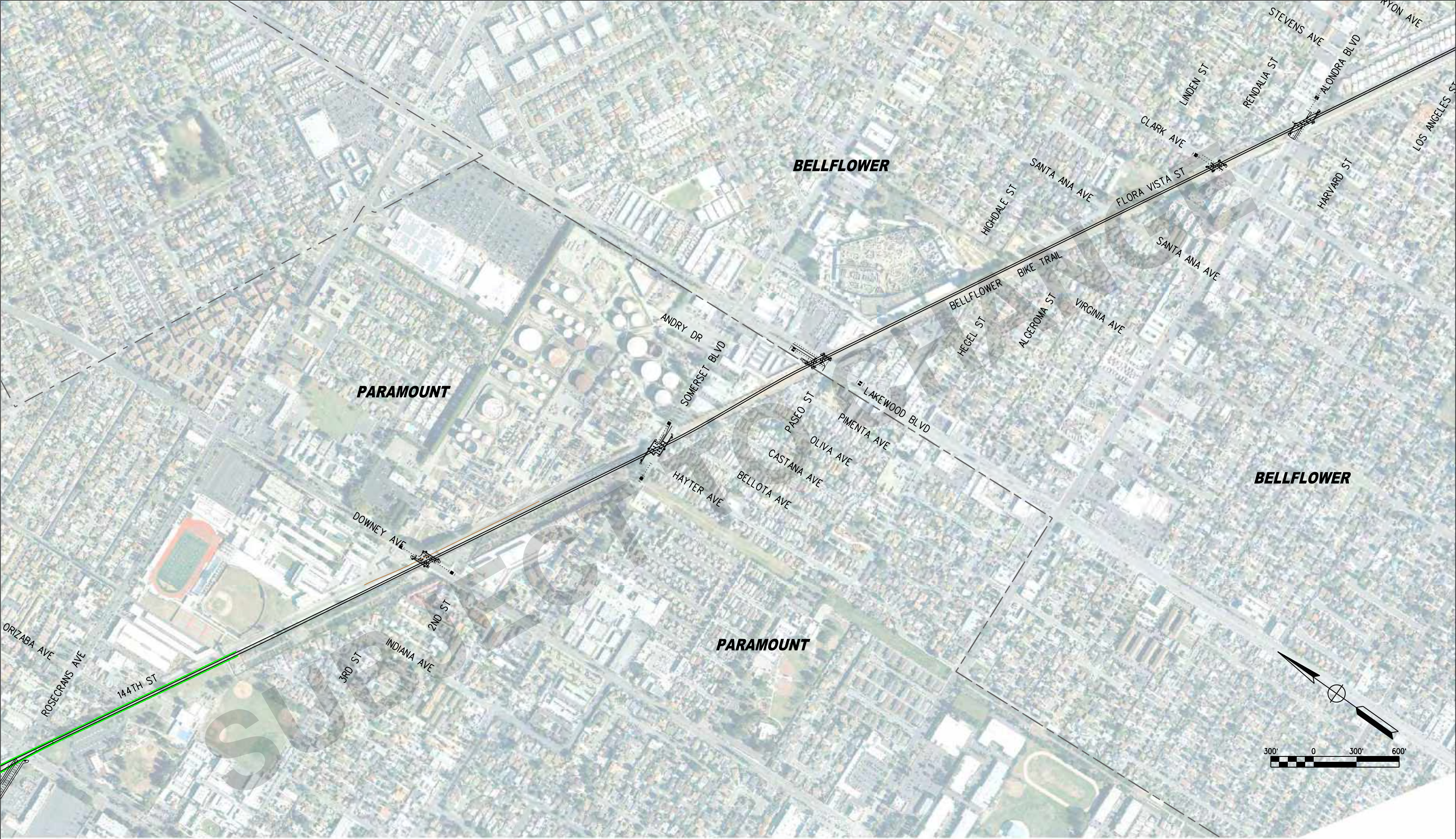


- PROPOSED STRUCTURAL WORK
- PROPOSED REALIGNED FREIGHT
- PROPOSED STATION
- PROPOSED STATION PARKING
- INITIAL MAINTENANCE SITE OPTION

**PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR
FOR SCOPING PURPOSES
JUNE 2017**

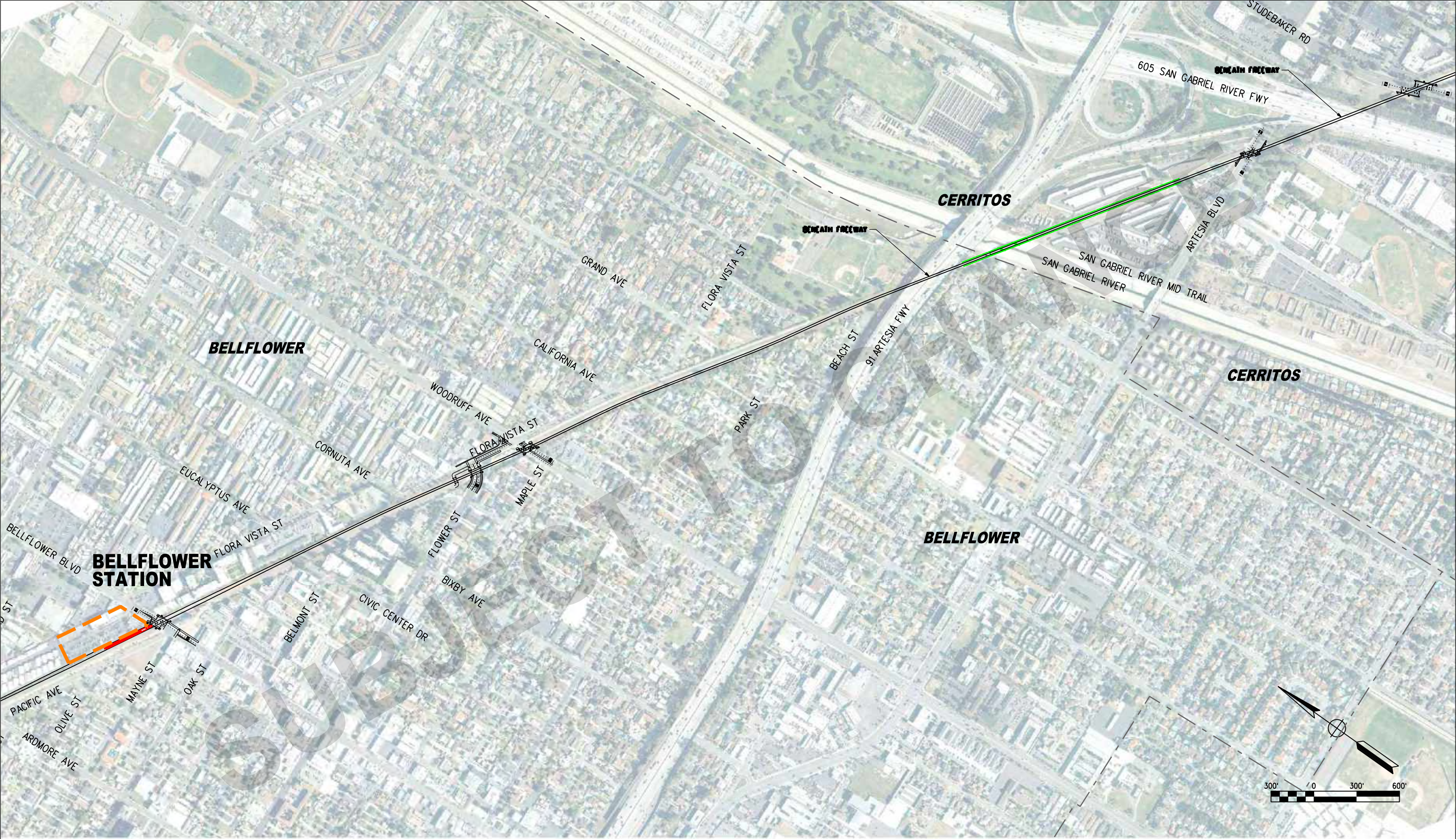


**PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR
 FOR SCOPING PURPOSES
 JUNE 2017**



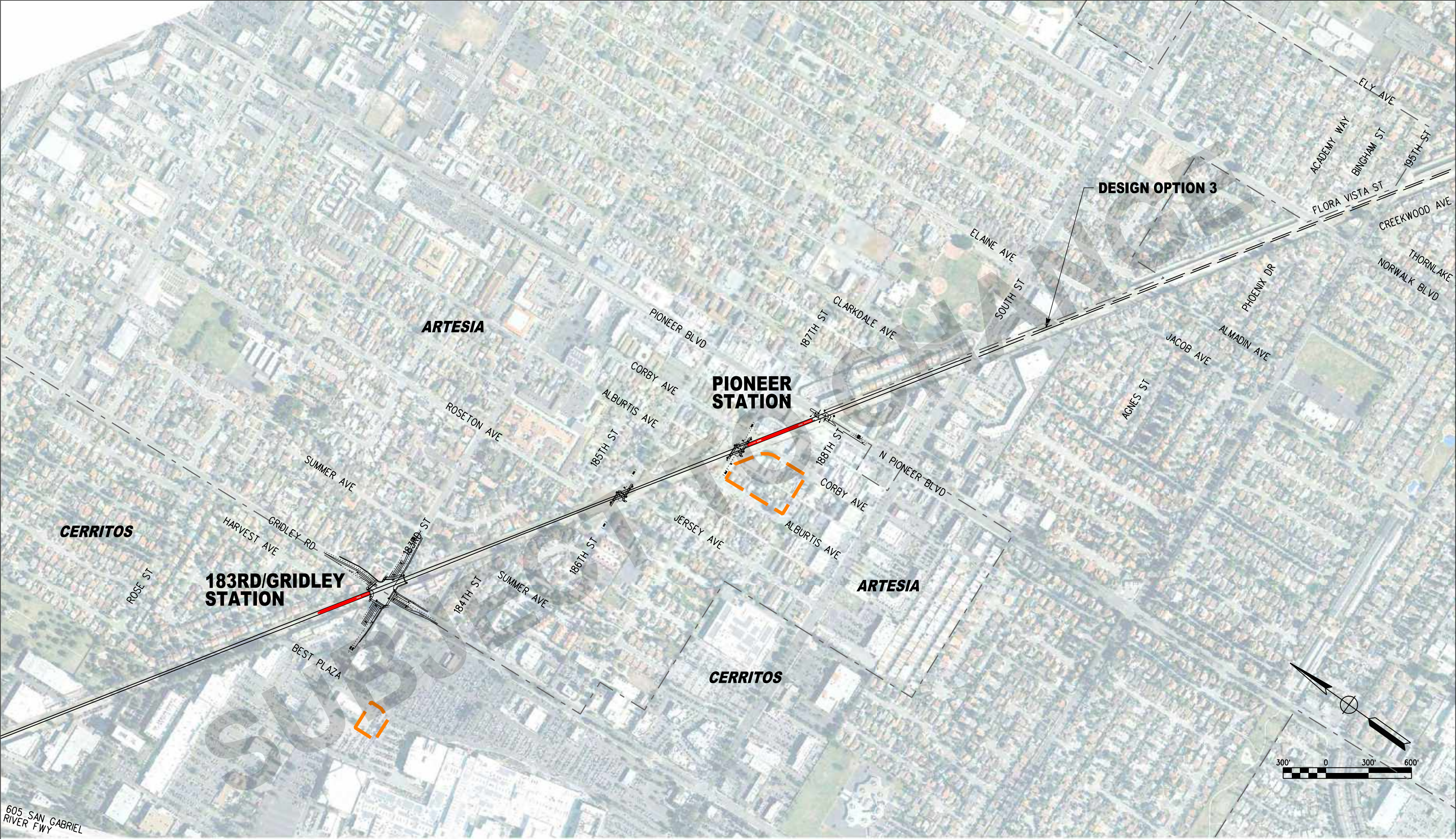
- PROPOSED STRUCTURAL WORK
- PROPOSED REALIGNED FREIGHT
- PROPOSED STATION
- PROPOSED STATION PARKING
- INITIAL MAINTENANCE SITE OPTION

**PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR
FOR SCOPING PURPOSES**
JUNE 2017



- PROPOSED STRUCTURAL WORK
- PROPOSED REALIGNED FREIGHT
- PROPOSED STATION
- PROPOSED STATION PARKING
- INITIAL MAINTENANCE SITE OPTION

**PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR
FOR SCOPING PURPOSES**
JUNE 2017



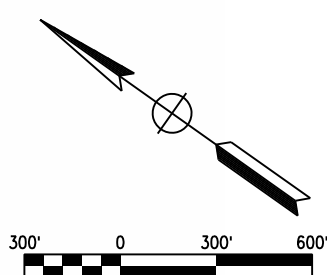
- PROPOSED STRUCTURAL WORK
- PROPOSED REALIGNED FREIGHT
- PROPOSED STATION
- PROPOSED STATION PARKING
- INITIAL MAINTENANCE SITE OPTION

**PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR
FOR SCOPING PURPOSES**

JUNE 2017



PROPOSED CHANGE



- PROPOSED STRUCTURAL WORK
- PROPOSED REALIGNED FREIGHT
- PROPOSED STATION
- PROPOSED STATION PARKING
- INITIAL MAINTENANCE SITE OPTION

**PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR
FOR SCOPING PURPOSES**
JUNE 2017

APPENDIX G PARTICIPANTS BY MEETING

Appendix G.1 Sign-in Sheets – Meeting #1 (June 15, 2017) Bellflower

Appendix G.2 Sign-in Sheets – Meeting #2 (June 20, 2017) South Gate

Appendix G.3.1 Sign-in Sheets – Meeting #3 (June 21, 2017) Downtown Los Angeles

Appendix G.3.2 Sign-in Sheets – Meeting #4 (June 21, 2017) Downtown Los Angeles

Appendix G.4 Sign-in Sheets – Meeting #5 (June 24, 2017) Huntington Park

Appendix G.5 Sign-in Sheets – Agency Scoping Meeting (June 15, 2017) Metro HQ

Appendix G.6 Photos taken at Meetings

Appendix G.1

Sign-in Sheets – Meeting #1 (June 15, 2017)

Bellflower



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

T. Mayne Thompson Park

14001 Bellflower Bl, Bellflower, CA 90706

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Robert Quinn	none	Downey	—	—
Carla Mitchell		Bellflower	916 224 1230	cmitchell@identihypertek.org
Matthew Gerard	SI	1953 S. Coastway Lyns Beach CA 92651	—	mgerard@solutions-international-usa.com
Ezequiel Murillo	None	16510 Adenmoor Ave Unit 2 Bellflower, CA 90706	951-751-0792	ezequiel.murillo@gmail.com
Dave Seylor	none	Lakewood		
David Blumenthal	city of Downey	1111 Brookshire Ave Downey, CA 90241	(562) 904-7154	blumenthal@downeyca.org
Karen Heit	Gateway COLO	16401 Paramount Blvd	562 463-6850	kheit@gatewayco.org



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

T. Mayne Thompson Park

14001 Bellflower Bl, Bellflower, CA 90706

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Luis Ramirez	LA County Public Works	4005 Fremont Ave 4005 Alhambra CA	(626) 300-3230	Luramirez@dpu.lacounty.gov
Mary Gradinger	Res.	16514 Adenmoor Ave #1 Bellflower	925-876-9985	marygradinger@gmail.com
Juan Garza	City of Bellflower	10428 Febson St. Bellflower, CA 90706	562-882-7474	jgarza@bellflower.org
CHRISSE PADILLA BIRKEY	Resident + Kingdom Causes Bellflower	9636 Maple St. Bellflower	562/266-7938	cpbirkey@kbellflower.org
Eddie Marquez				emarquez@ppcla.com
Tim DellaLunga	City of Bellflower	16600 Bellflower Blvd Bellflower, CA 90706	562 804 1424 ext 2224	jdellalunga@bellflower.org
Bill Collier	2601 E Ocean Blvd #407 Long Beach 90803	← interested party	(310) 487-8849	collierw@yahoo.com



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

T. Mayne Thompson Park

14001 Bellflower Bl, Bellflower, CA 90706

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Peter Anon	None	9103 Hawthorn Bellflower CA 90706	(562) 857-2663	Peter_Hinzi360@hotmail.com
Bea Proo Holly Mastrom		10443 Beach St Bellflower CA 90706	(902) 45-1522	



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

T. Mayne Thompson Park

14001 Bellflower Bl, Bellflower, CA 90706

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Monica Esparza	City of Downey	1111 Brookshire Ave Downey, CA. 90241	(562) 904-7154	mesparza@downeyca.org
David Moore	Bellflower	9325 Oak St Unit 2		Moore David 042 @ yahoo.com
Ericksen, Chris	Cypress			
Ramirez, Luis	San. Marcos			
Mike McKown	Pitch In Paramount	8303 Alameda Bl.	562 544. 8414	mike.mckown@ers.net
Jasper Collins	Pitch in Paramount	8303 Alameda Bl	Same as followed	
DIANA SEEDSMAN		17533 maidsstone CA 90711 ARTESIA	562 484 8313	seedsmateam@gmail.com



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

T. Mayne Thompson Park

14001 Bellflower Bl, Bellflower, CA 90706

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
JAMES NORTON	Bellflower City	16600 Civic Center Drive	562-804-1427 EXT. 2286	jngvye@bellflower.org
Rusty Laballe	Cerritos		714-620-6420	
Poly Gomez	Cerritos			
Josie Gomez	Cerritos			
Mark Tigchelaar	Bellflower			
Addie Farrell	ESA			afarrell@esassoc.com
Ed Ware	Antesia Beautiflat			edsart0102@gmail.com



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

T. Mayne Thompson Park

14001 Bellflower Bl, Bellflower, CA 90706

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
JAMES COOK BIRKEY	CERRITOS COLLEGE (BOT)	9636 MAPLE ST, BLFR	541 206 9836	jbirkey@cerritos.edu
Angela Cruz	Self			angie93620@aol.com
GREG FISCHER	LATSI, INC	2345 FIGUEROA ST #1036 TEHN	213 265 7393	greg-fischer@att.net
Seung Yang	City of Commerce	2535 Commerce Way, Commerce, CA 90040	(323) 722-4805, x2335	swyang@ci.commerce.ca.us
JOHN ZOR	Antes 19			
Mauricio Ortiz		9848 Alondra Blvd #37 Bellflower	(562) 746-8823	moe217@live.com
SCOTT A. LARSEN		10841 VIEW PARK AVE. BELLFLOWER		



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

T. Mayne Thompson Park

14001 Bellflower Bl, Bellflower, CA 90706

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Juan Bastidos		11742 E 187th ST Artesia	562 8604956	
Chris Mackechnie			818-808-5394	cmackechnie@lbtransit.com
Marita Claudio			(310)218-9908	mclaudio@mcgincorp.com
Maria Davila		8650 California South Gate	323 563 9501	Mdovila@sagate.org
Charles Chism		10229 Walnut St Bellflower CA 90805	562-804 1807	Bchism77@gmail.com
Reinhold		13968 FA Code	562 688 6620	Paramount.



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

T. Mayne Thompson Park

14001 Bellflower Bl, Bellflower, CA 90706

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
JOSE DENNIS ALBASSO	HARBOR REGIONAL CENTER TRANSPORTATION DEPT.	21231 HAWTHORNE BLVD Torrance, CA 90503-5501	WORK: 310-543-7924 CELL: 562-253-1661	interdennis2000@yahoo.com
Stacy Moore				
LILLIAN BURKINHA	Eco RAPID Transit			
EDUARDO VEGA				
EDUARDO VEGA			323-253-8942	
JIM MEYER	TRAILS 4 ALL LOWER CARINA REV	1372A FLORENCE AVE PIMMONT 90723	310-344-9229	JMEYERTHA@AOL.COM
Veronica Tena				Vetena@gmail.com



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

T. Mayne Thompson Park

14001 Bellflower Bl, Bellflower, CA 90706

6pm to 8pm

Sign-in Sheet

Name <i>Nombre</i>	Affiliation <i>Afiliación</i>	Address <i>Domicilio</i>	Phone Number / Cell Number <i>Número telefónico</i>	Email <i>Correo electrónico</i>
Kim Tachiki-Chin	Rep Roybal-Allard			

Appendix G.2

Sign-in Sheets – Meeting #2 (June 20, 2017)

South Gate



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

South Gate Girls Club House

4940 Southern Av, South Gate, CA 90280

6pm to 8pm

Sign-in Sheet

Ⓢ

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Gabriela Silva	Resident	9207 Hildreth Ave	562-713-1225	silva97gabriela@gmail.com
Aaron Thormodsen	Resident	1144 G Process Ave Downey	562-261-3122	aathormodsen@yahoo.com
Cristina Quintan		^{Burbank CA} 8740 W. Magnolia Blvd	818-846-6272	mcq@mkplanners.
Yolanda Guevara	Resident	10730 Bear Ave Sh ca 90280	562-862-8278	yg40gr1@yahoo.com
Juan Garza	city of Bellflower	10428 Felson St Bellflower, CA 90706	92-882-7474	jgarza@bellflower.org
Arady Martinez	Resident	3922 Santa Ana St Burbank 90220		femmexicana@hotmail.com



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

South Gate Girls Club House

4940 Southern Av, South Gate, CA 90280

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Maria Caro	Comm	9714 Hunt Ave	323-569-0251	
Tarsten Caro	Comm	9714 Hunt AVE	323-569-0251	
Maria Novoa	Local	944 Sao Antonio Av	323-818-6143	
Cruz Osuna	Comm	9917 D'Is st	323-5949453	
Candrea	RANGEL	8981 manerney av # A	323) 569-1602	
Christian Solis		729 S Normandie Ave Apt 115	(213) 321 8951	christiancsolis728@gmail.com
Moran Jezabel		10230 Pinehurst Ave South Gate CA 90280	(323) 841-6947	
ENRIQUE HUERTA	FROM LOT TO SPOT	2003 E. 15 th ST. L.A., CA 90033	323. 573. 0124	enrique@fromlotto.net.org



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

South Gate Girls Club House

4940 Southern Av, South Gate, CA 90280

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Alex & Maria Paredes		7101 CALIF AVE. Bell. Ca.	323-588-3314	
Josephine Guadalupe	resident	10730 BEAK AV S. Gate	562-862-8278	quevarajosia@yahoo.com
B. Timberlake				
BEATRICE PINA			323 901 5700	
Jessica Prieto	FYCEJ	4356 Union Pacific Ave LA, CA	(213) 239-3746	jprieto@eyuej.org
MARIEVA RODRIGUEZ		2648 INDIANA AVE SOUTH GATE (CA 90280)	(213) 448-2890	
Angel Suarez		10300 San Jose Ave South Gate CA 90280	323-540-3426	
Michael SULLIVAN		11922 Capital Ave South Gate	562-459-1895	

Jim Sullivan



West Santa Ana Branch Transit Corridor

Total = 46

Public Scoping Meeting – Round One

South Gate Girls Club House

4940 Southern Av, South Gate, CA 90280

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Vernon Tenegas	Supervisor Rendón	SB7.		
Kimberly Ortega	Supervisor Solis	HP	(323) 826-6370	kortega@bos.lacounty.gov
ROBERT HOLGAIN		5771 ROOSEVELT AVE S.G.		rhol2win2nd@yahoo
Heleeninda Cabrerá		5901 Burke Ave #1	(323) 677-284	
Arley Garcia	Supervisor Solis			agarcia@bos.lacounty.gov



Rail to Rail/River Active Transportation Corridor

Public Scoping Meeting – Round One
South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
6pm to 8pm

Business Card Sign-In Sheet



JIM MEYER
Executive Director
310.344.9729
JMeyerT4A@aol.com

13720 Florine Avenue
Paramount, CA 90723
www.Trails4All.org



ARTURO CERVANTES, P.E.
DIRECTOR OF PUBLIC WORKS /
CITY ENGINEER

City of South Gate
PUBLIC WORKS DEPARTMENT

8650 CALIFORNIA AVENUE
SOUTH GATE, CA 90280

OFFICE: (323) 563-9512
FAX: (323) 563-9572
EMAIL: acervantes@sogate.org



JOE PEREZ
COMMUNITY DEVELOPMENT DIRECTOR

City of South Gate
COMMUNITY DEVELOPEMENT DEPARTMENT

8650 CALIFORNIA AVENUE
SOUTH GATE, CA 90280-3075

OFFICE: (323) 563-9566
FAX: (323) 567-0725
EMAIL: jperez@sogate.org



MARIA DAVILA
MAYOR

City of South Gate

8650 CALIFORNIA AVENUE
SOUTH GATE, CA 90280-3075

(323) 563-9543
FAX (323) 569-2678
mdavila@sogate.org



CONGRESSWOMAN NINETTE DIAZ BARRAGAN
44TH DISTRICT, CALIFORNIA

GABRIELA CID
FIELD REPRESENTATIVE

8650 CALIFORNIA AVE
SOUTH GATE, CA 90280

PHONE: 310-831-1709
GABRIELA.CID@MAIL.HOUSE.GOV

WWW.HAUMINHOUSE.GOV

Sharon L. Weissman
Board Deputy to Mayor Robert Garcia
Metro Board Office
213-418-3112 Tel
weissmans@metro.net

**Los Angeles County Metropolitan
Transportation Authority**
One Gateway Plaza
Mail Stop: 99-3-1
Los Angeles, CA 90012-2952
metro.net



Office of
Hills L. Solis
Supervisor, First District

KIMBERLY ORTEGA
Assistant Field Deputy/Caseworker

Southeast Los Angeles District Office
2477 Zoe Avenue, Second Floor
Huntington Park, CA 90255

(323) 826-8370
kortega@bos.lacounty.gov
http://hl.celeolis.org



ANTHONY RENDON
SPEAKER OF THE ASSEMBLY

VERONICA ZENDEJAS
DISTRICT DIRECTOR

CAPITOL OFFICE
STATE CAPITOL, ROOM 219
SACRAMENTO, CA 95834
(916) 419-2057

DISTRICT OFFICE
21112 SOUTH GARFIELD AVENUE
SOUTH GATE, CA 90280
(562) 529-5250

Veronica.Zendejas@asm.ca.gov

English) Send PPT ↓

Juan Garza
Council Member

Office: (562) 804-1424
Fax: (562) 925-8660
E-mail: jgarza@bellflower.org

16600 Civic Center Drive
Bellflower, CA 90706

www.bellflower.org





Rail to Rail/River Active Transportation Corridor

Public Scoping Meeting – Round One
South Gate Girls Club House
4940 Southern Av, South Gate, CA 90280
6pm to 8pm

Business Card Sign-In Sheet

 <p>CITY OF DOWNEY</p> <p>JIM RODRIGUEZ Planning Commissioner gojrod@aol.com</p> <p>COMMUNITY DEVELOPMENT 11111 Brookshire Avenue, Downey, CA 90241 (562) 904-7154 www.downeyca.org FAX (562) 622-4816</p>	 <p>CONGRESSWOMAN NANETTE DIAZ BARAGAN 44TH DISTRICT, CALIFORNIA</p> <p>GABRIELA CID FIELD REPRESENTATIVE</p> <p>8050 CALIFORNIA AVE SOUTH GATE, CA 90280</p> <p>PHONE: 510-831-1799 GABRIELA.CID@MAIL.HOUSE.GOV WWW.BARRAGANHOUSE.GOV</p>	 <p>William Meade Environmental Planning Specialist</p> <p>LOS ANGELES UNIFIED SCHOOL DISTRICT Office of Environmental Health & Safety</p> <p>333 South Beaudry Ave., 21st Floor Los Angeles, California 90017</p> <p>Tel: (213) 241-3432 Fax: (213) 241-6816 Cell: (213) 259-5865 Email: william.meade@lausd.net</p>
	 <p>Michele Aree President</p> <p>CREATIVE & CONNECTED LOS ANGELES CONSULTING SERVICES</p> <p>4545 E. Cesar Chavez Blvd, Ste. 2G Los Angeles, CA 90022 P.O. Box 816, Whittier, CA 90608 www.candcla.com</p> <p>323-585-2331 562-833-4682 marcee@candCLA.com</p>	 <p>BizFed Los Angeles County Business Federation</p> <p>Strengthening the Voice of Business</p> <p>Jerard Wright Policy Manager</p> <p>jerard.wright@bizfed.org 323-889-4348 (office) 323-919-9424 (cell)</p> <p>bizfed.org twitter.com/@bizfed facebook.com/bizfed</p> <p>6055 E. Washington Blvd. #260 Commerce, CA 90040</p>

Appendix G.3.1

Sign-in Sheets – Meeting #3 (June 21, 2017)

Downtown Los Angeles



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple

815 E 1st St, Los Angeles, CA 90012

3pm to 5pm

Sign-in Sheet

7

Name Nombre	Affiliation Afiliación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
ALLYN RIFKIN	ECD-RAPID			allynrifkin@gmail.com
DUSAPEE CORHIRAN	IACDPW			DCORHIRAN@DPW.IACALVPY.GOV
Bobby Garza	Resident	100 S. Alameda St. #371		bobbygarzajr@yahoo.com
Lynn Nakamura	St Francis Xavier Church	222 S Hewitt St	213 626 2279	Lynn@SFXCJCC.org
Andrew Brady	Liner, LLP	633 W 5th St. 32nd Los Angeles, CA 90071 Floor	213 694-3108	abrady@linerlaw.com
Jason Reynolds	Consultant	450 W. Broadway		
Chris Komar	LTCC		(213) 498-1075	ckomar52@gmail.com



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple

815 E 1st St, Los Angeles, CA 90012

3pm to 5pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
MARTY KLEIN	ADLA	629 S Central Ave		MKLEIN@HBKINV.COM
Grant Sunob	LTSC	231 E 3rd St - 6106		GSUN00@LTSC.ORG
JENNIFER SHIMATSU	LAFPP	701 E. 3RD ST.		jennifer.shimatsu@lafpp.com
Robert Mays	CHAM	1000 Wilshire, Ste 2100 Los Angeles CA CA 90022		bob.mays@cham.com
Manuel Ponce	SFX/JCC	222 S. HEWITT ST		manuelponce@gmail.com
Scott Oshima	JALCC / Sustainable Little Tokyo			soshima@jalcc.org
Kimberly Lopez	JCC	222 S. Hewitt St LA		kimberlylopez@gmail.com



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple

815 E 1st St, Los Angeles, CA 90012

3pm to 5pm

Sign-in Sheet

7

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
CESAR ESTRADA	ALL AMERICAN WAR VETERANS	2400 WASHINGTON BLVD COMMERCE, CA 90040	213 221 2941	cesar estrada@msn.com
Amy Honjyo	Sustainable Little Tokyo	1630 Waverley Dr. Monterey Park 91754		a.honjyo@sbcglobal.net
William Johnson	LA County Public Works		(626) 458 - 3943	wjohnson@dpw.lacounty.gov
Paul Fukubara	Tenamachee		213 966 7160	20littletokyo@gmail.com
Miguel Vargas	ADLA			Miguel@artsdystudio.com
HOWARD KLOI	ELFA	629 L Center	624-2727	hklein@stokio.com
PAUL BUCKLEY		1424 NEWTON ST. 90021	818-605-4652	pbmusic@mac.com



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple

815 E 1st St, Los Angeles, CA 90012

3pm to 5pm

Sign-in Sheet

9

Name Nombre	Affiliation Afiliación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Kumiko Torres	Metro LA	777 S. Figueroa St, Los Angeles CA 90017	742 888-1703	
June Berk	HCNC	11338 Sunshine Studio City CA 91604	818-400-3273	
Bill Raggio	LAFPP	701 E. 3 rd St. 90013	213 279-3035	
Amy Chang	RNL			
Quintin Suabat		18911 WATSON AVE CERRITOS CA 90703		QNTOSIE@VERIZON.NET
JOHN SWARTZ	DLANC	300 S GRAND AVE 90071	213 300-4684	JOHNCARLSWARTZ @YAHOO.COM
Martin Lozano		4921 Firestone Blvd	213 300-5891	



West Santa Ana Branch Transit Corridor

7

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple

815 E 1st St, Los Angeles, CA 90012

3pm to 5pm

Sign-in Sheet

Name Nombre	Affiliation Afiliación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Ron Fong	NISBP	24 E 3 rd St 90013	213-475-1603	rfong@apisbp.org
William Brown	Nishi	815 E 1 st St		malik615@msn.com
Christian Hernandez	Caltrans	100 S. Main St. LA, CA		christian.hernandez@dot.ca.gov
James Choi	LTCC			james@cafedulce.co
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West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple

815 E 1st St, Los Angeles, CA 90012

3pm to 5pm

Sign-in Sheet

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Jim Shelton	Perfect Planning	Ms Temple	213-507-4153	Mike C perfectplanning@a.com
August Williams	~	~	~	~
Chris Kohawa	~	~	~	~

Rail to Rail/River Active Transportation Corridor
Public Scoping Meeting – Round One
 Nishi Hongwanji Buddhist Temple
 815 E 1st St, Los Angeles, CA 90012
 3pm to 5pm
Business Card Sign-In Sheet

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Rail to Rail/River Active Transportation Corridor

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012

3pm to 5pm

Business Card Sign-In Sheet



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Rail to Rail/River Active Transportation Corridor
Public Scoping Meeting – Round One
 Nishi Hongwanji Buddhist Temple
 815 E 1st St, Los Angeles, CA 90012
 3pm to 5pm
Business Card Sign-In Sheet

A

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Rail to Rail/River Active Transportation Corridor

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012

3pm to 5pm

Business Card Sign-In Sheet



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Appendix G.3.2

Sign-in Sheets – Meeting #4 (June 21, 2017)
Downtown Los Angeles



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple

815 E 1st St, Los Angeles, CA 90012

6pm to 8pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
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John Hurley		6153 LEXINGTON #31 LA 90038		
Vance Ikanda	TEMPLE	815 E. 1 st St LA 90012	213 680 9130	meann
Ronald Lozano	MTA-CLC	2428 Punta del Este Hrc Hts 91745		vxfp2010@verizon.net




West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012

6pm to 8pm

Sign-in Sheet

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 Mi J K Drummond 545 W 6th St Apt 304 San Pedro, CA 90731-2571				
Susan Mukai	Nishi Hongwanji, Child Dev. Ctr.	815 E. First St. LA 90012	(213) 687-4585	nishicenter815@gmail.com
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West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One

Nishi Hongwanji Buddhist Temple

815 E 1st St, Los Angeles, CA 90012

6pm to 8pm

Sign-in Sheet

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TERRY NASH		301 W 2ND ST #207 SANTA ANA CA 92701	480 262 5994	tnash@huff.com



Rail to Rail/River Active Transportation Corridor
Public Scoping Meeting – Round One
 Nishi Hongwanji Buddhist Temple
 815 E 1st St, Los Angeles, CA 90012
 6pm to 8pm
Business Card Sign-In Sheet



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Appendix G.4

Sign-in Sheets – Meeting #5 (June 24, 2017)

Huntington Park



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One
 Huntington Park Community Center
 6925 Salt Lake Av, Huntington Park, CA 90225
 Saturday, June 24, 2017 – 10am to 12pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
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Helen Sunny An		18802 Albuertis Artesia	562-714-8868	Contact Sunny Ann @Yahoo.com
James Clark		3625 ANITA DR Bull	323 583 0127	No EMAIL
Linda Loya		3312 Mill St Hunt. Pk 90255		

James Clark



West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One
 Huntington Park Community Center
 6925 Salt Lake Av, Huntington Park, CA 90225
 Saturday, June 24, 2017 – 10am to 12pm

Sign-in Sheet

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Lance Rodriguez	Resident	2927 Ludlow St. Huntington Park	323 972 1983	
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West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One
 Huntington Park Community Center
 6925 Salt Lake Av, Huntington Park, CA 90225
 Saturday, June 24, 2017 – 10am to 12pm

Sign-in Sheet

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Alejo Medellin Local Resident		5930 H SEVILLE AVE H.P. CA. 90255	323 749-6149	AlejoMedellin@live.com
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West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One
 Huntington Park Community Center
 6925 Salt Lake Av, Huntington Park, CA 90225
 Saturday, June 24, 2017 – 10am to 12pm

Sign-in Sheet

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Melissa Ybana		4324 FURLOW PL VERNON CA 90058		
Luz Gomez		6926 Rita Ave Huntington PK		
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West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One
 Huntington Park Community Center
 6925 Salt Lake Av, Huntington Park, CA 90225
 Saturday, June 24, 2017 – 10am to 12pm

Sign-in Sheet

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West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One
 Huntington Park Community Center
 6925 Salt Lake Av, Huntington Park, CA 90225
 Saturday, June 24, 2017 – 10am to 12pm

Sign-in Sheet

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Sandra Hernandez		0508 Rita Ave #30	213-448-1304	Sandra @ azure development com
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West Santa Ana Branch Transit Corridor

Public Scoping Meeting – Round One
 Huntington Park Community Center
 6925 Salt Lake Av, Huntington Park, CA 90225
 Saturday, June 24, 2017 – 10am to 12pm

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 + 3
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Edgar Gordillo

Sign-in Sheet

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Adriana Herig

Appendix G.5

Sign-in Sheets – Agency Scoping Meeting (June
15, 2017) Metro HQ



21 total

West Santa Ana Branch Transit Corridor

Agency Scoping Meeting – Round One
Metro Headquarters – Union Station Conference Room
One Gateway Plaza, Los Angeles, CA 90012
2pm to 4pm

Sign-in Sheet

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West Santa Ana Branch Transit Corridor

Agency Scoping Meeting – Round One
Metro Headquarters – Union Station Conference Room
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2pm to 4pm

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Fax: (562) 925-8660
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5760 KILROY AIRPORT WAY
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ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY



MANUEL D. HERNANDEZ

Senior Project Manager - Consultant
Construction & Maintenance Coordinator

562.247.7777 MAIN
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323.855.8068 CELL
HERNANDEZ@TRENCHTEAM.COM

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SUITE 200
LONG BEACH, CA 90806

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

Jim Dellalunga

Director of Economic Development

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Fax: (562) 925-8660
E-mail: jdellalunga@bellflower.org

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Carla Mitchell

Director



Bellflower
Chamber of Commerce

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CA 90706

Phone: 562-867-1744
Fax: 562-866-7545
Email: bellflowercc@luna.com



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ALON USA

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Director, Government, Public and Community Relations

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Fax: (562) 630-3276



STATE OF CALIFORNIA

California Public Utilities Commission
Safety and Enforcement Division

Jose Pereyra

Utilities Engineer
Rail Crossings Engineering Section

320 West 4th Street, Suite 500
Los Angeles, CA 90013
(213) 576-7083
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STATE OF CALIFORNIA

Ainsley Kung, P.E.

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Rail Transit Safety Branch

Public Utilities Commission
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320 West 4th Street, Suite 500
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(213) 576-7086 Office
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STATE OF CALIFORNIA



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CARLA MITCHELL
Executive Director

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Cmitchell@identitymatch.org
www.identitymatch.org

Agency
Scoping Mtg.
06/19/17

Appendix G.6

Photos taken at Meetings



Public Scoping Comments

- Written Comments due by Friday August 6, 2017
- Law requests all scoping comments to be provided in writing or via Email Request
- Submit your comments at the Public Scoping Meeting
- Oral testimony (Court Request)
- Written comment card
- Submit written comments via

Ferry Bar
Project Manager, Metro
One Gateway Plaza, MS 900
Los Angeles, CA 90071

Metro

Project Timeline





San Diego
Cord Member

Bellflower

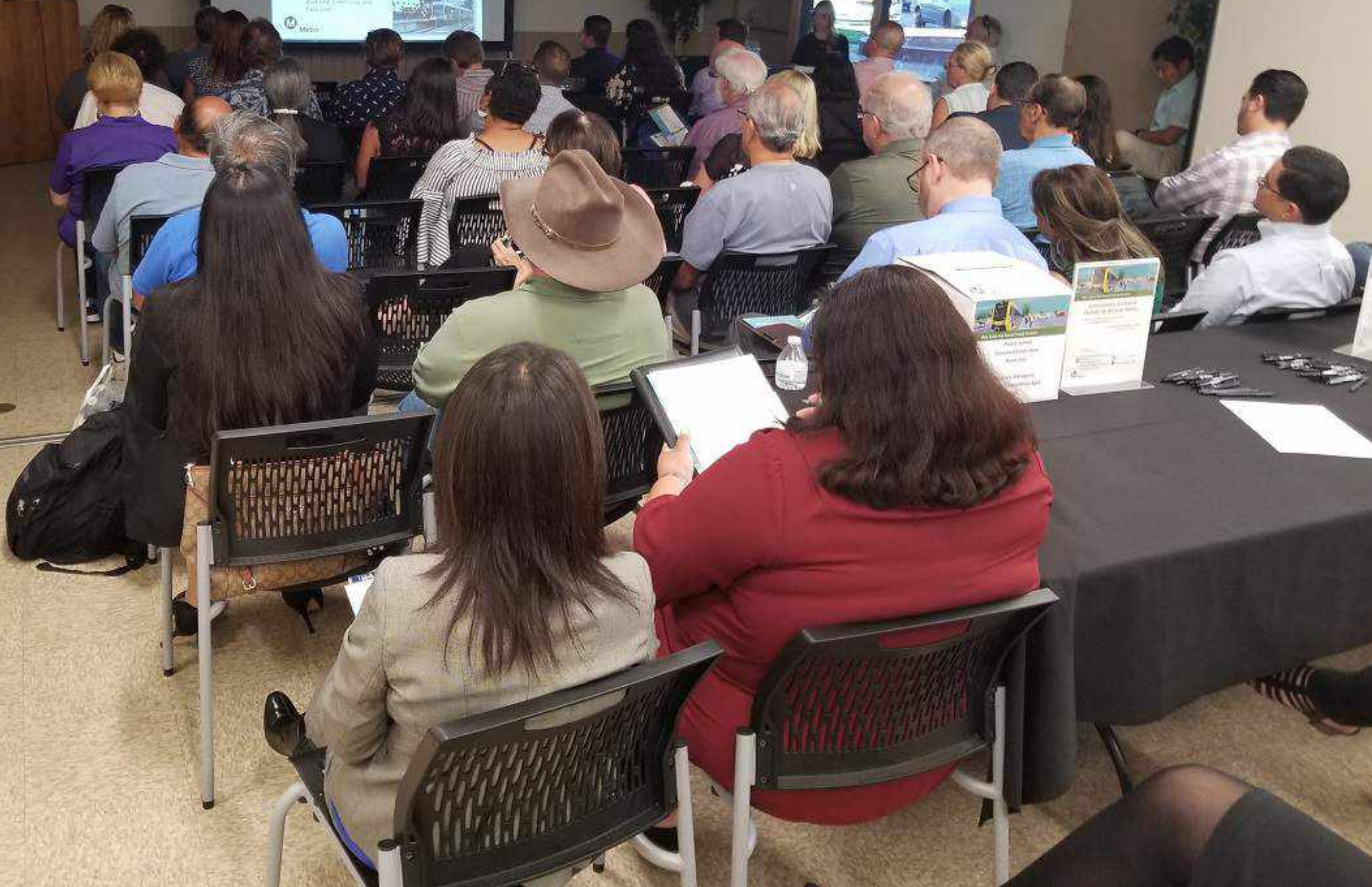
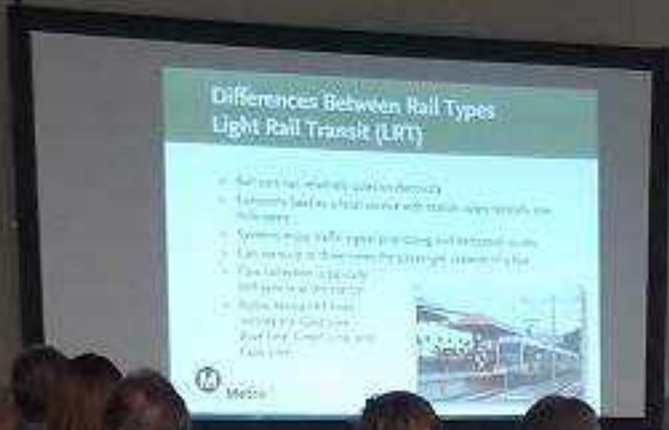
Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comments Sheet

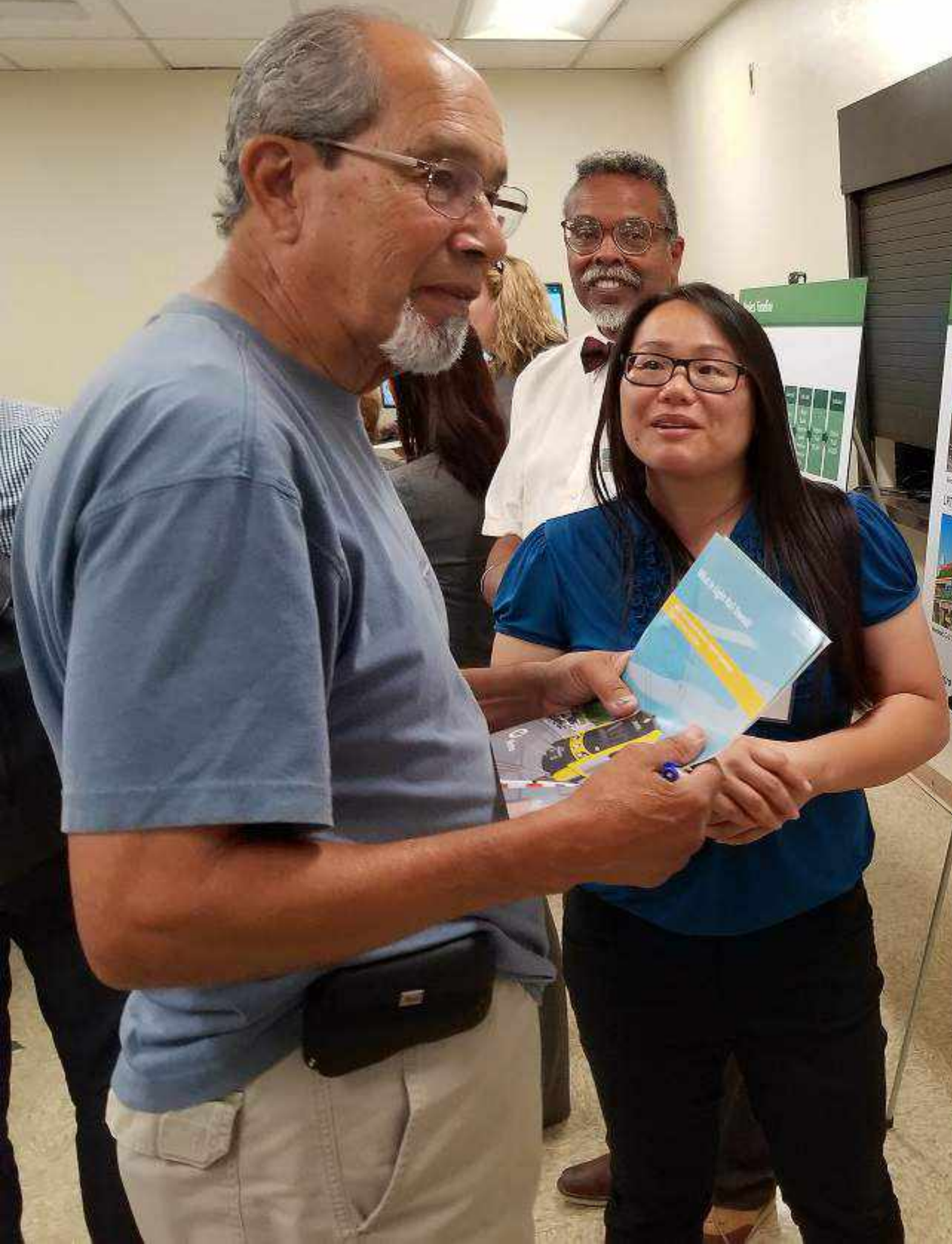
Name: _____
Address: _____
City: _____
State: _____
Zip: _____
Phone: _____
E-mail: _____
Please print your name and address in the bottom box. Thank you for your input on this project. We will contact you if we need more information.



Agenda

NAME
TITLE





LRT Station & Guideway Types

LRT Station Types



Outdoor Gold Line - Alhambra Underground Gold Line - Maricopa Plaza

LRT Guideway Types



Elevated Gold Line - Alhambra Street-level Gold Line - Alhambra Underground Gold Line - Maricopa Plaza

Differences Between Rail Types

Light Rail Transit (LRT)

- > Rail cars run relatively quiet on electricity
- > Functions best as a local service with station stops typically one mile apart
- > Systems enjoy traffic signal prioritizing and dedicated routes
- > Can carry up to three times the passenger capacity of a bus
- > Fare collection is typically self-service at the station
- > Active Metro LRT lines include the Gold Line, Blue Line, Green Line, and Expo Line

Heavy Rail

- > Larger and longer than light rail, handle more passengers, and travel faster
- > Operate over exclusive rights-of-way, either underground or on elevated tracks
- > Active Metro heavy rail lines include the Red Line and Purple Line

Commuter Rail

- > Larger trains with regional stations
- > Designed to serve longer distances (ex. Metrolink between counties)












Project@Screen




Stay Connected

WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

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

 213.922.6262

 wsab@metro.net

 metro.net/wsab

 facebook.com/MetroWSAB

 twitter.com/MetroWSAB









EXIT



PACIFIC VERBON STATION

PRELIMINARY

STATION & PROJECT AREA
EXISTING & PROPOSED STREETS
EXISTING & PROPOSED TRANSIT LINES
EXISTING & PROPOSED LAND USES

W. 10th St

W. 11th St

W. 12th St

W. 13th St

W. 14th St

W. 15th St

W. 16th St

W. 17th St

W. 18th St

W. 19th St

W. 20th St

W. 21st St

W. 22nd St

W. 23rd St

W. 24th St

W. 25th St

W. 26th St

W. 27th St

W. 28th St

W. 29th St

W. 30th St

W. 31st St

W. 32nd St

W. 33rd St

W. 34th St

W. 35th St

W. 36th St

W. 37th St

W. 38th St

W. 39th St

W. 40th St

W. 41st St

W. 42nd St

W. 43rd St

W. 44th St

W. 45th St

W. 46th St

W. 47th St

W. 48th St

W. 49th St

W. 50th St

W. 51st St

W. 52nd St

W. 53rd St

W. 54th St

W. 55th St

W. 56th St

W. 57th St

W. 58th St

W. 59th St

W. 60th St

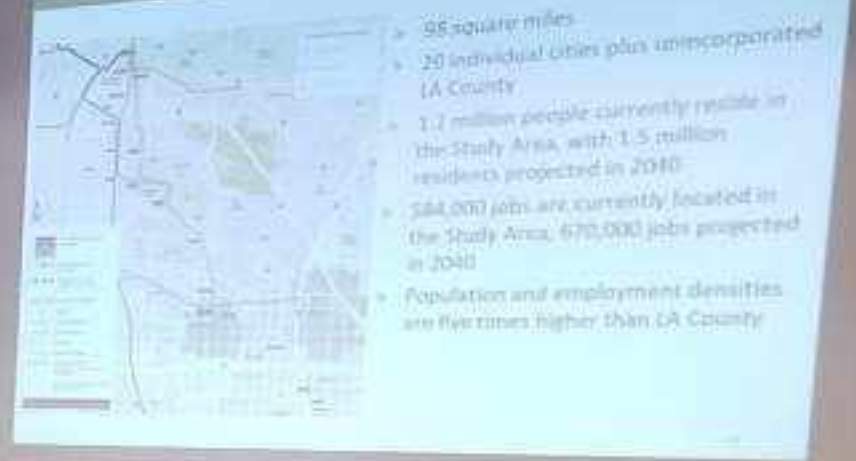
W. 61st St

W. 62nd St





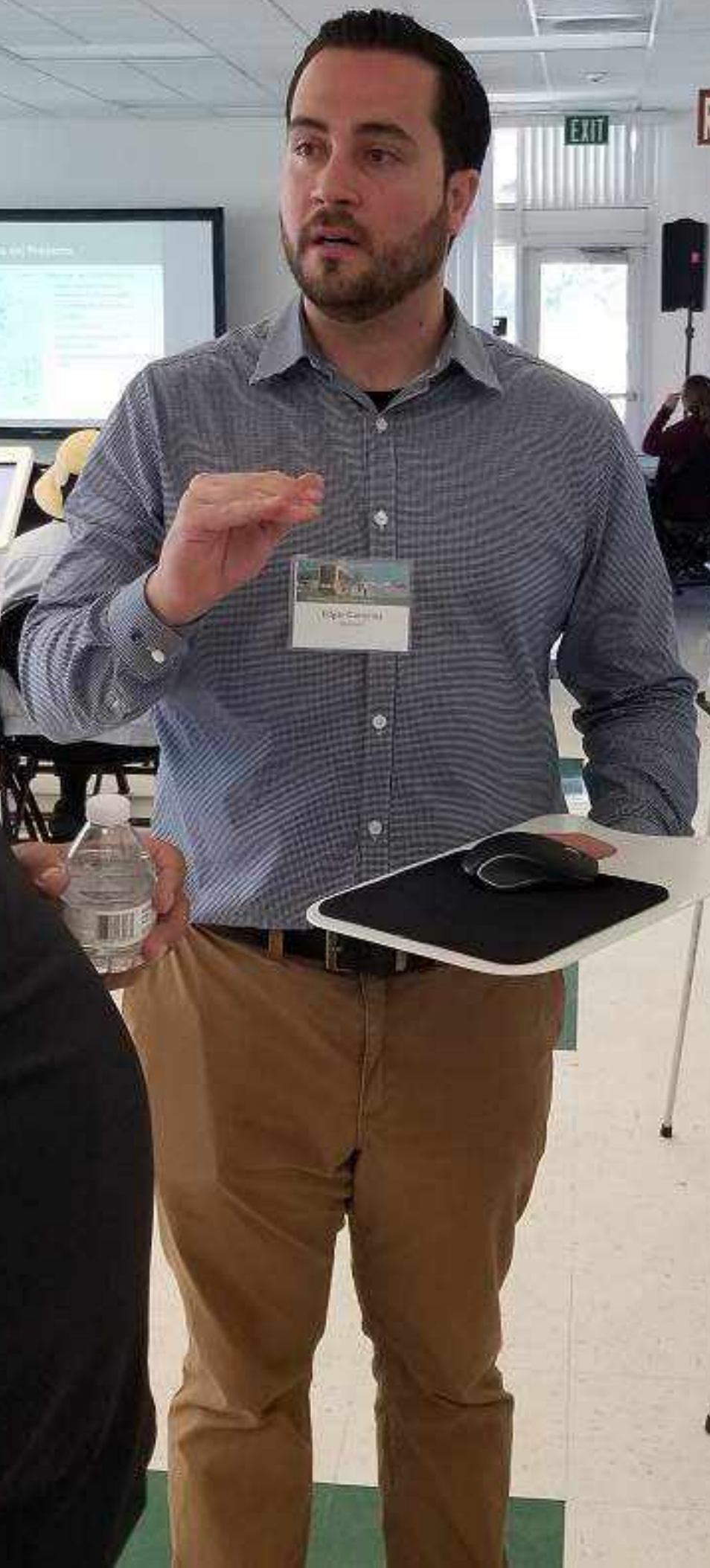
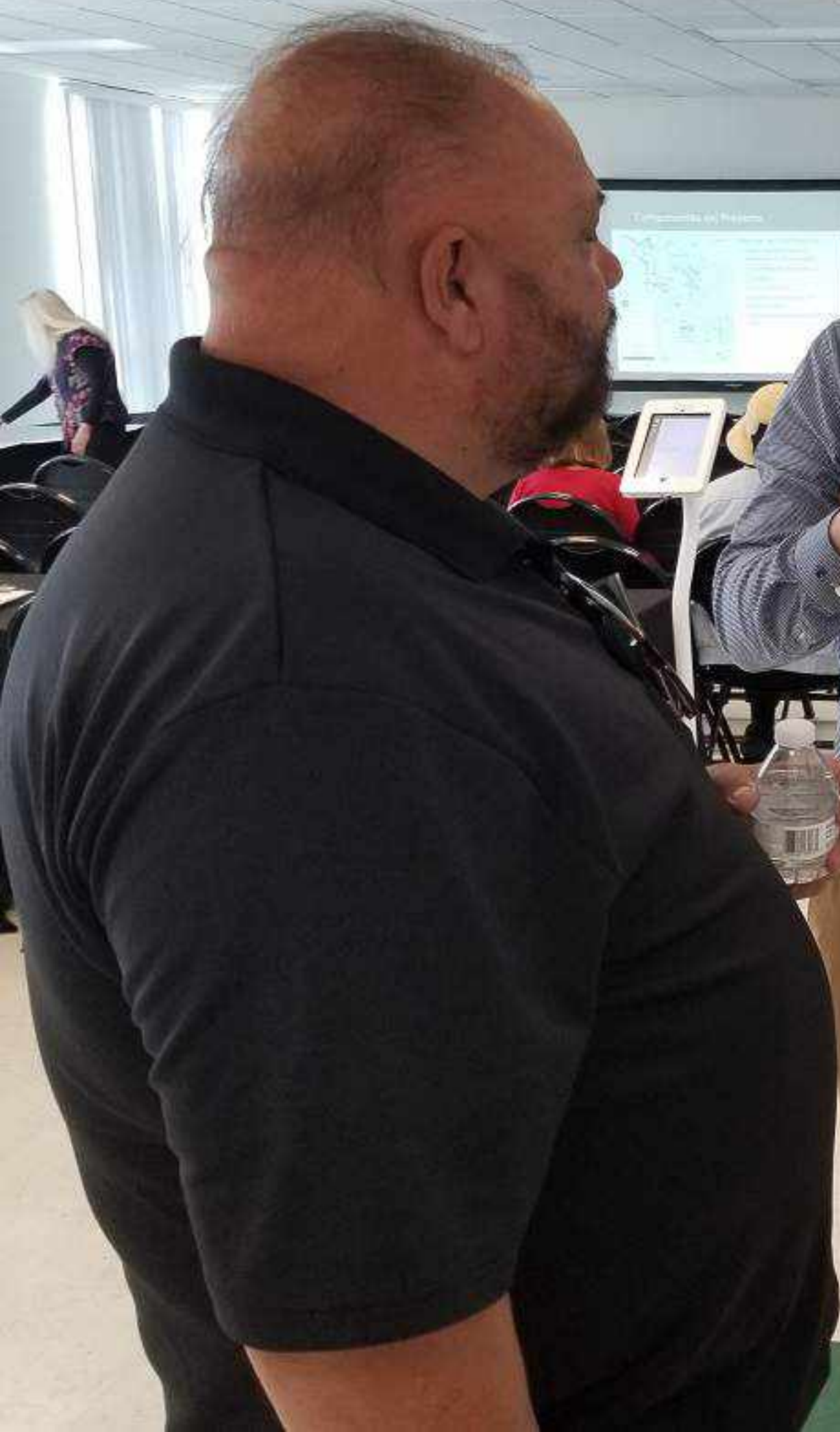
Project Map



- 98 square miles
- 20 individual cities plus unincorporated LA County
- 1.7 million people currently reside in the Study Area, with 1.5 million residents projected in 2040
- 244,000 jobs are currently located in the Study Area, 670,000 jobs projected in 2040
- Population and employment densities are five times higher than LA County







RESTROOMS

EXIT





 Fanny Pan
Project Manager
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 twitter.com/M









Stay Connected
WEST SANTA ANA BRANCH (PENDING TR)

- Farley Pae
Project Manager
Metro
One Gateway Plaza, 11
Los Angeles, CA 90001
- 310.922.8816
- esaf@metro.net
- metro.net
- facebook
- twitter

Metro

We're planning new rail to connect
downtown LA to Southern LA County

Farley Pae
2016



A man wearing a grey t-shirt and a black cap with a red logo is speaking into a microphone. He is gesturing with his left hand.

Public Meeting
Informational poster on the wall.

Public Meeting
Informational poster on the wall.

Public Meeting
Informational poster on the wall.

A woman in a blue and white plaid shirt is seated in the foreground, looking towards the speaker. She is holding a blue and yellow folder.

A man wearing a blue polo shirt and a tan hat is seated in the middle of the audience, looking towards the speaker.

A man in a grey t-shirt and blue shorts is seated in the foreground, looking towards the speaker.

PRELIMINARY PROJECT PLAN
A large map is spread out on a table in the foreground. A rolled-up blue document is resting on it.

APPENDIX H COMMENT CARDS RECEIVED BY MEETING

Appendix H.1 Comment Cards - Meeting #1 (June 15, 2017) Bellflower

Appendix H.2 Comment Cards - Meeting #2 (June 20, 2017) South Gate

Appendix H.3 Comment Cards – Meeting #3 (June 21, 2017) Downtown Los Angeles

Appendix H.4 Comment Cards – Meeting #4 (June 21, 2017) Downtown Los Angeles

Appendix H.5 Comment Cards – Meeting #5 (June 24, 2017) Huntington Park

Appendix H.1

Comment Cards - Meeting #1 (June 15, 2017)

Bellflower

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Christopher Mackedonie

Affiliation (i.e. organization, resident, business):

Address:

1060 Walnut Ave Apt 310 Long Beach, CA 90813

Phone/Cell:

818-808-5394

Email:

cmackedonie@lbtransit.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

1. Need to include station at Lakewood Blvd for important bus connections
2. Ensure adequate off-street bus layover/transfer areas, especially at Iros, Bellflower, Gridley
3. Need to coordinate with Red line extension to Arts District
4. Include Bloomfield at Del Amo station
5. Consider Pacific alignment with rail shuttle between Pacific/Randolph and Stanson Stations

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

JOSE DENNIS ALABASO

Affiliation (i.e. organization, resident, business):

HARBOR REGIONAL CENTER-TRANSPORTATION DEPT.

Address:

21231 HAWTHORNE BLVD, TORRANCE, CA. 90503-5501

Phone/Cell:

WORK: (310) 543-7924, CELL: (562) 253-1661

Email:

interdennis2000@yahoo.com, dennis.alabaso

charborrc.org

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

ON THE EASTERN SECTION, DO YOU THINK IT'S POSSIBLE IF BOTH LONG BEACH TRANSIT AND NORWALK TRANSIT SHOULD HAVE CONVENIENT CONNECTIONS WITH THE PROPOSED LIGHT RAIL STATIONS OF GARDENDALE, PARAMOUNT/ROSECRANS, BELLFLOWER, GRIDLEY/183RD, PIONEER/SOUTH, AND PERHAPS DEL AMO/BLOOMFIELD?

AND THEN ON THE WESTERN SECTION, DO YOU THINK IT'S ALSO POSSIBLE IF THEY'LL BE THE PROPOSED EXTENSION WITH THE SOUTH BAY GREEN LINE BETWEEN REDONDO BEACH AND CRENSHAW/TORRANCE-TRANSPORTATION CENTER STATION WITH BETTER & CONVENIENT CONNECTIONS WITH BOTH MTA & TORRANCE TRANSIT LINES? PLEASE DO SO, AND THANK YOU ALL SO VERY MUCH FOR GENEROUS SUPPORT AND FOR YOUR COOPERATION.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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Los Angeles, CA 90012



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Metro

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Proyecto de Metro West Santa Ana Branch Transit Corridor

Alcance Público

Hoja de Comentarios

Nombre:

HOLLY MASTRON

Afiliación (ej. organización, residente, negocio):

RESIDENT / BELLFLOWER

Domicilio:

Télefono/Celular:

Correo Electrónico:

mastronfamily@gmail.com

Gracias por su interés en el Proyecto de Metro West Santa Ana Branch Transit Corridor. Sus comentarios son bienvenidos.

my property backs up to the old rail tracks! along side Flora Vista.
It is zoned A-E property (Agriculture/Horses).
Is the metro going to secure the back side of my property for protection for my animals?

Also, my neighbors all call this a light rail connecting the gangs in Santa Ana to the gangs in Bannockburn - how much police is going to go into the areas that run alongside the park and open areas that already have a lot of vandalism?
This area has a lot of crime and creates a open area for drug exchange etc.
*Catherine's Park in Bellflower

PERÍODO DE COMENTARIOS PÚBLICOS: El período de comentarios formales para el Proyecto de Metro West Santa Ana Branch termina el viernes, 4 de agosto de 2017. Los comentarios por escrito pueden ser presentados en las reuniones o vía:



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



wsab@metro.net



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Metro

Los comentarios enviados a través de las páginas de medios sociales del proyecto o de la línea de ayuda no formarán parte del registro público oficial. Envíe todos los comentarios por correo, correo electrónico y el sitio web del proyecto (como se indica arriba).

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name: DIANA SEEDSMA / seedsmateam@gmail.com
Affiliation (i.e. organization, resident, business): 17533 maidstone
Address: ARTESIA CA 90701
Phone/Cell: 562-484-8313
Email: Seedsmateam@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I WAS BORN AND RAISED AND STILL LIVE IN ARTESIA ^{53yrs}. I just don't see why we need ~~to~~ 2 stops in the city of ARTESIA.

I would like to see only 1 station at aridley & 183rd with parking at the Carritos mall.

I don't want the citizens of ARTESIA losing homes to put up a parking lot.

We are a very small town with a lot of service home owners. That shouldn't have to lose their home for MASS TRANSIT, why can't you use PARK land for parking space.

I also want to comment that THE Fire Department is on Pioneer Blvd. THEY go down Pioneer Blvd All day. And I don't think we need a train stopping the PARAMEDICS getting to people in the city of ARTESIA and people hurt on THE 91 THAT ARE INVOLVED in a CRASH. I work FROM HOME AND HEAR THE SIRENS all Day Long. People will die because

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via: OF THIS RAIL



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Project Manager, Metro
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Metro

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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name: Ezequiel Murillo
Affiliation (i.e. organization, resident, business): Resident
Address: 16510 Adenmoor Ave Unit 2
Phone/Cell: 951-751-0742
Email: ezequiel.murillo@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Current Issues that plague metro that impact some communities.

- Homeless population increase accessing otherwise non-accessible areas
- Dirty stations - Metro does limited work to maintain the stations which could impact area value
- Parking, multiple stations have limited parking and the population continues to grow
- Community cost what impact would it have to city infrastructure costs for added police, public employees, noise, traffic, pollution. How are these areas balanced and remediated.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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metro.net/wsab



Metro

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LGBTQ+ Safe

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Jasper Collins

Affiliation (i.e. organization, resident, business):

✓

Address:

Paramount CA

Phone/Cell:

(562) 200-6806

Email:

Kisakefan358@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

The constant battle for LGBTQ+ safety in metro rail, bus, and stations. What can metro do to fix the constant attack of those who don't believe in equal rights for citizens and the people of all backgrounds (many LGBTQ+ youth)

Please look into Making the Metro LGBTQ+ Safe for all who ride.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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Metro

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Appendix H.2

Comment Cards - Meeting #2 (June 20, 2017)

South Gate

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

JIM RODRIGUEZ

Affiliation (i.e. organization, resident, business):

PLANNING COMMISSIONER DOWNE

Address:

PROPERTY OWNER BELL

Phone/Cell:

562-644-1759

Email:

GJR000@AOL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- THE FLORENCE STATION WOULD CREATE TWO MAJOR TRAFFIC IMPEDIMENTS IF AN OVERPASS IS NOT CREATED.

1) IF THE STATION STOPS AT FLORENCE AND THE PASSENGERS BOARD & DEBOARD THAT EXTENDED TIME WOULD CREATE HORRIBLE TRAFFIC IMPACT ON THE COMMUNITY

2) FLORENCE IS ALREADY AN IMPACTED STREET. WHEN THE BARRIERS DROP FOR THE TRAIN PASSING THE IMPACT WILL BE SEVERE

- THE FINESTONE STATION HAS THE SAME ISSUE. TRAFFIC STUDIES NEED TO BE DONE AT BOTH LOCATIONS -

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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metro.net/wsab

I WOULD LIKE TO SEE THE RESULTS OF THOSE STUDIES -



Metro

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THANK YOU JIM

Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

Name:

James Farrell

Affiliation (i.e. organization, resident, business):

Resident

Address:

3695 Linden Avenue, Unit 11A

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Interested in timeline of completion for this project

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Jerard Wright

Affiliation (i.e. organization, resident, business):

Long Beach Resident

Address:

3695 Linden Avenue, Unit 11A

Phone/Cell:

323.919.9424

Email:

wrightconcept@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Long term supporter of this vital project. Interested in ~~some~~ coordinated joint development integrated into the stations to help leverage private investment so the ~~bus~~ can be infused to accelerate the project and have higher ridership.

I know this is out of the scope of the LA County Boarder but I am curious much like the Gold Line to Montclair (which is in San Bernardino County) what would be the possibility of continuing to Cypress College in Orange County? I am certain as this a major activity center and education hub can serve as a major commuter parking ~~that~~ station. What would be the length of the extension and potential costs and ridership.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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Metro

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Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

Name: Archie Garcia
Affiliation (i.e. organization, resident, business): Resident
Address: 2538 Squawra Dr. South Gate, CA 90280
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I love the idea of this project. It will provide, hopefully, fast service to communities in Southeast Los Angeles County. Although, I am concerned about the safety of metro in general. I have stop using metro because I have encountered several ~~bad~~ public safety issues. From people fighting inside the cars to people stealing or forcing you to buy certain items. How much spending will go into public safety spending.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Cyrus Hajjaty

Affiliation (i.e. organization, resident, business):

Address:



Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- Based on the track record of Metro & SCAG, this plan mainly focused on light rail won't fail but underperform
- Better options such as Personal Rapid Transit, Maglev, and/or Monorail can be done
- The real problem is that the neglectful planning strategies for the last 80 years through tearing streetcars for highways, poor zoning decision, and not so effective transit systems
- Very likely to perpetuate the status quo of car-dominance/dependency and congestion
- \$4 Billion plan will not be a good return; alternatives are needed.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



[metro.net/wsab](https://www.metro.net/wsab)



Metro

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Monorail
(PRT)/(Maglev)
Cost vs. Benefits
Green face / status quo
History
gas taxes
immigration
Housing

Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

Name:

ALAN J GROVES

Affiliation (i.e. organization, resident, business):

Address:

10502 BRYSON AVE SOUTH GATE, CALIF 90240

Phone/Cell:

(323) 563-2006

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I WOULD LIKE TO SEE ALOT MORE

RAIL SYSTEMS IN LA - ORANGE COUNTY

I KNOW THIS IS GOING TO COST MONEY IN OUR TAXES

BUT WHAT CAN YOU DO.

I WOULD ALSO LOVE TO SEE

MOVABILITY'S TOO. THANK YOU ALAN GROVES

10502 BRYSON AVE SOUTH GATE, CALIF, 90240-6751

(323) 563-2006

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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Project Manager, Metro
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metro.net/wsab



Metro

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Appendix H.3

Comment Cards – Meeting #3 (June 21, 2017)
Downtown Los Angeles

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Josh Kregor

Affiliation (i.e. organization, resident, business):

South Park Business Improvement District

Address:

1100 S Flower # 3400

Phone/Cell:

213-344-6749

Email:

josh@southpark.biz

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Would like Metro to consider a spur on Downtown LA section that would head west from 7th → Alameda and connect with Pico Station on Blue and Expo lines as part of EIR. Also, given development patterns having a stop at 7th Street in The arts district is crucial. Therefore, the Alameda options are preferable. The Central City Community plan update currently in process is likely to increase densities by right pretty drastically East of Alameda, therefore this line should be designed with that growth in mind.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

ALAN KUMAMOTO

Affiliation (i.e. organization, resident, business):

HONE

Address:

4130 SEA VIEW CA

Phone/Cell:

927 723 0773

Email:

AKUMAMOTO@GOL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

When can we get "Blow-up" maps of North-end alignment & elevation Profile to make in-person discuss with stakeholders →

Requires some response — Thank you!

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Kristin Fukushima

Affiliation (i.e. organization, resident, business):

Little Tokyo Community Council

Address:

Phone/Cell:

562-895-3295

Email:

Kristin@littletokyo.ca.org

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

A line that goes up Alameda and/or Vignes will hurt Little Tokyo immensely/irreparably. We have already suffered a number of impacts from the construction of the Regional Connector. As a Title IX-environmental justice community, as a historic Japantown, special consideration of any community must be held.

Projects that go through UT (including Vignes) should be underground. Special mitigation measures should be adopted to help support UT surviving construction. Moving the project entirely away from UT (east or immediately adjacent to the river) would be best.

Currently, this project is terrible for UT, we are unhappy about it. Better community engagement is needed.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Bobby Garza

Affiliation (i.e. organization, resident, business):

resident

Address:

100 S. Alameda St #371

Phone/Cell:

310-429-9588

Email:

bobbygarzajr@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Please include in your study a heavy rail option.
The ~~red~~ existing red/purple line tracks on the west side of the L.A. river seems eager to continue south and connect with the south-east communities.

No elevated tracks in front of homes, including my own at 1st and Alameda.

So I have 2 reasons to not like these options:
one as a resident, the other as a rail rider.

Thank you,

Bobby

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

Name:

Shane Phillips

Affiliation (i.e. organization, resident, business):

Central City Association

Address:

6216 Wilshire Blvd

Phone/Cell:

213-416-7535

Email:

sphillips@ccala.org

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

We strongly prefer an alignment with a station at 7th/Alameda. This is important for several reasons, including the pending DTLA community plan update that will add tens of thousands of new households and jobs to the immediate vicinity. These job and population projections should be factored into the environmental analysis comparing alignment alternatives.

We also recommend studying potential connections between a 7th/Alameda station and the west side of DTLA, near LA Live and the Blue/Expo Lines. The station should be planned to be compatible with east/west transit, including a potential light rail line or branch from the planned DTLA Streetcar. As a part of the WSAB EIR, please study how east Downtown could be connected to the west, and what the potential ridership for any such options would be.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

QUINTIN SUHABAT

Affiliation (i.e. organization, resident, business):

RESIDENT

Address:

18911 WATSON AVE CERRITOS CA 90703

Phone/Cell:

Email:

QSUHABAT@VERIZON.NET

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I AM AN IMPACTED RESIDENT FOR THE SOUTHERN SECTION OF THE PROJECT. I WANT TO ADVOCATE FOR GRADE SEPARATION FOR AREAS AFFECTING CERRITOS AND MATERIA (IF POSSIBLE). MORE PARTICULAR/SPECIFICALLY, I WOULD LIKE THE PROJECT TO ESTABLISH A DESIGN CRITERIA THAT MANDATES GRADE SEPARATION IF THE ALIGNMENT IS WITHIN 2 MILES OF A FREEWAY ON RAMP ON THE I-105, I-605, OR SR91.

PBC WILL REQUIRE A SAFETY MEASURES TO AT GRADE INSTALLATIONS. THESE SAFETY MEASURES WILL LIKELY AFFECT STREET TRAFFIC. GIVEN ALL THE MEASURE R & M PROJECTS TO IMPROVE FREEWAYS & INTERCHANGES, THE WSAB PROJECT NEEDS TO FOLLOW THRU AND GRADE SEPARATE WHERE TRAFFIC IMPACT RISKS ARE GREATEST.

GRADE SEPARATION WITHIN 2 MILES OF A FREEWAY ON/OFF RAMP WILL ADDRESS STREET TRAFFIC IMPACTS.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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

Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

Name: Key Fukuda
Affiliation (i.e. organization, resident, business): LTSC
Address: 2313 Rd Street
Phone/Cell: 213 473 1609
Email: rfukuda@ltsc.org

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Thank you for extending comment period to 8/4.
We would like handouts with larger maps of
Little Tokyo / Arts District area.
Also please put times in flyers. ~~is~~ in
Japanese. It was missing.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

JANE BECK

Affiliation (i.e. organization, resident, business):

HISTORIC NEIGHBORHOOD CULTURAL COUNCIL

Address:

1338 S. GARDEN TRAIL

Phone/Cell:

818-400-3273


Email:


janebeck@metro.net


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Following consideration of all options
I am in favor of Alameda BRT option
underground

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net

 metro.net/wsab



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Appendix H.4

Comment Cards – Meeting #4 (June 21, 2017)
Downtown Los Angeles

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Christopher Ryan Weir

Affiliation (i.e. organization, resident, business):

AAAIT / Nikkei Progressives

Address:

3103 Helms Ave. Los Angeles, CA 90034

Phone/Cell:

317-294-9655

Email:

c51weir@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am concerned about the impact on Little Tokyo from the northern rail stop options for the West Santa Ana Branch transit corridor. The option to put an aerial stop near the office Max, near the Regional Connector in Little Tokyo will have a physical/business burden ^{on Little Tokyo}. Little Tokyo is not considered a historical site, so it has little protection to different project encroachments. So, I am concerned about projects that strip away the geographical space of Little Tokyo. Little Tokyo's size has historically been shrinking (due to interment, LAPD, city zoning and etc) and more transit projects threaten to shrink it more. I believe the best option would be having the aerial stop above the regional connector stop or in the Arts district. I am concerned about the preservation of Little Tokyo, but would like a challenge to ensure transit stop benefits both Metro and Little Tokyo. Also I would like the West Santa Ana Branch transit corridor to connect to Orange County, preferably to Santa Ana. It would be great to have another option to connect La County with Orange County ^{other than} MetroLink and Arroyo

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Evelyn Yoshimura

Affiliation (i.e. organization, resident, business):

Little Tokyo Community Council Bd. member

Address:

" " Service Center

Phone/Cell:

213-400-0630

Email:

eyoshimura@LTSC.org

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

• None of the 4 alignments are good. All will have a negative impact on Little Tokyo & Arts District businesses, residents, non-profits like the JA Museum and others.

• Just as Regional Connector ends its construction this new alignment will create traffic and other hardships for Little Tokyo & Arts District

• We should oppose this project until a less impactful alignment is offered by Metro

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



Fanny Pan
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
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metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet


Name: Mark Westerdale
Affiliation (i.e. organization, resident, business): resident
Address: P.O. Box 292338, LA, CA 90029
Phone/Cell: (213) 820 5346
Email: markwesterdale@yahoo.co.uk

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

If tracks are built for high speed trains to run through Union Station (to San Diego from northern California), would this affect which one of the options is preferred?

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net

 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

Name:

TERRY NASH

Affiliation (i.e. organization,
resident, business):

Address:

301 W 2nd ST #207 SANTA ANA CA 92701

Phone/Cell:

480.262.5994

Email:

tnash@hnhb.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- ON ^{ALIGNMENT} OPTION "D", SANTA FE AVE, CONSIDER ADDING
A STATION LOCATION NORTH OF I-5 FWY IN VICINITY OF
7th ST ~ 6th ST.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



[metro.net/wsab](https://www.metro.net/wsab)



Metro

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Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

Name:

Affiliation (i.e. organization,
resident, business):

Address:

Phone/Cell:

Email:



Mr J K Drummond
545 W 6th St Apt 304
San Pedro, CA 90731-2571

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

J-TOWN VENUE STUNK!

① DIFFICULT TO GET TO BY FOOT
FROM 1ST ST

② KENDO DRUM PRACTICE MADE
IT HARD TO HEAR

I LEFT AFTER FIVE MINUTES

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name: Neel Sudha

Affiliation (i.e. organization, resident, business): _____

Address: 600 W. 9th Street 90015

Phone/Cell: 213-399-3820

Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Option C - Alameda option is best choice.

Option C looks to have a direct connection between new regional connector station at Little Tokyo, that a rail rider from the South Bay Gateway either to the new Santa Monica - East LA rail line. Whereas, all other options would require a walk from new Los Angeles District station or Union Station. But at Union Station, a rider would transfer there to Arcata - Long Beach line, and a 2nd transfer at Little Tokyo station towards Santa Monica - East LA. Thus, most convenient is Option C.

Option C has more grade separation than Option A.

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



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Metro

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Appendix H.5

Comment Cards – Meeting #5 (June 24, 2017)

Huntington Park

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Ebony L. Baptiste

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

(213) 434-4661

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I would like to have a raised area on Santa Fe and Randolph so it won't impede my morning commute or frequent trips to the grocery store.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



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Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

James M. Okazaki

Affiliation (i.e. organization, resident, business):

LTCC

Address:

284 Carlaris Rd.

Phone/Cell:

(213) 249-3246

Email:

JKAZAKI@SBCGlobal.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. 6/23/17

Please include a sub-way alignment along the two routes along Alameda St. in the EIR/EIS in Little Tokyo*. The Alameda St. Aerial Alignment would affect access and circulation of businesses and organizations that have driveways along both sides of the street. Little Tokyo has experienced traffic and business impact during the Regional Connector project, and do not want to be negatively affected again for this project. Alameda St. is also a Truck Route and a Housing Moving Route so an aerial structure would reduce capacity for those purposes. JMS

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

* Have the subway option ENVIRONMENTALLY CLEARED



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Martha Maguire

Affiliation (i.e. organization, resident, business):

None / Resident

Address:

6140 Rugby Ave Unit 117

Phone/Cell:

Huntington Park CA 90255

Email:

323-229-2679

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am interested to know about the negative impact in my community and how many years will take to construct the metro line? Beside, I want to know the positive impact in business industry, as well, if Randolph / Pacific Blvd is constructed to make an official stop there. I positive about the project & glad to have it around Southeast region. Thanks.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Heej Caudle

Affiliation (i.e. organization, resident, business):

18802 Albuert's Ave

Address:

Artesia ca 90701

Phone/Cell:

562-714-8868

Email:

Contact Summann@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

1. Lack of information

The town hall meeting information was not effectively communicated to the residents. A formal letter should have been mailed to the neighborhood,

2. Locations of town hall meetings

Since the proposed project is situated right in the middle of residential areas in Artesia and directly impacting the residents. There should be at least one meeting held in Artesia for the convenience of local residents

3. Traffic congestion,

4. Home value decline

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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metro.net/wsab



Metro

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Proyecto de Metro West Santa Ana Branch Transit Corridor

Alcance Público

Hoja de Comentarios

Nombre: Edson Bardeles

Afiliación (ej. organización, residente, negocio): _____

Domicilio: 4017 HILC ST H-PARK C.A. 90255

Teléfono/Celular: (323) 580-2456

Correo Electrónico: _____

Gracias por su interés en el Proyecto de Metro West Santa Ana Branch Transit Corridor. Sus comentarios son bienvenidos.

1. ¿Cuál será el impacto ambiental en nuestra Comunidad H-PARK.

2. ¿Qué beneficios Buena tendrán este Proyecto en H-PARK.

PERÍODO DE COMENTARIOS PÚBLICOS: El período de comentarios formales para el Proyecto de Metro West Santa Ana Branch termina el viernes, 4 de agosto de 2017. Los comentarios por escrito pueden ser presentados en las reuniones o vía:



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



wsab@metro.net



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Metro

Los comentarios enviados a través de las páginas de medios sociales del proyecto o de la línea de ayuda no formarán parte del registro público oficial. Envíe todos los comentarios por correo, correo electrónico y el sitio web del proyecto (como se indica arriba).

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Adriana Zuniga

Affiliation (i.e. organization, resident, business):

Address:

Huntington Park

Phone/Cell:

Email:

azuniga2789@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

or D

I think Option C' of the Northern Alignments would be the most convenient routes in the West two of the

Santa Ana Branch Transit corridor. Either route running thru Alameda would benefit the community and relieve crowding in the Metro buses and Blue line Metro Line.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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Metro

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Proyecto de Metro West Santa Ana Branch Transit Corridor

Alcance Público

Hoja de Comentarios

Nombre:

Alicia Baltazar

Afiliación (ej. organización, residente, negocio):

Domicilio:

4016 Hill St - Huntington Park CA 90255

Teléfono/Celular:

323-719-42-15

Correo Electrónico:

AliciaBalt@live.com

Gracias por su interés en el Proyecto de Metro West Santa Ana Branch Transit Corridor. Sus comentarios son bienvenidos.

Me gusta el proyecto, que van a realizar en mi área para mejorar el tráfico.

Solo estoy de acuerdo que no afecte las propiedades donde vivimos, yo soy residente por 33 años y no me gustaria que nos afecten.

Mi bloque ha sido muy tranquilo esta la fecha que he vivido por muchos años nunca me han tocado en nada, me preocupa si en este proyecto quisiera que tuvieran mucha vigilancia, no quiero que se hecho a perder nada donde vivo, solo le pido seguridad.

Los dueños de casas en la zona nos beneficiamos subiendo el valor de las casas y bajaren de precios.

PERÍODO DE COMENTARIOS PÚBLICOS: El período de comentarios formales para el Proyecto de Metro West Santa Ana Branch termina el viernes, 4 de agosto de 2017. Los comentarios por escrito pueden ser presentados en las reuniones o vía:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

Name: Dilia Ortega
Affiliation (i.e. organization, resident, business): _____
Address: _____
Phone/Cell: _____
Email: dilia@cbecal.org

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Metro needs to work with cities to minimize impacts of gentrification. Displacement | gentrification should be one of the study areas analyzed in the EIR, specifically looking at the long term impacts of light rail on rent prices. Community members fear seeing the increasing costs of rent, and don't want to see another Boyle Heights, which the gold line transformed. Additionally, Metro should look into not minimizing bus service.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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metro.net/wsab



Metro

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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Linda Parsonson

Affiliation (i.e. organization, resident, business):

Address:

5780 Main St

Phone/Cell:

562-634-6581

Email:

LHPARSONSON@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

1) Vibrations - I had my house bolted to the foundation so it won't bounce when the train goes past. Many people need to be informed that this can help

2) possible park and ride on Century just north on Industrial is an industry with a large vacant lot. Maybe that could be used and no homes taken. (South Gate is rezoning Industrial - they may want to leave?)

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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

APPENDIX I SPEAKER CARDS RECEIVED BY MEETING

- Appendix I.1 Speaker Cards – Meeting #1 (June 15, 2017) Bellflower**
- Appendix I.2 Speaker Cards – Meeting #2 (June 20, 2017) South Gate**
- Appendix I.3 Speaker Cards – Meeting #3 (June 21, 2017) Downtown Los Angeles**
- Appendix I.4 Speaker Cards – Meeting #4 (June 21, 2017) Downtown Los Angeles**
- Appendix I.5 Speaker Cards – Meeting #5 (June 24, 2017) Huntington Park**

Appendix I.1

Speaker Cards – Meeting 1 (June 15)

Bellflower

Speaker Card

Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Angela Cruz

Organization (if any): self

Email: angie93620@aol.com

Address: 14320 Drizaba Ave. Paramount, CA 90723

What about the noise? I live in front of rail line?
What about extra crime? Is Metro of Paramount going to have
extra law enforcement?

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017



If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Mike McKown
Organization (if any): Paramount Care Foundation / Pitch In Paramount
Email: mike.mckown@orc.ca
Address: 15331 Wiener Av.
Paramount CA 90723

3



Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Ezequiel Murillo

Organization (if any): Resident

Email: ezequiel.murillo@gmail.com

Address: 16510 Adenmoor Ave. Unit 2 Bellflower

4
✓

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: CHRISSEY PADILLA BIRKEY

Organization (if any): _____

Email: cpbirkey@kebellflowers.org

Address: 9030 Maple St., Bellflower

5
✓

Tarjeta de Orador
Proyecto de Metro West Santa Ana Branch Transit Corridor
Reuniones de Alcance Público
Junio de 2017

Si desea hablar y proporcionar comentarios, por favor llene esta tarjeta y entréguela en la mesa de registro.

Oradores tendrán tres minutos para decir sus comentarios.

Nombre: JAMES CODY BIRKEY

Organización (si alguna): CERRITOS COLLEGE BOARD OF TRUSTEES

Correo electrónico: jbirkey@cerritos.edu

Domicilio: 9636 MAPLE ST
BRAUNOWAY, CA 90706

6/

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: ANONYMOUS

Organization (if any): _____

Email: _____

Address: _____

Where heavy rail exists : makes deliveries along the line what happens to heavy rail? what about the companies

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

7
✓

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: DIANA SEEDSMAN

Organization (if any): Seedsmateam Realty

Email: seedsmateam@gmail.com

Address: 17533 Maidstone Ave

ARTESIA CA 90701

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

8
✓

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Kevin McKown

Organization (if any): Pitch in Paramount

Email: Kisuketan358@gmail.com

Address: Emanuel Church

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

✓
9

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Margaret Saito

Organization (if any): _____

Email: _____

Address: 18109 S Jersey Ave Artesia

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

10
✓

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Juan Garza

Organization (if any): City of Bellflower

Email: jgarza@bellflower.org

Address: 10420 Felson St.
Bellflower CA 90706

Appendix I.2

Speaker Cards – Meeting 2 (June 20)

South Gate

Speaker Card

Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Alex Paredes

Organization (if any): _____

Email: _____

Address: 7101 Calif Ave, Bell Ca



Speaker Card

Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: B. Timberlake

Organization (if any): _____

Email: _____

Address: _____

Bell

Speaker Card

Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017



If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: John J. ...

Organization (if any): ...

Email: ...

Address: ...
...

Appendix I.3

Speaker Cards – Meeting 3 (June 21)

Downtown Los Angeles

①

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Neel Sodha

Organization (if any): _____

Email: neel.sodha@gmail.com

Address: 600 W. 9th Street 90015

2

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: CAROLYN CARRERA

Organization (if any): ST. FRANCIS XAVIER CHURCH

Email: carolyn.carrera@gmail.com

Address: 4966 Mt. Royal Dr. Los Angeles 90041

3

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: BRENDAN ADAMS

Organization (if any): _____

Email: _____

Address: _____

4

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Lynn Nakamura
Organization (if any): St Francis Xavier Church
Email: lynn@sfxcjcc.org
Address: 222 S Hewitt St
LA CA 90012

5

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: George Canapos

Organization (if any): Tokyo Villa, LTCC

Email: _____

Address: _____

Appendix I.4

Speaker Cards – Meeting 4 (June 21)

Downtown Los Angeles

one-on-one
w/court reporter

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: QUINTIN SUHABAT

Organization (if any): RESIDENT

Email: QNTOSIE@VERIZON.NET

Address: 18911 WATSON AVE

CERRITOS CA 90703

one-on-one
w/ court reporter

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

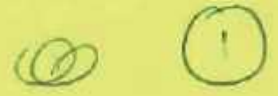
Name: Scott Oshima

Organization (if any): JACC - Japanese ^{American} Cultural & Community Center

Email: soshima@jacc.org

Address: 244 S. San Pedro St

Los Angeles, CA 90012



Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Kristin Fukushima

Organization (if any): Little Tokyo Community Council

Email: kristin@littletokyo.org

Address: _____

2

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Joanne Kumamoto
Speakers will have three minutes to make their comments.

Name: Joanne Kumamoto

Organization (if any): Little Tokyo Business Assoc

Email: jkumamoto@aol.com

Address: 4130 Sea View Lane
Los Angeles, CA 90065

LITTLE
TOKYO
BID

3

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: ALAN KUMAMOTO

Organization (if any): HCWC

Email: akumoto@aol.com

Address: _____

4

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Bobby Garza

Organization (if any): Resident (1st of Alameda)

Email: bobbygarzajr@yahoo.com

Address: 100 S. Alameda St. #371
90012

5

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Yasue Katsuragi

Organization (if any): LTSC

Email: yclarke@ltsc.org

Address: _____

6

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: William Briones
Organization (if any): Nishi Hongwanji Buddhist Temple
Email: malik_015@msn.com
Address: 815 E 1st St
CA

7

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Rey Fukuda

Organization (if any): Little Tokyo Service Center

Email: rfukuda@ltsc.org

Address: 231 E. 3rd St / 90013

8

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Honjyo

Speakers will have three minutes to make their comments.

Name: Amy Honjyo

Organization (if any): Sustainable Little Tokyo

Email: a.honjyo@sbcglobal.net

Address: 1630 Wandering Dr.
Monterey Park, CA 91754

9

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: BRANT SUNOO

Organization (if any): LTSC, Director of Planning

Email: BSUNOO@LTSC.ORG

Address: 221 E 3rd St, STE 8106
LOS ANGELES, CA 90013



Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Miguel Vargas

Organization (if any): Arts District Los Angeles

Email: _____

Address: _____

16

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: B. Timberlake

Organization (if any): _____

Email: _____

Address: _____

12

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: ESTERA LOPEZ

Organization (if any): DOWNTOWN INDUSTRIAL BID

Email: elopez@centralcityeast.org

Address: _____

Appendix I.5

Speaker Cards – Meeting 4 (June 24)

Huntington Park

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out his card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: SERGIO INFANZON

Organization (if any): CITY OF HUNTINGTON PARK

Email: _____

Address: _____

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out his card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Edson Dardelle

Organization (if any): _____

Email: _____

Address: _____

8

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out his card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Jerome Weymouth

Organization (if any): /

Email: jerome and josey @ msn. com

Address: 173 E Platt St.
Long Beach, Ca

7

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Irving Pocher

Organization (if any): _____

Email: irvpac@yahoo.com

Address: 3802 Olvest H.P. CA

6

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Sunny H.T. Caudle

Organization (if any): NO

Email: Contact Sunny Ann (@) Yahoo.com

Address: 18802 Alhambra Ave.
Artesia CA 90701

4

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: GIOVANNI D'EGIDIO

Organization (if any): HOLLYWOOD SPORTS

Email: GIODEGIDIO8@GMAIL.COM

Address: 9030 SOMERSET BLVD
BELLFLOWER CA 90706

WE NEED TO HAVE PUBLIC CIVIC BOARD FOR REAL OUT REACH

3

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: Joe Paredes

Organization (if any): _____

Email: Ljparedes_2000@yahoo.com

Address: _____

2

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: James M. Okazaki

Organization (if any): Little Tokyo Community Council

Email: JOKAZAKI@SBCGlobal.net

Address: 2814 Cantaris Rd.

San Marino, CA 91108

→ importance of speaking

→ Here to listen to you

→ Speak your comment into the public record

→ ground rules → 2 minutes to speak

→ speak clearly

→ State your first & last name; spell it out

I will be calling names in order of submission

MIC

Speaker Card
Metro West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 2017

If you would like to speak and provide comments, please fill out this card and drop it off at the registration table.

Speakers will have three minutes to make their comments.

Name: James T. Clark

Organization (if any): Home owner

Email: NONE

Address: 3625 ANITA DR. BELL
TEL 323 5830127

Tarjeta de Orador
Proyecto de Metro West Santa Ana Branch Transit Corridor
Reuniones de Alcance Público
Junio de 2017

Si desea hablar y proporcionar comentarios, por favor llene esta tarjeta y entréguela en la mesa de registro.

Oradores tendrán tres minutos para decir sus comentarios.

Nombre: _____

Organización (si alguna): _____

Correo electrónico: _____

Domicilio: _____

APPENDIX J COURT REPORTER DOCUMENTATION

- Appendix J.1 Transcript – Meeting #1 (June 15, 2017) Bellflower
- Appendix J.2 Transcript – Meeting #2 (June 20, 2017) South Gate
- Appendix J.3 Transcript – Meeting #3 (June 21, 2017) Downtown Los Angeles
- Appendix J.4 Transcript – Meeting #4 (June 21, 2017) Downtown Los Angeles
- Appendix J.5 Transcript – Meeting #5 (June 24, 2017) Huntington Park

Appendix J.1

Transcript – Meeting #1 (June 15, 2017)

Bellflower

1 PUBLIC HEARING
2 OF SCOPING MEETING NO. 1
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9
10 BELLFLOWER, CALIFORNIA
11 THURSDAY, JUNE 15, 2017
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21 REPORTER BY:
22 KRISTI LONGNECKER
23 CSR NO. 14006
24 JOB NO. 2628462
25 PAGES 1 - 43

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PUBLIC HEARING
OF SCOPING MEETING NO. 1

The public hearing of Scoping Meeting No. 1 taken on behalf of Arellano & Associates, at 14001 South Bellflower Boulevard, Bellflower, California, commencing at 6:00 P.M. and ending at 8:00 P.M., Thursday June 15, 2017, before Kristi Longnecker, Certified Shorthand reporter No. 14006.

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APPEARANCES:

Organizer: Edgar Gutierrez,
Speakers: Genoveva Arellano, Julia Brown,
Fanny Pan

Additional Commenting Participants:

Angela Cruz, Mike McKown, Ezequiel Murillo,
Chrissy Padilla Birkey, James Cody Birkey,
Diana Seerdsma, Kevin McKown, Margaret Saito,
Juan Garza, Charles Chism, Reina M. Rosales,
Holly Mastron

Spanish Interpreter:

Diana Orozco

Present in Audience:

Herma Gorcingo, Aldo Ramirez, Scott Larsen,
Mary Davilo

1 BELLFLOWER, CALIFORNIA, THURSDAY JUNE 15, 2017

2 6:00 P.M. - 8:00 P.M.

3 * * * * *

4
5
6 MS. BROWN: All right. So thank you everyone for
7 coming out. So this is our first official public
8 scoping meeting for the West Santa Ana Branch Project.
9 I thank you all for coming out to today to learn more
10 about this exciting new venture to Metro.

11 Before we get started, I want to introduce some our
12 specialist guests that we have here tonight. We have
13 Ms. Herma Gorcingo with the office of Congress member
14 Lynn Sanchez. Herma, you want to waive your hand there.
15 We have Mr. Aldo Ramirez with Senator Tony Mendoza's
16 office. And then from our city Council we have Juan
17 Garza with the City of Bellflower. Thank you for coming
18 out today. We also have Mr. Scott Larsen, who's a
19 former member of the City of Bellflower City Council.
20 Thank you, Scott, for coming.

21 So before we get started, I just want to make sure
22 that everyone has seen these documents you should have
23 gotten in your packet. The first one is our speaker
24 card. It's a blue card. So following our formal
25 presentation we will be having oral testimony. So I

Page 4

1 just want to make sure that everyone is aware if you
2 would like to speak during the oral testimony, that we
3 need you to fill out this card. You can submit it to
4 any team member that has a team badge on. We'll collect
5 those cards and following our presentations, we will
6 then have our oral testimony that will be recorded by
7 our court reporter that we have here today.

8 The second item I want to make sure everyone sees
9 is our comment sheet. So for people who may not feel
10 comfortable giving oral testimony, you can also submit
11 your written comments. We have these comment sheets
12 here that you should have also received. They're also
13 located at our comment station in the back of the room.
14 So you can fill those out today and give those to a team
15 member. You can also drop those in the comment box. Or
16 if you prefer, you can take this with you and mail it
17 in. Just put a stamp on there and drop it in the mail,
18 and we will receive that.

19 Just for a point of clarification given the massive
20 interest in this project, Metro has extended the
21 deadline to receive comments. So the new deadline is
22 Friday, August 4th. So I just want to make sure
23 everyone is aware of that. Friday, August 4th is the
24 deadline to receive official public comment on this
25 project.

1 So again, I want to thank you all for coming out
2 today. Now, I want to introduce Fanny Pan our project
3 manager. One more announcement: For anyone who might
4 need that, we have a Spanish interpreter available. So
5 just please let us know. She's right there. So she's
6 available.

7 MS. ARELLANO: (Spanish introduction given.)

8 MS. BROWN: One more special VIP guest has just
9 arrived. I want to recognize Mary Davilo with the city
10 of South Gate. She's here with us today. So thank you
11 for joining us.

12 So now, I will pass it off to Fanny Pan. She is
13 the project manager for Metro. Thank you.

14 MS. PAN: Thank you. All right. Good evening.
15 Very excited to be here tonight and talk about the West
16 Santa Ana Project.

17 This is a Metro R Measure M funded project.
18 Measure M was recently completed in November, which made
19 this project possible. This project has a scheduled
20 start of construction in 2022. Metro is evaluating a
21 20-mile light rail transit corridor from Downtown LA
22 Union Station to City of Artesia.

23 Many of you may be wondering why this project is
24 called the West Santa Ana Project. Back in the early
25 1990's this is south of the 105 Freeway or the Green

1 Line -- Metro Green Line. There's a route called street
2 car. This is following the alignment of the old street
3 car named West Santa Ana Branch.

4 So tonight's agenda we're going to talk about
5 purpose of scoping; why we're here today. We'll talk
6 about the project scheduled and the process and
7 environment methodology. So we'll get that started.

8 What is scoping? Scoping is an open transparent
9 process. We want to hear from you. We want to talk
10 about a project. We want to identify the purpose of a
11 project. Define alternatives that are to be considered.
12 Determine major issue for all environmental analysis and
13 also identify project goal and evaluation criteria.
14 Most importantly, I can ensure you we want to hear from
15 you. We want to get your input throughout the process
16 of this project.

17 So we want you to be involved early as part of the
18 environment process. Help us understand what we should
19 be studying. Provide comments and relative information
20 that we may be missing or you may want to let us know.
21 Also, for those of you who represent a certain
22 affiliation neighborhood council or agency, please
23 identify that for us so we can keep all of you in loop
24 and informed of this project.

25 So on this slide I'm not going to repeat all of the

1 subjects that are listed here. These are just some
2 typical topics we evaluate during the environmental
3 process: Air quality, noise, vibration. These are all
4 just a few examples.

5 So environment process, what do we would do? As
6 many of you have already looked at boards in the back,
7 looked at the drawings on the tables, these are very
8 initial preliminary plan, project plan, profile plans
9 set for you to look at and we want to be further in
10 finding these alternative routes during this
11 environmental process.

12 We want to look at also studying potential impact
13 for both during construction and also project operation.
14 We'll also be evaluating measures to avoid, minimize, or
15 mitigate impact for the project. With all of that, then
16 we can form a decision for our Metro board to determine
17 or select a locally preferred alternative for this
18 project.

19 This is our timeline. We also have a board in the
20 back. We're now taking off our scoping period. We
21 forgot to mention earlier since we kicked off the
22 scoping period, we have since extended the comment
23 period. Originally, we were going to end the comment
24 period for the scoping process on Friday, July 7th. Due
25 to the complexity of the project, stake holder involved,

1 we have since extended the comment period to Friday,
2 August 4th.

3 So let me walk through this schedule a little bit.
4 In April of this year, just two months ago, Metro board
5 approved us going forward as environmental process with
6 the project definition. I'll go over that in a little
7 while.

8 We're now in the middle of our scoping period, and
9 we will be conducting and preparing our draft
10 environmental analysis along with the conceptual
11 engineering work. Then we're very hopeful by next year
12 -- late next year we can complete the drafting
13 environmental document for public preview, hearing.
14 Then with that, we'll then be able to go to the Metro
15 board and make recommendation for a locally preferred
16 alternative decision.

17 Throughout this whole process we will be out in the
18 community doing extensive outreach work. We will be
19 holding multiple rounds of community meetings. So we
20 will be out here speaking to you, and we want to hear
21 from you.

22 So this is a map that included the existing Metro
23 rail and bus network. Those are the ones in color. We
24 have the Metro Red Line, Purple Line, Gold Line, and
25 Green, and many of those lines. But also, this map

1 included those projects that were recently improved as
2 part of the passage of the Measure M last November. So
3 on the map right here, if I may. This one right here,
4 is our project, the West Santa Ana corridor -- 20-mile
5 corridor.

6 So just going over the project a little bit more in
7 detail. We're looking at a study area why of 98 square
8 miles including 20 individual cities, plus the county --
9 unincorporated county area. The population employment
10 density is very dense here. It's about five times of
11 the LA county average.

12 So our alignment for the project here is Huntington
13 Park. South of Huntington Park we have one alternative
14 going down. The pink section, this is an existing
15 right-of-way that is owned by the courts and down here,
16 this is another existing right-of-way that currently
17 Metro owns. But on the northern section from Huntington
18 Park north to Union Station, we currently have four
19 northern alignment options, which I'll go in a little
20 while. You also can look at in more detail on the
21 boards in the back.

22 Some project history. Back in February 2013
23 Southern California Associates of Government completed
24 an alternative analysis study. Many of you may have
25 been involved or participated in that outreach effort

1 during the study. That study concluded or recommended a
2 light rail transit for this project. And then Metro in
3 September 2015, we completed a technical refinement
4 study just looking at a particular -- a few challenges
5 that were identified in the previous analysis study.

6 Last, as I mentioned earlier in April our board
7 approved the project definition to be carried forward
8 into this environmental process. Then in the interim,
9 many other studies were completed and related to this
10 project, such as a commuting impact report that was done
11 by City of South Gate and rapid transcript. There's
12 also some transit development -- transit orient
13 guidebook that was developed. Also, the Gateway City
14 Hall, which has member of 28 south cities, conducted a
15 major strategic transportation plan. So there have been
16 a lot of work done in this area.

17 So we are here taking learning about environmental
18 process. As a mentioned it's both environmental and
19 conceptual engineering level work. We'll be further
20 refined -- define the project description project
21 definition and also be doing this environmental
22 analysis. So our goal is to have (unintelligible) at
23 the end of the environmental phase.

24 So this study area includes high population,
25 employment density, high number of transit dependent

1 population here. We understand that the congestion is
2 heavily congested on the freeway and the arterial
3 system. So purpose of this project really is to provide
4 reliable transit service, address some mobility access
5 issues, and to reduce travel time and also accommodate
6 future travel demand.

7 So based on the purpose and need that was described
8 earlier, several set of goals were established for this
9 project. One is to provide mobility improvement for the
10 corridors, support local regional land use policies, and
11 minimize environment impact, ensure cost effectiveness.

12 For those of you who are not familiar with the
13 light rail transit, as I mentioned earlier Metro has
14 Green Line, Expo Lines. The most -- one that's closest
15 to here is probably the Metro Green Line that runs in
16 the middle of the 105 Freeway.

17 Typically, a light rail transit line is more quiet
18 and runs on electricity. It's typically about a mile
19 apart. It also enjoys the traffic signal for
20 organization. It usually carries up to three times more
21 than a bus can carry. Last year Metro opened up an Expo
22 Line on Culver City to the City of Santa Monica, as well
23 as the Metro Gold Line from Pasadena to Azusa.

24 For the heavy rail Metro also has a Red Line and
25 Purple Line that goes to from North Hollywood and

1 Wilshire Western. Typically, the heavy rail is larger
2 and longer than the light rail. It carries more
3 passenger, operates exclusively on the right-of-way
4 either underground or elevated tracks. Then the other
5 type of rail we have that most people know is the Metro
6 Link. It is the commuter rail that travels between
7 counties. I, myself travel on the Metro Link to commute
8 to work every day.

9 So here is a typical picture of some typical light
10 rail stations. So you can take a look and also, we have
11 the board in the back, as well. One being the elevated
12 station type. This is the picture of a Metro Expo Line
13 at La Cienega Station. Then the one below is the
14 underground station for the Metro Gold Line Mariachi
15 Plaza. The one on the right is an At-Grade Station for
16 our Metro Gold Line in Monrovia.

17 For the guideway -- the elevated guideway is the
18 one on the top left-hand corner. This is our Gold Line
19 China Town. The one on the right is the At-Grade Expo
20 Line in Santa Monica. The one below on the right is a
21 Gold Line Little Tokyo exclusive right-of-way. The left
22 bottom is the underground Gold Line Mariachi Station.

23 Now, we're going to talk a little bit more on the
24 alignment, the project itself, as I mentioned earlier.
25 The San Pedro right-of-way is owned by the court, which

1 is this pink segment here. It is about 6 miles long.
2 The one on the bottom the Pacific Electric right-of-way
3 is owned by Metro. It's about 7 -- a little over 7
4 miles long. But in the event that the West Santa Ana
5 Line gets extended into Orange County, we want to be
6 able to include evaluation as part of the environmental
7 to look at an option station south of Artesia in City of
8 Cerritos on Bloomfield.

9 On the northern part, as I mentioned earlier, there
10 are four northern options. Option A and B mainly goes
11 from Huntington Park to Vernon on Pacific Boulevard.
12 When we get to Downtown LA, we could either go through
13 Little Tokyo, which is option A, and then option B we go
14 through Arts District. It is the Pacific Vignes
15 alignment.

16 Option C and D, instead of going north on Pacific
17 through City of Huntington Park and Vernon, we're going
18 to go next to the existing Metro Blue Line having three
19 transfer stations at Slauson, Vernon, and Washington.
20 We're going to keep going north on Alameda. We either
21 go north all the way Alameda over the 101 Freeway going
22 into Union Station, which is the Alameda option C, or we
23 have another option which we're going to go through Arts
24 District and go north and over the freeway into Union
25 Station.

1 So she's these are the four options that will be
2 equally weighted now that will be carried forward into
3 the environmental process. So some of the summary of
4 the four alignments are listed in this table. This was
5 done as part of the Metro technical refinement study in
6 2015. We have stations in up to 15 depending on which
7 alignment that will be selected totaling about
8 18-19 miles.

9 We will be reevaluating these travel time. We'll
10 be running models again. We will be revisiting the
11 costs as now we're doing more engineering work.
12 Funding, as I mentioned earlier, this project is funded
13 by Measure M and Measure R. But in addition, Measure M
14 and Measure R, it is a \$4 billion project. So we are
15 looking at other funding sources. We will be seeking
16 federal funding, state funding also as well as our local
17 funding.

18 As many of you know that Pearl Measure M this
19 project has two opening dates, but Metro is always
20 looking at accelerating the project; get it build
21 faster; get it opened faster. So we do have a public
22 private partnership fund that metro is currently
23 exploring. It is a very popular or more popular
24 delivering models that we're looking at, which we'll be
25 looking at collaborations between public agency and

1 private firm.

2 Each party shares its key skills and then will be
3 looking at innovation. Cost saving and possibly getting
4 the project delivered earlier acceleration.

5 So now, I'm going to turn it over to Julia to talk
6 about --

7 MS. BROWN: Thanks, Fanny.

8 So as Fanny mentioned, we will be conducting public
9 outreach. There will be several public involvement
10 opportunities throughout the process. So we are
11 currently in our public scoping meeting phase here in
12 June.

13 Following that we will be conducting several rounds
14 of project of the community meetings. So that's the
15 opportunity for our project team to come out. We will
16 do coding meetings similar to this along the corridor
17 and just provide an update to the community on where we
18 are with our technical studies, any upcoming events, and
19 outreach opportunities, as well as next steps in the
20 process.

21 In addition to that, we will continue doing what we
22 have been doing, which is going out to our different
23 cities and our elected officials along the corridor,
24 holding briefings, and making sure they are kept up to
25 speed with the project and our status.

1 We will also be continuing to hold our quarterly
2 technical advisory community meetings. Those meetings
3 are basically held with our corridor city technical
4 staff. So it's an opportunity for us to kind of hammer
5 out some of the technical aspects of the project and get
6 that valuable feedback. In addition, we'll continue
7 going out into the community, doing community events,
8 and pop-up events, as well as extended outreach in the
9 communities.

10 So we definitely rely on our networks of community
11 groups, business groups, environmental groups to help us
12 share this information with the community, as well as
13 provide us and the project team with that valuable
14 feedback that we need for the project.

15 In addition, as I mentioned before, written
16 comments are very important to this process. This is an
17 official, legal process. So we definitely want to make
18 sure we're providing those opportunities to our
19 participants. So once all of that technical analysis
20 has been done, we will then hold a public hearing, as
21 well as release our draft and environment document.

22 So, again, we will be holding a meeting similar to
23 this. We'll have our official court reporter. People
24 will be able to give that official oral testimony, as
25 well as submit those official written comments.

1 So, again, we are holding our public scoping
2 meetings. As you can see tonight is our first one. We
3 will next be in South Gate on Tuesday, June 20th. We'll
4 be in Downtown Los Angeles in the Little Tokyo area on
5 Wednesday, June 21st. Then our last meeting will be in
6 Huntington Park on a Saturday, June 24th.

7 So for people who might not be able to attend a
8 meeting during a week, you'll have that opportunity to
9 join us on a Saturday morning. Or you can also
10 participate in the live webcast we'll be holding, which
11 will take place for the South Gate meeting for Tuesday,
12 June 20th.

13 So just to reiterate and we can't reiterate this
14 enough, public scoping comments. So, again, the
15 extended deadline is Friday, August 4th. So, again, I
16 can't encourage you enough to either provide us with
17 your oral testimony via the speaker cards tonight. You
18 can fill out our comment sheets and submit your written
19 comments. Or if you would like, you can mail them to us
20 and we have Fanny Pan our project manager's contact
21 information shown there. You can also do it online via
22 our project website.

23 Now, I'm going to pass this over to Genoveva
24 Arellano, who is a member of our outreach team.
25 Yes, and I've just been informed that we have another

1 special guest that has joined us Yung Gee Fabian Kim who
2 is here on behalf of supervisor Janice Hahn. So Yung
3 Gee, if you can --

4 MS. KIM: Sorry. I'm in the back. I can't see you
5 all.

6 MS. BROWN: It's nice to see you.

7 MS. ARELLANO: Excellent. Thank you very much, both
8 Fanny and Julia, and welcome to all of you.

9 This has been a long time coming to officially open
10 the public comment period to receive public comments on
11 the West Santa Ana Branch Transit Corridor project. I
12 think many here have been involved for quite some time
13 in ensuring that this project moves forward. The cities
14 have been terrific making sure that this corridor was
15 recognized. And in part of the planning process with
16 Metro, the Metro team has been terrific in getting
17 started.

18 Now, officially, we would like to make sure that
19 the public comments about the project are received and
20 recorded. It's the beginning of the -- officially the
21 beginning of the environmental process as both Fanny and
22 Julia mentioned. There will be a significant number of
23 months where all the technical work will be done, and
24 then we'll come back again for the formal public hearing
25 surrounding all of the work that is being done on each

1 of the alternatives.

2 So for now, we very much want to hear from anyone
3 would who like to give any public testimony about this
4 project and what you've heard from the team today. It
5 is just to receive your public comment. It will be
6 recorded by our court reporter and heard by the
7 audience.

8 As Julia also mentioned, you can choose to just
9 submit your written comment or e-mail it to us via the
10 Metro website. You do have -- let me just make sure I
11 point this out -- the public comment form. So it is
12 equal to giving public testimony right now verbally with
13 us. You can also submit a written comment or by e-mail,
14 which is at the bottom of the card, submit it. Those
15 are all considered equal.

16 I should mention, and many of you know, that Metro
17 has been terrific about being transparent with its
18 planning processes and welcomes social media comments,
19 as well. Social media comments via FaceBook or Twitter,
20 et cetera, will not be part of the public record here.
21 It's a little bit more difficult to control that, and we
22 do need to make sure we have --we know who the
23 individual is and we do enter that for the record.

24 So just for your information, please keep it to
25 either speaking to us here publicly, written comment, or

1 by e-mail through your phone on the Metro website or
2 your computer at home or wherever is totally fine. What
3 is important is August 4th -- Friday, August 4th is the
4 deadline, if you will. So that the team can see what
5 people are saying and they can proceed with their work.

6 If you also would like to just in person report
7 straight to the court reporter by pulling up a chair and
8 just dictating to her what you would like to be entered
9 for the record, that as well is fine. You do not have
10 to verbally present it in front of everyone.

11 All right. So I have so far two individuals who
12 have submitted a request to speak or comment that they
13 would like read, and I will go ahead and call the
14 individual up. But I would also ask if there's anyone
15 else who would like to speak publicly, to please just
16 fill out your card, raise it up. Our it staff will be
17 happy to go around and grab that from you. We can hand
18 you the mic and do that today.

19 Following the public testimony that we will hear
20 from you, we will adjourn, if you will. But the staff
21 is here to speak directly to you and answer any other
22 questions that you have about the process; what you
23 heard here today; if you want something clarified. We
24 are here until 8:00 this evening.

25 So even though the public testimony part may be

1 concluded, please stay with us and receive more
2 information and engage. That would be most welcomed.
3 One real other quick announcement, all of the public
4 material you see here in the room will also be uploaded
5 to the Metro website. It takes a day or two to get
6 everything, once it stands still, uploaded to the
7 website so you can view the information or share it with
8 others through the Metro website, which is a tremendous
9 resource of information.

10 Okay. So I'm going to call up, and I'll announce
11 the three speakers so you can -- Edgar, if you want to
12 -- or who is grabbing the microphone? Josh, I'm sorry.
13 So if you wouldn't mind walking up to Josh and then we
14 can begin with your comments.

15 Because we don't have a lot of speaker cards, we do
16 request, though, you keep your comments to about 3
17 minutes. But if you exceed that, we're not going to
18 yank. But if you can just be respectful with your
19 comments, and get right to the point. If there's
20 anything else that comes to your mind after you speak,
21 you are most welcomed to continue to write it down and
22 leave it with us. So it's absolutely no problem.

23 Okay. First three speakers I have Angela Cruz,
24 Mike McKown, and Ezequiel Murrillo. So if I can have
25 Angela come up first.

1 MS. CRUZ: If I could just have it right here. I
2 can't stand too long.

3 MS. ARELLANO: Oh, yes. Of course. We can come to
4 you. That's a good idea. Thank you. Go right ahead.

5 MS. CRUZ: Hi, yes. Thank you. I'm a resident of
6 the City of Paramount. I live -- my backyard is where
7 the rail line is. So my concern is noise level, of
8 course. I've ridden the light rail before. So I know
9 it's not that quiet. It's not that loud.

10 So my concern is what are we going to do about the
11 noise level? Is some type of a barrier going to be
12 built? Because, again, like I said, my backyard is the
13 rail line.

14 Another concern is law enforcement. I've ridden
15 the light rails before -- the Metro rail because I have
16 Ram season tickets. So honestly, I hate riding that
17 rail line. It is awful. Smells like urine. There's
18 lots of homeless, drunks, people committing crimes. I
19 mean, you name it. I have not seen one law enforcement
20 on the rail line whatsoever.

21 So my concern is that's going to bring more crime
22 to my city, and I definitely don't want that. So my
23 concern is, again, what's either the Metro or the City
24 of Paramount going to do about this potential crimes and
25 safety for my neighborhood?

1 MS. ARELLANO: And noise was --

2 MS. CRUS: Noise, of course. That's a main concern.

3 MS. ARELLANO: Excellent. Thank you for your
4 comment.

5 Next, we have Mike McKown.

6 MR. MCKOWN: Right here. Okay. My name is Mike
7 McKown. I am a resident of Paramount for 56 years, I
8 believe it is. We actually moved to Paramount when I
9 was a child. We moved in 1959, which was one after the
10 (unintelligible) serving the city. It was one of the
11 last lines to close. We're very excited actually in
12 Paramount.

13 I represent an organization called Pitch In
14 Paramount. We do work in the city. It's very exciting
15 to see that we're going to get some serious mobility
16 options in the city, but I've got a couple of things I
17 want to ask about.

18 Number 1, currently we have a bike path that stops
19 on Sunset Boulevard, and the ultimate plan was to extend
20 it all the way to Los Angeles River. But a portion of
21 that line -- of this line that's coming actually where
22 that bike path was supposed originally go.

23 Now, I understand in Bellflower we desire to keep
24 that bike path intact, but I'm concerned because we have
25 a master plan for cycling the city. A bicycle transit

1 plan that includes the right-of-way that extends all the
2 way to Los Angeles River. I really want to see that's
3 also some way incorporated to what it was built.

4 The second concern I have is not so much a concern,
5 but it's an issue of where the transfer station is for
6 the Green Line. I look at it and it's in a residential
7 neighborhood. It's actually very close to the station
8 -- Gardendale station to the north and to the Rosecrans
9 Paramount Station to the south.

10 It seems to me that, especially in a residential
11 neighborhood, there would be a considerable amount of
12 congestion in the mornings and the evenings. I ride
13 Metro all the time. I just went to a summon meeting in
14 Downtown LA. I rode the Green Line, Blue Line all the
15 way down there. I love Metro. I think it's a wonderful
16 way to get around the city, but when you get back
17 5:00-5:30 the Lakewood station is congestion. A lot of
18 cars pulling in and out, people picking people up, plus
19 the buses and whatnot.

20 I am just concerned of the need for some sort of
21 mitigation for that. I mean, it's wonderful to have two
22 stations in Paramount. That would be great, but -- we
23 actually -- with our organization, we were actually
24 going to put a butterfly garden there. I was informed
25 that's out of the question because that's where the

1 station is going to go, and I thought that was
2 incredibly cool. So just thank you so much.

3 MS. ARELLANO: Excellent. Thank you.

4 Our next speaker, Ezequiel Murrillo.

5 MR. MURRILLO: Thank you very much. I also take
6 Metro basically every day. I think it's actually
7 something we need in Los Angeles. We're one of the
8 biggest cities in the world, and we have -- really not
9 good public transportation. So I'm not going to be
10 doing (unintelligible). I'm going to say a positive
11 thing about it, but I also echo both of the speakers
12 before me.

13 There's a lot of those issues, which I run into on
14 a day-to-day basis. My larger concern is equity in
15 certain neighbors; right? I saw equity on there and
16 they show -- you guys show very beautiful stations;
17 right? Those are very nice stations, but I also run
18 into a lot other stations which are decrepit. They
19 smell like urine, like the other young lady said.

20 How's that being maintained? How do I know that
21 Metro cares about Cudahy, Paramount, Bellflower,
22 Cerritos? You go to Pasadena, it looks great. Pasadena
23 is an affluent neighborhood. I don't want that
24 happening to some of these neighborhoods where that type
25 of station would bring down the equity of the

1 neighborhood and the city.

2 So that's one of my concerns is the maintenance of
3 some of these stations is poor, and it impact the
4 neighborhood around you. That's all I have to say.

5 Thank you.

6 MS. ARELLANO: Excellent. Thank you very much. All
7 right. We have two more speakers. Chrissy Padilla
8 Birkey, and then followed by James Cody Birkey. So
9 first, Chrissy.

10 MS. BIRKEY: Hi, Chrissy. Resident of Bellflower.
11 I also lead a nonprofit community development
12 organization called Kingdom Causes, Bellflower. How
13 many times can I say Bellflower in one sentence? I
14 don't know.

15 First of all, just super grateful to see this
16 moving forward. I think public transportation,
17 increasing the opportunities is going to be a great
18 thing for low income, middle income, high income
19 residents. So very excited about that.

20 I do have one question about the grade. We like
21 taking public transportation for recreational purposes.
22 I'm lucky enough to walk to work and be able to drive to
23 work locally, but when I do take the Blue Line Downtown
24 there's one section where it goes At-Grade and sometimes
25 I've been stuck for 20 minutes over a few stations.

1 So I would like you guys to look into what it would
2 cost to do above grade or below grade, just knowing it's
3 such a long stretch of road. That's my suggestion. You
4 guy -- I'm happy to work with you at the community level
5 in Bellflower, if there's anything I can do to help.

6 Thanks.

7 MS. ARELLANO: Excellent. Thank you. Next, James.

8 MR. BIRKEY: My name is James Cody Birkey. I'm also
9 a resident of Bellflower. I want to echo a lot of the
10 other comments made earlier. I remember back when my
11 wife was still my girlfriend 8 years ago, when she was
12 at an early SCAG meeting related to this.

13 It's a long time coming. It's taken a long time to
14 have the opportunity to have rail come back to
15 Bellflower. One of the -- I just want to iterate for
16 the record a lot of people here in Bellflower are very
17 excited to have a station. Our community largely was
18 built around rail and a rail stop that is still there.
19 The more we can bring rail back to Bellflower, I think
20 that it connects us to (unintelligible) really well. It
21 allows a lot of -- not only personal mobility, but
22 economic mobility as well.

23 My one request because that's what we're doing here
24 tonight would be that the station, the way it's
25 designed, and the way we think about rail arriving to

1 Bellflower would be really well integrated with a
2 Downtown design. So there could be a beautiful moment
3 there.

4 There's a lot of potential, and I know there's a
5 lot of other things to worry about when it comes to
6 getting this line into operation. But it would mean a
7 lot for our little Downtown that we've been working
8 really hard to revitalize ever since rail left, to be
9 able to have that really well thought through and
10 working closely with our city in order to make it come
11 to life.

12 MS. ARELLANO: Excellent. Thank you very much. One
13 more quick announcement. If there's anyone else who
14 wishes to speak, please, we still have plenty of time.
15 We can take your card. So we make sure we have it for
16 the record.

17 I do have one more comment where this individual
18 asked it to be simply read for the record which is:

19 "Where heavy rail exists and make deliveries along
20 the line? What happens to heavy rail? What about the
21 companies that depend on heavy rail?"

22 So that is read now, also for the record. If
23 anybody else has any other public comments, please, come
24 forward. We'll hand you the mic. Go ahead, Diana
25 Seerdsma.

1 MS. SEERDSMA: Yeah. I'm from the City of Artesia.
2 I lived there my whole life. I've been there 52 years.
3 I was just wondering why you're putting two stops in
4 Artesia? I know that we're surrounded basically by
5 Cerritos, and I'm worried about crime and stuff also.
6 Because it's like what, we're a pretty small area.

7 It just seems like we don't need two stops. I
8 don't see why that -- they're just a mile apart. It
9 just doesn't seem like they need one at the end of the
10 town and then one at the mall. I get the mall because
11 of course everyone wants to go shopping, but that's my
12 concern.

13 MS. ARELLANO: Excellent. Thank you very much. I
14 do believe I received one more public request that is
15 from Kevin McKown. Is he here? Kevin? If you can come
16 forward, and then followed by Margaret Saito.

17 MR. MCKOWN: I think that a big problem -- for me
18 growing up in Paramount one of the biggest issues that I
19 have seen is -- like I'm a very happy go-getty person.
20 I'm not really too particular scared of taking the rail.
21 I take the rail all the time.

22 My heart thoroughly goes out, and I'm deeply in
23 love with Los Angeles. I am there almost every
24 Saturday. I get down there. I take the Gold Line. I
25 pretty much walk from when I get from Green to Blue to

1 get to Downtown.

2 But my issue, again, as everybody has stated is
3 crime. I get on there and while I am not scared,
4 there's been several times where I've almost been jumped
5 and that is not a very good feeling. Especially because
6 I know there's people who get on there and they do not
7 want to ride for this reason.

8 I want to know with lines that are coming from
9 areas with small local gang violence, with people having
10 access to a rail system like this, how are we going to
11 combat something like as far as safety concerns?

12 My girlfriend now is not even -- her mother is not
13 letting her go with me onto rail systems, which is a
14 very big thing for me -- bringing her with me on the
15 rail because we love and enjoy going to Los Angeles.
16 And the fact that I can't get on there with her and some
17 of our friends cannot go on because of safety concerns,
18 I think it's quite ridiculous.

19 A city like Los Angeles is global. It's
20 monumental. It's a very big place for everybody to come
21 and be equal and have a positive influence on the world
22 no matter who you are. And just the problem that we
23 have with safety is really concerning me that people
24 don't want to get on.

25 Now, of course, the windows can be scratched up in

1 certain areas especially the Expo Line. And some places
2 just like the Green Line does have a smell of urine. Of
3 course, they're actually doing work on the elevators
4 now, which the problem was the elevators were the things
5 that really smelt like urine, you know, and bad
6 obviously excrement and different things I've seen
7 personally inside of these evaluators. I know they're
8 being refurbished currently. So that's a big step
9 forward.

10 I just want to know like everybody else is saying
11 is crime; a big thing that is stopping people from even
12 taking public transportation that they would really like
13 to do so. Something that's going to hold you back from
14 getting to such a big city where there's room for job
15 opportunities and different types of opportunities for
16 people to move forward in their own lives.

17 You know, something that is going to put a road
18 block in that, I would like to know what somebody is
19 going to do to tear down the walls that are being built
20 daily by people who are just afraid to get onto a train
21 or afraid to get onto a bus.

22 Now, with these two -- with the new plan in play
23 going towards Paramount and crime being able to get on
24 and go anywhere, what are we doing as far as making
25 people less afraid of riding.

1 MS. ARELLANO: Excellent. Thank you, Kevin. Next
2 up Margaret Saito.

3 MS. SAITO: Thank you. Margaret Saito. I live in
4 Artesia. My concern is that there are two stations in
5 Artesia scheduled, one on Gridley and 183rd and one on
6 Pioneer.

7 Now, the one on Pioneer is -- our fire department
8 located at south and Pioneer. Okay. 75% of the calls
9 they get go up Pioneer. Right now they can't go up
10 Pioneer because of the pedestrian promenade and because
11 we have also the city council approved of another
12 development at 176th and Pioneer.

13 So they're going to go up Gridley. Okay. They're
14 going to put another development up Gridley, which is
15 just before you're going to hit 183rd. It's right
16 across from the Wells Fargo Bank.

17 So we have all of this traffic and, plus we're
18 going to have the train. People may die because our
19 fire department may not be able to get there in time.
20 You know, this is a real concern we have.

21 You know, you're going to put a station right in
22 front of our fire department, and they have problems.
23 They have to go all the way to Studebaker to make the
24 calls. And that's -- then they have to wait for the
25 signal because the people won't let them through, you

1 know.

2 So I'm really concerned that this development is
3 going to affect the lives. Physically, it may result in
4 the delay of the fire department to make that 911 call.
5 Okay. It's going to add minutes and maybe not just a
6 few. Maybe 20 minutes. Maybe 10 and every minute
7 counts when you call 911.

8 If you have a stroke, heart attack, we need them.
9 As it is, we're fighting city council about this. But
10 if you put it right next to the fire department, right
11 in front of them, and if you put it on Gridley and
12 183rd, it's going to further delay them. This is what
13 my concern is. Okay. Thank you.

14 MS. ARELLANO: Thank you, Margaret. Anyone else who
15 is interested in providing your comment publicly?

16 MR. GARZA: Hi, good afternoon. So my name Juan
17 Garza. I'm a council member here in the City of
18 Bellflower. I just wanted to comment that a lot of the
19 comments that were shared this evening, the City of
20 Bellflower is also aware of. So the City of Bellflower,
21 with the leader former council member Scott Larsen, is
22 in the process of developing a comprehensive set of
23 comments to submit to Metro.

24 We definitely encourage every Bellflower resident
25 that's in here to submit the comments as well directly

1 to Metro. I want it to be known that the City of
2 Bellflower is aware of a lot of these things. We're
3 also concerned with its response times; how this impacts
4 our preference in the City of Bellflower for grade
5 separation for this project and the other allotments as
6 well.

7 So I'll make sure that whenever we finalize our
8 comments, again the City of Bellflower, that we post
9 those on our website. So that way our residents are
10 aware of our concerns as well. Just wanted to make that
11 clear. Thank you.

12 MS. ARELLANO: Excellent. Thank you very much.
13 Anyone else?

14 What I would like to mention in -- just to kind of
15 wrap up this part of our meeting because we are here
16 until 8:00 this evening, and we would encourage you to
17 continue engage with our staff, is that all of your
18 public comments are recorded for the record. I heard a
19 lot of questions in the comments.

20 As part of the study and the planers, and the
21 designers, the engineers, the Metro staff that are in
22 the room are listening very intently to what your
23 questions were and your comments. We're going to
24 receive even more. That is part of their charge; to do
25 this environment document and address those concerns.

1 So you will see the analysis done, the review done,
2 a proposal presented for the design, and the
3 alternatives that are being evaluated as part of this
4 study. It's a process and it's quite thorough and will
5 take time.

6 You see the timeline at the back of the room. You
7 saw one in the presentation. When the environmental
8 document -- the draft environmental document comes out,
9 you will see the answers to many of these questions and
10 understand what is being proposed and how it's being
11 handled. Noise, the design, how other rail lights may
12 be affected, et cetera.

13 That is part of the process, and I cannot emphasize
14 enough how important that you vocalized those concerns
15 now. That are not unfamiliar to the project team. That
16 are taken to heart, and it is part of the process that
17 we are now ensuing finally. It is the team's pleasure
18 to do that with the City's.

19 Thank you very much for, particularly your comment
20 council member. As you should also know officially the
21 cities, the agencies, and everyone who has jurisdiction
22 over this area is specifically requested to too give
23 their official comments for the project. So that's the
24 business that they're in; to manage their jurisdiction
25 and to make sure that those who are proposing anything

1 to effect it, that it's constituents are represented
2 through their leadership.

3 So we certainly will welcome and receive quite a
4 number of letters from our regulatory agencies and
5 specifically the City's. I'm sure each and every one
6 will be submitting lengthy comments reflecting. I'm
7 sure, many of the issue you all have verbalized today.

8 So with that I would like to remind you that
9 there's still multiple ways that your comments can be
10 logged for the record. You see the mailing address
11 there. That is also on your comment sheet. So feel
12 free to use, as they say the "snail mail" to get that in
13 by August 4th.

14 You can call in and leave a recording of your
15 comment. You can e-mail at that e-mail address, and you
16 have it again on your card. That same e-mail link is
17 available through the Metro website, and we do have the
18 social media links for you to follow the project. But
19 let me reemphasize, those are not officially recorded as
20 part of the public comments.

21 Please submit your comments in writing with your
22 name and that will be included for the record. If you
23 prefer, you can also, again, speak directly to our court
24 reporter who is with us here today. That will also be
25 captured equally.

1 MS. BROWN: If I could just make one clarification.
2 So I know Genoveva mentioned our project hotline, but
3 just for clarification, we cannot accept official
4 comment via the hotline. So if you want to make your
5 official comments we will need that in writing in the
6 multiple ways we discussed.

7 Again, our court reporter is here, and you can feel
8 free to pull up a chair and speak with her at length.
9 She will document your comments accordingly.

10 So thank you for joining us tonight. We're going
11 to open it back up to our open house. So again, all of
12 our project team will be here until 8:00. Please feel
13 free to come up and learn more about the project.

14 (Whereupon public presentation concluded at
15 7:20 P.M. and any additional comments that were made are
16 to follow on the next pages.)

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1 ADDITIONAL COMMENTS:

2 CHARLES CHISM: For property owners and agricultural
3 estates section Bellflower we are east of Woodruff and
4 south of Flora Vista. And agricultural properties along
5 that part of the alignment, we have back gates for horse
6 trailer and access. We would like to maintain access to
7 the back of our properties.

8 KEVIN MCKOWN: One of my biggest concerns as far as
9 Metro recently LA City had a resist march and that was
10 for pride month as far as the LGBTQ in Los Angeles. I
11 was wondering what Metro is going to be going as far as
12 making the LGBTQ more safe.

13 During the event while I was taking Metro and while
14 on the train, a lot of people were very scared, a couple
15 people were harassed, and I see that on a daily basis in
16 Long Beach when there's LGBT couples on the train going
17 to Long Beach is the constant harassment I see while on
18 Metro, and what Metro is going to do to combat that. So
19 that was just another concern that I had.

20 MS. ROSALES: My name is Reina Rosales. I am
21 worried because in the back part of my house -- my home,
22 the project -- that the project the train will pass by.

23 I would like to know how is it going function?
24 What's going to be done? Because currently the cargo
25 train goes by. There's certain areas like the yard, you

1 know, it's liked cracked.

2 And if they're going to make the train, are you
3 guys going to move us? Are you going to take our house
4 away or what?

5 What I would like to know is our neighbors are
6 saying that the city is going to pay us, and they're
7 going to take our homes and they'll give us whatever
8 they want.

9 My husband is about to retire and we don't have
10 other means to say oh, we're just going to move to
11 another home, and we don't want to move from our house.
12 We've been there for many years. I want to know what's
13 going to happen.

14 (Ms. Reina Rosales's testimony was given
15 through the services of an interpreter.)

16 MS. MASTRON: My name is Holly Mastron, and I am for
17 the rail. My property backs the rail right behind
18 Cruthers Park and Bellflower. I have agricultural
19 property. It's zoned AE, and the city of Bellflower has
20 continually insisted that all AE properties cannot be
21 developed. So we are keeping it AE.

22 Bellflower has established that the agriculture
23 zone must stay agricultural zones with the horses.
24 That's what they want the character of Bellflower to be.
25 But with the light rail coming in, it's going to cut off

1 all access to getting the horses on and off the trail
2 along side the San Gabriel river.

3 Also too, we have a right-of-way right now that we
4 come in off of Flora Vista along the railroad track, the
5 back of my property and the other people that have
6 agriculture. They've given us right-of-way to bring in
7 the horses, the horse trailers, all the sand because the
8 rails years ago cut off the drainage.

9 There was a huge drainage pipe that the water
10 system had put in to drain all the properties when it
11 rained. They took that out, so it floods. So now we
12 have to bring in a lot of sand of and a lot of crushed
13 granite.

14 So we use that right-of-way, and they've allowed us
15 to use it. They told us we can use that right-of-way,
16 but they need to address what's going to happen at Flora
17 Vista.

18 Are we going to be able to get the horses on the
19 trail from Flora Vista? Are we going to have the
20 right-of-way behind the rail lines from the 91 underpass
21 to Flora Vista?

22 MS. ROSALES: I'm worried because where I live the
23 cargo train goes by. I need Metro to go by to where I
24 live and that way they can conduct a study so they can
25 check the vibration and then noise that it may generate

1 of the train that goes by.

2 My home is right here. The train is right there.
3 Very close. She said that most likely it's going to
4 happen and -- I don't know.

5 (Ms. Reina Rosales's testimony was given
6 through the services of an interpreter.)

7 (Whereupon there were no further comments
8 stated for the record, and the Public Scoping Meeting
9 No. 1 concluded at 8:00 P.M.)

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STATE OF CALIFORNIA)
) Ss.
COUNTY OF ORANGE)


I, Kristi Longnecker, Certified Shorthand Reporter, Certificate No. 14006, for the State of California, hereby certify:

That I am the deposition officer that stenographically recorded the testimony in the foregoing deposition;

That prior to being examined the deponent was by me first duly administered the oath;

That the transcript is a true record of the testimony given;

In witness whereof, I have subscribed my name on this date, June 29, 2017.



Kristi Longnecker, CSR No. 14006

[& - arterial]

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[park - purpose]

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[system - vista]

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Appendix J.2

Transcript – Meeting #2 (June 20, 2017)

South Gate

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SCOPING MEETING NUMBER 2
PUBLIC FORUM

Tuesday, June 20, 2017
6:00 p.m.

South Gate Girls Club House
4940 Southern Avenue
South Gate, California

REPORTED BY:
SUDNY J. GALLARDO,
CSR No. 14023
Job No. 2628468

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APPEARANCES

HOST

Edgar Gutierrez

PANELIST

Julia Brown, Metro Community Relations Manager

Maria Davila, City Council

Fanny Pan, Project Manager

Genoveva L. Arellano, Outreach Consultant

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(Meeting commenced at 6:29 p.m.)

JULIA BROWN: All right, everyone. I want to welcome those who are here in person for our Public Scoping Meeting. I also want to thank our online audience for joining us via the live webcast, so thank you for attending this Public Scoping Meeting for the West Santa Ana Branch Transit Corridor Project. So, we appreciate your interest in this project.

And now I want to take a moment and introduce Mayor Davila. She would like to make a few remarks. So, thank you for having us today.

(Applause.)

MAYOR DAVILA: Thank you. First of all, welcome all of you to this meeting. Thank you to Metro for putting this meeting together. It's the beginning of several meetings for the scoping the work that the West Santa Ana Branch is going to be having. So, this is the beginning of a great project that I can say that I had the pleasure of working for several years already. It's been almost 12 years that we have been talking about the West Santa Ana Branch and finally it's coming to reality. So we need all the information, concerns, all the information that you can give us. So welcome again, and please, if you have any questions, information, and concerns, all the input that you can give us.

So welcome, again. Please, if you have any

1 questions, information, please have Metro staff -- they are
2 here to answer your questions. Again, welcome to the City of
3 South Gate and thank you.

4 MS. JULIA BROWN: Thank you, Mayor Davila. And I
5 don't believe if I introduced myself. So my name is Julia
6 Brown. I am the Metro Community Relations Manager for this
7 project. So, again, welcome. And we have a couple of
8 special guests that I would like to mention who are in
9 attendance today. We have Ms. Gabriela Cid with the Office
10 of Congresswoman Nanette Barragan. Do you want to raise your
11 hand? Thank you for being here today.

12 (Applause.)

13 We have Ms. Veronica Zendejas from the Office of
14 Assembly Member -- I'm sorry -- Assembly Speaker Anthony
15 Rendon. So Veronica, thank you.

16 (Applause.)

17 From our Supervisor Hilda Solis's Office we have
18 Kimberly Ortega and Areli Garcia. Do you guys want to...

19 (Applause.)

20 Thank you. And also, joining us from the City of
21 Bellflower we have Council Member Juan Garza. Juan, do you
22 want to stand up?

23 (Applause.)

24 Thank you. So thank you all for joining us. We
25 appreciate you coming out today to learn more about this

1 interesting project.

2 Oh, I am sorry. I have missed one person. I
3 apologize. We have Sharon Weissman here. She is from Long
4 Beach Mayor Garcia's office. Thank you for joining us.

5 (Applause.)

6 So before he get started tonight, I want to make
7 sure that everyone has seen this here. This is our speaker
8 card. So as part of the Public Scoping Meeting process, we
9 are providing an opportunity for you to provide oral
10 testimony on the project. So if you'd like to give your
11 verbal comments here tonight, we ask that you fill out this
12 blue speaker card, which should be in your information
13 packets and then you can pass that to any team member who has
14 a badge on. And you'll see us all around the room. We'll
15 collect those and then once we are finished with the formal
16 presentation, we will then have oral testimony.

17 We also have our court reporter here who will then
18 document all of your verbal comments. For those who may not
19 want to give verbal comments, we also have this comment sheet
20 that you should have also received. So if you prefer to
21 write your comments down, you can go ahead and do that. Hand
22 it to us tonight or if you fold it, put a stamp on it, you
23 can also drop that in the mail.

24 And just another quick reminder, Metro has extended
25 the official comment period for this project, so that is now

1 Friday, August 4th. So if you would like to mail in your
2 comments or visit our project website or submit your comments
3 via email, we ask that you do that by Friday, August 4th.

4 So thank you, again, for joining us. And now I
5 would like to introduce Ms. Fanny Pan. She is the Metro
6 Project Manager. Fanny, thank you.

7 (Applause.)

8 FANNY PAN: All right. Good evening. Welcome.
9 Welcome to this second Scoping Meeting of the West Santa Ana
10 Corridor -- Transit Corridor Project. This is one of the
11 projects that was initially funded by Measure R and also
12 recently passed by the Measure M funding.

13 Metro is evaluating a 20-mile light rail transit
14 corridor going from Union Station from Downtown Los Angeles
15 to the City of Artesia. And many of you may have been
16 wondering, why is this project called the West Santa Ana
17 Project. So back in the early 1900s, there was a street car.
18 The alignment south of the 105 Freeway that was known as the
19 West Santa Ana Project.

20 So scoping, scoping is an open transparent process.
21 This is the process to comment on the scope of work that I
22 will be evaluating as part of an environmental study
23 including the purpose of the project, the alternatives that
24 are being considered. As many of you have seen on the roll
25 plot on the back table, and also as well as on the board, and

1 also we'll be determining the major issue for the
2 environmental analysis, and also our evaluation method for
3 the environmental. And most importantly, we want to hear
4 from you. Your input on the project.

5 Your role is to get involved early and participate
6 in our environmental process. We will be out about --
7 throughout the environmental process, we'll show a time
8 schedule later in the process. This is just one of the many
9 meetings that you will be meeting with us. And also, we want
10 you to help us understand what we should be studying and
11 provide your comments and project relevant information.

12 And if you are representing a certain affiliation,
13 organizations or agency, please help yourself -- help
14 identify yourself to help us understand your organization and
15 also stay involved as part of this process.

16 So on this slide it shows some typical topics that
17 we will be evaluating as part of the environmental process.
18 Subjects such as air quality, land use, noise, vibration,
19 construction impacts. We will be looking at all these
20 subjects as part of our evaluation. So during the
21 environmental process, we will be further refining these
22 alternative -- doing conceptual engineering-type of work.
23 We'll be studying potential impacts during construction and
24 also during -- in operation and we will also be evaluating
25 measures to avoid or minimize or mitigate adverse impact of

1 the project. With those information it will help us help
2 Metro Board for a locally preferred alternative selection for
3 the project.

4 So this is the time line for the schedule. Recently
5 in April, Metro Board approved the project definition, the
6 northern alignment option. The four options that been
7 carrying forward into the environmental process. Prior to
8 that, we have been meeting with the city stakeholder along
9 the corridor providing some information, background
10 information, on this project.

11 Now that we are in scoping, as Julia mentioned, we
12 have since extended the scoping period from July 7th now to
13 August 4th to provide you more time to comment on the
14 project. Then in the next year or more, we will be out doing
15 more of these community events. And also, hopefully next
16 year, by late next year, we can prepare the -- or can
17 complete the draft environmental document for review for
18 public hearing, comments. Again, and hopefully be able to go
19 to the Metro Board for a recommendation for a locally
20 preferred alternative.

21 This is a map that shows our Metro existing rail and
22 bus services. Those that are in the colors are the ones that
23 we currently operate, and those one in the lighter color in
24 gray, those are those project that are approving Measure M
25 that we'll be studying and further being built in the future.

1 So talking about the project, as many of you have
2 already seen this project map on one of our boards in the
3 back, this study area includes 90 square miles including 20
4 cities, plus the unincorporated L.A. County area. The
5 population and employment density is very dense. It's about
6 five times higher than the L.A. County average. Just walking
7 through the alignment a little further, on the northern
8 section where my pointer is, from Union Station down to
9 Huntington Park -- this is the northern part that we
10 currently have for northern alignment options. And I'll go
11 over those options in a little detail in the later slide.

12 And then we have the middle segment, which is in the
13 map in pink. This is following an existing right-of-way that
14 is owned by both the ports of L.A. and Port of Long Beach.
15 And then the diagonal segment in the south in gray, this is
16 the segment that is owned -- the right-of-way that is owned
17 by Metro.

18 A little bit more history on the project. In 2013,
19 February 2013, Southern California Association of Government
20 completed will be called The Alternative Analysis for the
21 West Santa Ana Project. They recommend a light rail transit
22 to be further studied. And so, since then, Metro completed a
23 technical refinement study based on the AA study that SCA
24 completed, but we looked at several issues that were
25 identified during the AA study.

1 Now that we are ready to initiate the environmental
2 process, in April as I mentioned earlier, our Board approved
3 us initiating the draft environmental process including the
4 northern alignment option to be further studied. And then in
5 the interim between the AA study and the Metro study, there
6 were many other study-related to this project that have been
7 conducted and completed. City of South Gate here in
8 particular also with ECO-RAPID Transit, JPA jointly completed
9 a Southern Rail Corridor Community Impact Opportunity Report.
10 And also, ECO-RAPID Transit also completed will be called The
11 Transit Oriented Community -- or Transit Oriented Development
12 Guide Book for the Southern Corridor. And also, in addition,
13 Gateway City COG, which represents 28 south east cities,
14 completed a strategic transportation plan in the area.

15 Just to -- again, that we are in the environmental
16 process, we will be further defining the project description,
17 conducting some engineering work and come up with a
18 recommendation for the locally preferred alternative. We
19 know the study area contains high population employment
20 density, includes high number of transit dependant population
21 and also the freeways are very congested. So the purpose of
22 the study is to provide reliable transit services, address
23 the mobility and access issue, and reduce travel time, and
24 address some connectivity, and also accomodate future travel
25 demand.

1 So based on these purpose and need set of criteria,
2 a set of goals were established. Goals including providing
3 mobility improvements, support local plans on policies, and
4 minimize environmental impacts, and, of courses, ensure cost
5 effectiveness end equity.

6 For those of you who are not familiar with the light
7 rail transit, some of the characteristics of the light rail
8 transit include it's relatively quiet and run on electricity.
9 Usually stations are about a mile apart and also the line
10 enjoys the traffic signal prioritization and usually it can
11 carry three times more than what a bus can carry.

12 And also, many of you may be very familiar with the
13 Gold Line -- I mean the Green Line and Blue Line in the area
14 and, you know, recently in the last year, Metro opened up two
15 lines. One is on the Expo Line that goes from Culver City
16 all the way to Santa Monica. Another light rail that was
17 opened last year was the Metro Gold Line extension from
18 Pasadena to Azusa.

19 Heavy rail. Metro also operates heavy rail, which
20 is the Purple Line and Red Line. Usually Purple Line is a
21 heavy rail. It is larger and longer than the light rail. It
22 operates usually exclusive right-of-way either underground or
23 on the elevated tracks. And then, also, we have the commuter
24 rail that runs between the counties, which we know as the
25 Metro Link. That usually is even larger and has regional

1 stations. I personally ride the Metro Link to work everyday
2 from Orange County to L.A. County.

3 So these are just some pictures of our light rail
4 station type. One is the elevated structure, elevated
5 station. This is a picture -- on the top left, this is at
6 Expo La Cienega Station. The one on the bottom left is an
7 underground station for the Metro Gold Line at Mariachi
8 Plaza. And then the one on the right is the recently opened
9 Gold Line extension part of that at Monrovia.

10 So for the light rail guideway we have at aerial sky
11 rail. This is the China town, Gold Line China town. And
12 then the one on the left we have the underground guideway,
13 same location at the Metro Link Mariachi. And then we have
14 two different types. One is street running. This one is the
15 Expo Line at the city of Santa Monica. And then the one in
16 the lower right is on its exclusive right-of-way. This is
17 Gold Line in Little Tokyo.

18 So this is a map of our southern alignment. As I
19 mentioned earlier, we have the southern that follow the one
20 alignment. The pink is the San Pedro right-of-way that is
21 owned by the Port and the pink -- the gray is the one owned
22 by Metro. So where we are at, we are actually in the central
23 segment right here. Very close to this future Purple Station
24 at Firestone, which is across street from the Azalea Shopping
25 Center. But also I want to make a note that also this

1 right-of-way, the Metro right-of-way, actually from L.A.
2 County it extends further down to Orange County, that is
3 owned by Orange County. So in the event this project does
4 extend down to Orange County as part of our environment
5 process, we are actually going to be studying on the
6 alignment as an option alignment in the station of Bloomfield
7 as an option.

8 So the northern alignment, many of you have seen the
9 board, seen the drawing. We have four northern alignment
10 options that we will be studying. Option A and B starts out
11 in Huntington Park going north on Pacific Boulevard. The
12 variation between the A and the B is one once we get into
13 city of L.A., we have one option. Option A will be going
14 north on Alameda and going through Little Tokyo over the 101
15 Freeway, going into the Union Station. Option B, instead of
16 going through Little Tokyo, we are going through Arts
17 District and then over the 101 Freeway and into Union
18 Station.

19 The other option that we have, option C and D, these
20 are the ones that instead of going north on Pacific
21 Boulevard, we are going to keep going north parallel to the
22 Metro Blue Line allowing three transfer stations Vernon,
23 Slauson, and Washington. And then we are going to keep --
24 continue going north on Alameda. Option C will keep going
25 all the way on Alameda north into Union Station over the 101

1 Freeway. Option D, instead of going all the way on Alameda,
2 we will go through the Arts District without going through
3 Little Tokyo, going into Union Station.

4 This table kind of summarizes the four northern
5 alignment options including up to 15 stations depending on
6 which alignment that will be selected. If travel time is
7 about 33 to 34 minutes for the 20-mile corridor, and then
8 rideshare ranges from 52,000 to 75,000. So as part of this
9 environmental process, we will be revisiting all of this. We
10 will be running models again. We will be looking at the cost
11 again, and to just do another evaluation of all this.

12 So the funding as the previous slide mentioned that
13 the cost of the project is about 4-billion or more. As I
14 mentioned earlier, this is funded by Measure M, Measure R,
15 and, in addition, we will be exploring federal funds, state
16 funding, and local funding. Metro is also looking at
17 acceleration, PPP, what we call the Public Private
18 Partnership is becoming more popular as the delivery method
19 for the project. This is a project delivery model that
20 involves the collaboration between the public and the private
21 agencies. It is -- each party will share its key skills and
22 try to lead into innovation, cost saving, and project
23 acceleration to get this project build earlier and sooner.

24 Now I am going to turn it over to Julia to talk
25 about a comment process.

1 JULIA BROWN: Thanks Fanny. So as Fanny mentioned
2 early on, there are going to be numerous opportunities for
3 public involvement throughout this process. So as you can
4 see on this slide here, we are currently undergoing our
5 Public Scoping Meetings along the corridor. Tonight is the
6 meeting where we will be live webcasting this presentation.
7 And then following that, we will be conducting several rounds
8 of update community meetings.

9 So we will be out along the corridor in the
10 community to let people know where things stand as far as our
11 analysis and reminding them about the next steps in the
12 process. We will also continue our city and elective
13 official briefings as well as the quarterly technical
14 advisory committees that we hold with city staff to kind of
15 hammer out some of the more technical details of the project.

16 We will also be going out to different community
17 events along the corridor as well as staffing pop up events
18 of our own. And in addition to that, we will continue with
19 our extended outreach efforts in the communities. So we
20 definitely appreciate support in sharing information about
21 these meetings with your neighbors and anyone else who might
22 be interested in the project. And then finally we will also
23 be accepting written comments like we are right now through
24 the scoping process as well as when we move into the public
25 hearing phase of the project upon the release of our draft

1 environmental documents.

2 So again, just to recap, we are conducting four
3 Public Scoping Meetings. We were in Bellflower last week.
4 We are here tonight in South Gate. Tomorrow we will be in
5 Downtown Los Angeles, specifically in the Little Tokyo area
6 and we will actually be holding two Scoping Meetings there.
7 One for the business community and the second for the general
8 public. And then our last meeting will be this Saturday in
9 Huntington Park, and that's a morning meeting from 10:00 a.m.
10 to 12:00 p.m.

11 So again, we invite you to share this information
12 with neighbors, friends, other people who might be
13 interested. There are still opportunities for them to come
14 out and join us at a meeting. And just to reiterate, the
15 numerous ways that we have to provide comments on this
16 project; so again, the deadline is Friday, August 4th, for
17 all written comments. And again, tonight we have the
18 opportunity to provide oral testimony. We have are our court
19 reporter here who will document that and for those who would
20 prefer to provide written comments, you have those comment
21 sheets with you so you can go ahead and fill that out
22 tonight, leave it with us or you can take it with you and
23 mail that in. And we have the contact information on the
24 slide. You can also feel free to email us your comments or
25 you can go on our project website where we have a comment

1 form so you can just type in your comments, press submit, and
2 we will receive that.

3 So now I am going to pass this over to our outreach
4 consultant, Genoveva Arellano.

5 GENOVEVA ARELLANO: Thank you very much, Julia.
6 Thank you, again, all of you here today, and to those of you
7 online for participating and educating and learning about the
8 West Santa Ana Branch and Supporter Program. This has been a
9 transit idea that has been around for quite some time. A
10 critical element of the successful planning project is public
11 involvement in working communities and desires for the
12 program.

13 Today I will be facilitating your public comments.
14 So those of you who would like to come up publicly and make
15 your comment about the project. As Julia mentioned, there's
16 many ways for you to comment on the project. This is just
17 one of the ways. And you all have until August 4th to make
18 your comments known about what you feel or desire or what you
19 think about the project.

20 All of the project information is available online.
21 That should also be your understanding of the program in
22 addition to the conversations that you have with staff here
23 today or with Metro. We want you to understand what is being
24 proposed, what options are available, and what you think
25 about it. It's very important for Metro to understand what

1 the community thinks and feels and experiences as it does its
2 planning.

3 So August 4th, if you can mark that on your calendar
4 as a date for any additional comments. Please provide that
5 and share the word with your neighbors and friends. I would
6 like to reiterate, as Julia mentioned, different ways to
7 comment and to also be clear about social media. Metro
8 actually has a very active social media presence. We are now
9 accepting public comments through any of the social media
10 platforms. So please use the email, please give your
11 comments in writing, please come forward today verbally or
12 email your thoughts to Metro prior to August 4th.

13 Also, for those of you who are online, we are
14 directing you to the same sources to submit your comments.
15 We won't be receiving chat or comments via the online line
16 currently, so if you would like to write it out and submit it
17 to Metro, you are welcome to that any time until August 4th.

18 For your public comments, those of you who would
19 like to come forward, please fill out the blue comment card
20 and our staff will go around and collect that. What I will
21 do is announce your name and you can come forward to the
22 microphone to my right, and then you can go ahead and give us
23 your public comment. Because of the number of potential
24 commenters, would like to limit the public comment to about
25 three minutes. We want to make sure to give an opportunity

1 to everyone. And if for any reason you feel you are not able
2 to give your full comment via a microphone, you can also
3 continue to write your comments form and just leave that with
4 us. Or as Julia mentioned, come forward to our court
5 reporter to your right and continue speaking orally to her
6 and she can transcribe it down. It's the same as if you were
7 speaking or in front of us or to write it down. So there's a
8 number of ways to get your comments in. The point is we want
9 the community to understand what you think about the project.

10 I would also like to mention that public comments
11 are receiving comments for the record. Metro will be
12 documenting that as part of the formal report of its process
13 as it begins the environmental documentation of this very
14 important project. So we will not be responding directly to
15 any of your comments or questions that you are making
16 formally today. I would, however, like to encourage you all
17 to interact with our staff after our formal public comments
18 you give here to continue asking your questions and get
19 information about the projects.

20 So we want to make sure you learn about the project,
21 we get your questions answered without clarifying -- formerly
22 receiving your comment we will include it for the record and
23 that will help this project team move forward to do the
24 timing and analysis of the proposal changes.

25 All right. With that I would like to go ahead and

1 get any additional comment cards from staff. If you have any
2 more comment cards. I do have one submitted, so I will be
3 announcing this individual to please come forward. I am not
4 sure if it's Mr. or Mrs. B. Timberlake. If you can please
5 come forward and speak clearly into the microphone and state
6 your name and provide us your comment. Thank you.

7 MR. TIMBERLAKE: Yes, my name is B. Timberlake. I
8 ride Metro trains and busses and have for several years. I
9 actually use Metro almost everyday of the year including
10 weekends and many holidays. Specifically, I ride the Blue
11 Line a lot along with the Red and Purple and Gold. And my
12 greatest concern on this map is it shows the northern options
13 is the two options, which would run through the same corridor
14 as the Blue Line along those train tracks from the Washington
15 Station and going east as far south as Slauson.

16 This line as I understand it is also -- this
17 corridor has a heavy rail line operated by Union Pacific.
18 And as such, a heavy break. It carries crate and is subject
19 to accidents, striking cars going across the tracks, striking
20 pedestrians, of course, occasionally the Blue Line strikes.
21 This is our oldest rail line in Los Angeles. It's about 25
22 years old now and, frankly, it's a disaster.

23 I think it would be a terrible mistake for this new
24 West Santa Ana Branch rail line to share any part of the Blue
25 Line corridor because it's like putting all your eggs in one

1 basket. If there's an accident there -- if Union Pacific has
2 an accident or the Blue Line has an accident, it could
3 potentially block access through on this West Santa Ana
4 Branch Corridor on this new light rail project.

5 So I really think -- we have already seen what a
6 terrible mistake it was to put the Expo Line and the Blue
7 Line from Seventh Street south of Washington Boulevard on the
8 same tracks and in the same corridor. I think, you know, I
9 hope we won't make the same mistake. This is the time for us
10 to avoid making mistakes. We should not be -- our Blue Line
11 from the south east county up to Union Station should not be
12 sharing any rail corridor, any transit way, much less tracks,
13 but even just adjacent running tracks. It's a terrible
14 danger. It's a real risk.

15 Any time something happens on one of the rails
16 lines, it can affect the line next to it. And I just think
17 we need to have a separate line that runs through Union
18 Station all the way down to the south.

19 GENOVEVA ARELLANO: Mr. Timberlake, thank you very
20 much for your comment. Can I invite anyone else to submit a
21 public comment? Again, this is just to speak your comment
22 orally. Our audience here today can also do that directly to
23 our court reporter.

24 Okay. I won't interpret any additional public
25 comment because of a lack of interest in the program. We

1 very much appreciate your attendance today. I would very
2 much encourage you to take a moment following today's
3 presentation and another day before August 4th, to send us
4 your thoughts. It really is considered helpful to the
5 project team.

6 I believe you know Metro is responsible for a whole
7 network of other transit services. It is through meetings
8 and public comments like this that they can prove their
9 performance through you. So it starts before construction is
10 ever started in the early time period, such as today.

11 So, again, I would encourage you to continue your
12 relationship with Metro and your dialogue with our staff. I
13 would also like to mention if there are any else who would
14 like to come forward that Metro also is receiving comments
15 directly through each of the cities and all jurisdictions
16 regarding this project study area. So not only are residents
17 asked to participate in comments, but our peers and
18 colleagues with the city staff and all of the jurisdictions
19 and agencies who manage and provide services to the area. So
20 it real is a collective effort to understand everybody's
21 needs to come up with high performing programs.

22 Okay. With that I would like to just remind
23 everyone that all of this material today, including the
24 handouts that you received, are available online at the Metro
25 website. Please look at that and continue to save that as a

1 way to get the latest information about the project as we
2 move forward. There are multiple ways for you to stay
3 connected with Metro. You have it on your card and also on
4 stream. Again, we would encourage your public input and
5 welcome your comments throughout the process. Specifically,
6 for the record prior to August 4th.

7 Again, thank you to the City of South Gate for
8 hosting this here today and to all of you who have
9 participated. Please continue to stay with us. We will
10 continue to be here until 8 o'clock. Thank you.

11 (Applause.)

12 GENOVEVA ARELLANO: Quick announcement. We do have
13 one additional request to speak, so I would like to honor
14 that and request that Cyrus Hojjaty, please come forward to
15 make your public comment.

16 If I could just ask for your attention for a few
17 minutes.

18 CYRUS HOJJATY: All right, Folks. I am all for
19 transit, but I feel like we are being ripped off with light
20 rail. You guys need to wake up. We have all these great
21 technologies. We have monorail -- we have high in the
22 involvement those personal rapid transit. Right here as you
23 can see, it's one-tenth the cost of light rail. That's a
24 better option. It's on demand. You don't have to stop for
25 other people. It costs much much less for a ride, all right.

1 We have decades of miserable planning. This area,
2 the Los Angeles area, is a laughing stock the world with it's
3 clogged highways, it's failure in road transport, and it's
4 miserable results in transit systems. Wake up. I am sick
5 and tired of being ripped off by these politicians, the Jerry
6 Brown's of the world, they raise your gas taxes. Why can't
7 they raise taxes on profit margins or oil refineries? Why do
8 they have to tax us? Wake up, all right. All these people
9 in many cases they are a disaster, all right.

10 Now, you have to look. Even if you like light rail,
11 are there better options and are the costs going to out weigh
12 the benefits? You guys have to start looking into this. You
13 guys have to start waking up. Another thing, so if it gets
14 some people out of their cars, are we still going to have
15 massive traffic congestion on our freeways, most likely yes.
16 Based on the your track record, there's still lots and lots
17 of congestion on the freeway. So keep that in mind. This is
18 why we need a better alternative, all right. We got to
19 understand, how did we get into this mess? This disgusting
20 social engineering gave us our highway systems, strap up our
21 street car system, and put is us in the black hole we are in
22 right now, all right.

23 And by the way, what other things is going to in
24 influence? Well, let's look at it this way. We are going to
25 get these over blown cardboard box housing out there. I hope

1 not. I hope that when we get high density housing -- because
2 we need it, it's going to be good quality buildings and it's
3 going to meet the needs of everybody. I don't want these
4 disgusting cardboard boxes of housing that's going to turn
5 into a low income fallout everywhere, all right.

6 You know what, maybe this explains the frustration.
7 This anti-immigrant frustration that is happening all over
8 the world. The real problem is not immigrants. The real
9 problem is our failure to provide an efficient transportation
10 system. And I can tell you this, we got better options.
11 Wake up. I am trying to help you guys out. Take care.

12 GENOVEVA ARELLANO: Thank you, Mr. Hojjaty. We
13 appreciate your comment. Again, thank you everyone for your
14 attention. We are here until 8 o'clock this evening. If
15 anyone else would like an opportunity to speak to the
16 audience. Thank you, again.

17 ALAN GROVES: I've been to Vegas and they had a
18 beautiful monorails. I would like to see them build monorail
19 systems here. In Chicago it's beautiful and I have seen more
20 light rail systems. I know it's going to cost money, but
21 something has to be done. That's it. Thank you.

22 (Meeting concluded at 8:36 p.m.)
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CERTIFICATE
OF
CERTIFIED SHORTHAND REPORTER

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were administered an oath; that a record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney or any party to this action.

IN WITNESS WHEREOF, I have this date subscribed by name.

Dated: July 6, 2017



SUDNY GALLARDO
CSR NO. 14023

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[corridor - fill]

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[mile - point]

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[pointer - right]

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[right - technical]

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[year - zendejas]

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Appendix J.3

Transcript – Meeting #3 (June 21, 2017)

Downtown Los Angeles

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West Santa Ana Branch Transit Corridor
Public Scoping Meeting
June 21, 2017

1 EDGAR GUTIERREZ: Joining us today at
2 the Public Scoping Meeting for the West Santa Ana
3 Branch Transit Corridor. Just want to give you a
4 heads-up that we're about five minutes away from
5 starting the PowerPoint presentation. So, if
6 you'd like to just wrap up your discussions with
7 our staff and start taking a seat, we'll get
8 started shortly.

9 And then, also, I'm going to have our
10 interpreters make an announcement. We have
11 Spanish and Japanese interpreters available,
12 should anyone want that service.

13 INTERPRETER: [UNINTEL - SPANISH]

14 INTERPRETER: [UNINTEL - JAPANESE]

15 EDGAR GUTIERREZ: And one last thing: I
16 would like to remind you that each of you should
17 have received a speaker card. If you would like
18 to make a comment, an oral comment today after
19 the presentation, we will be videotaping the
20 comments and having them transcribed and
21 submitted into the official public record. So,
22 make sure to fill out this card and submit it to
23 any of our staff members. Thank you.

24 JULIA BROWN: We're ready? Hello,
25 everyone. Thank you for joining us today. My name

1 is Julia Brown. I'm the Metro Community Relations
2 Manager for the West Santa Ana Branch Transit
3 Corridor Project. So, I want to thank you all for
4 coming out today to learn more about this
5 interesting project.

6 Before we get started, I do want to
7 mention that we have a couple of people here from
8 the office of Senator Tony Mendoza. We have Aldo
9 Ramirez--Aldo, can you raise your hand there?
10 Thanks for joining us today. And we also have
11 Said Ali. Said? Thanks for joining us today. So,
12 we really appreciate that.

13 Before we get into the presentation, I
14 want to make sure that everyone is aware that we
15 have these blue speaker cards that should have
16 been in your packet. So, we are asking that
17 people who want to participate in the oral
18 testimony to please fill out these speaker cards,
19 and then you can hand them to a staff member,
20 anyone with a badge. We will collect those, and
21 then we will be conducting oral testimony
22 following the presentation.

23 WOMAN: Green today.

24 JULIA BROWN: I'm sorry, I was just told
25 they're green today. So, green cards. We have our

1 court reporter/videographer who is here today.
2 She will be visually recording all of the
3 comments that we receive today. Those verbal
4 comments will then be transcribed and--excuse me--
5 -incorporated into our environmental document.

6 For those who do not want to give their
7 public testimony, they can always walk up to her
8 afterwards, and she will visually record your
9 verbal comment. It will be transcribed and
10 included in the environmental review process.

11 It should also be noted that we are
12 here today to hear from you. We want to hear what
13 you have to say about this project. So, as a
14 result, we will not be responding to comments. We
15 are here to document your comments and include
16 that in our environmental process.

17 So, now, also, I want to mention
18 comment sheets. You should have all received
19 comment sheets as well. So, for people who are
20 not comfortable giving verbal comments, either
21 publicly or privately, you can also fill out one
22 of these and drop those in a comment box, or, if
23 you turn it over, you can see that you can fold
24 it, put a stamp on it, and mail it, and we'll
25 receive it that way as well.

1 So, now I'd like to introduce Ms. Fanny
2 Pan. She is the project manager for Metro for
3 this project. And, again, thank you for coming
4 out today. Fanny?

5 FANNY PAN: Good afternoon, welcome.
6 Welcome to the scoping meeting. This is the third
7 meeting, third scoping meeting of our four total
8 public scoping meetings. We're very excited here
9 to talk about the West Santa Ana Project.

10 So, this is one of the Measure
11 R/Measure M funded projects that is scheduled to
12 start construction in 2022. This is a--we are
13 evaluating a 20-mile light rail transit corridor
14 from Union Station here in downtown Los Angeles
15 down to City of Artesia, almost near the border
16 of L.A. and Orange County borderline.

17 Many of you may be thinking: why is
18 this project called the West Santa Ana Line? This
19 is actually a name of an old streetcar alignment
20 that started from south of the 105 Freeway going
21 down south. And that's known as the West Santa
22 Ana Corridor.

23 So, scoping: this is an open,
24 transparent process. We want to hear from you,
25 want your comments on the study that we'll be

1 evaluating in the environmental process. We
2 wanted to identify the purpose of the project,
3 defining alternative under consideration, and
4 determine major issue for environmental analysis,
5 and also identify our evaluation method to be
6 used for this process.

7 And, most importantly, we want to hear
8 from you, your input, what you know about the
9 area. We want to hear from you and learn.

10 Your role is to, of course, get
11 involved in early--as part of this early process
12 in the environmental process and help us
13 understand what we should be studying, provide
14 comment, and provide relevant information. And,
15 if you--any of you are representing any of the
16 [UNINTEL] organization, please identify yourself.
17 Help us in being--so we can keep you informed as
18 part of this process.

19 This is a slide on some typical
20 environmental topics that we will be evaluating
21 as part of the environmental process, both
22 looking at during--impact during construction,
23 and also in--during operation. Topics include
24 such as air quality, vibration, land use impact,
25 construction impact, and also physical property

1 impacts as well.

2 So, as part of the environmental
3 process, we will be further refining the
4 alternatives. Currently, as you're seeing on the
5 boards, also at the--on the table, the drawings,
6 we have shown that this project has some
7 variation on northern alignment options, for
8 different northern alignment options.

9 And then, I'll be going over in details
10 in a little bit, but we will be further refining
11 these alternatives and doing more engineering
12 work, conceptual engineering type of work. We'll
13 be accessing the impact, evaluating the impact
14 for--both during construction and during
15 operation. Also, we'll be evaluating measures to
16 either avoid or minimize or mitigate these
17 adverse impacts of the project.

18 So, those will allow us to have an
19 informed decision, to help with the Metro Board
20 to finally select a--what we call the project--
21 locally preferred alternative for the project.

22 So, project timeline for our
23 environmental process: we are in our scoping
24 period. Our scoping period started on June 6th.
25 We have--since we initiated the scoping process,

1 we have actually extended the comment period from
2 what's originally set was for July 7; now it's
3 been extended to August 4th, to allow more time
4 for you to comment, provide your comments to this
5 project.

6 Prior to our initiation of the process,
7 the environmental process, we have been out to
8 the community, meeting with the stakeholders,
9 providing some project history information. And,
10 back in April, a couple months ago, we went to
11 the Metro Board and received their authorization
12 to proceed with this environmental process,
13 including the four northern alignment options
14 that will be carried forward into this part of
15 the evaluation, as well as the entire 20-mile
16 corridor.

17 So, we are hoping, by end of next year,
18 we can come back and develop a final
19 recommendation for a locally preferred
20 alternative for the board decision. But before
21 that, we will be, you know, completing the draft
22 environmental document, solicit input, and have
23 public hearings.

24 And also, throughout this process, we
25 will be out in the community, conducting

1 community meetings. Also, we'll be joining cities
2 and attending the--some of the pop-up--community
3 pop-up events. So, we'll be out here, meeting
4 with you, and keep you informed of what's, you
5 know, the latest status of the project.

6 This is a metro--a map of the current
7 Metro Rail and Bus services. Those are the lines
8 that are in color. Those are our existing Metro
9 operation lines, either the light rail, the bus,
10 or the heavy rail. And also, those segments that
11 are on the map that are in lighter coloring, the
12 gray, those are the future project that was
13 approved as part of the November passage of the
14 Measure M.

15 So, kind of talk about the West Santa
16 Ana Project--many of you have already seen the
17 project map in the back of the room. This is,
18 again, a 20-mile corridor for light rail transit.
19 The study area includes 98 square miles,
20 including 20 cities, plus the L.A. [CORPORATE?]
21 county area. The population and employment
22 density in this area is very dense. It's about
23 five times more than average of the L.A. County.

24 Going through the map just a little bit
25 for the project alignment, as I mentioned

1 earlier, from Union Station down to City of
2 Huntingdon Park, we have four different northern
3 alignment options, in which I will go into detail
4 a little bit later. And many of you have seen it
5 on the real plots as well.

6 But, south of Huntingdon Park, we
7 follow this segment, this in pink. It's not
8 showing up very well on the screen. But this
9 segment in pink, this is an existing right-of-way
10 that's owned by the Port of Long Beach and Port
11 of L.A., the San Pedro Subdivision. And then, on
12 the south, starting from Paramount down to
13 Artesia, this is a right-of-way that Metro
14 currently owns.

15 Some of the history: for the West Santa
16 Ana Corridor, Southern California Association
17 Government actually completed an alternative
18 analysis study for this project. The reason they
19 did it was because this alignment actually goes
20 further down into Orange County, for a total of
21 34 miles. 20 miles are in L.A. County, another 14
22 in Orange County. So, they've completed the
23 alternative analysis in February 2013, and
24 recommended the light rail transit to be further
25 considered.

1 And then Metro, in 2015, September, we
2 actually completed what we call the technical
3 refinement study, kind of look at some specific
4 issues that was raised as part of the alternative
5 analysis study. And, as I mentioned earlier, in
6 April, Metro Board approved for us to go forward,
7 and also the project definition for the
8 environmental scoping.

9 So, in the interim, many other studies
10 have been completed: City of South Gate, with the
11 partnership of--with Eco-Rapid, a joint power
12 authority, they completed a rail corridor
13 community impact and opportunity report. And
14 also, at the same time, Eco-Rapid completed the
15 transit orient development guidebook for the
16 Southern Corridor. And then Gateway Cities
17 Council of Government--they represent 28
18 southeast cities--they completed also a--what we
19 call the strategic implementation plan.

20 So, now we are in the environmental
21 process, where I mentioned that we'll be doing
22 further engineering, defining the project
23 definition, and also the goal is to select a
24 locally preferred alternative, hopefully by late
25 next year. As I mentioned earlier, per Measure M,

1 the project is scheduled to start construction in
2 2022.

3 The study area includes high-population
4 employment density, as I mentioned earlier. And
5 also, we--they include a high number of transit-
6 dependent population, and also very constrained
7 freeway arterial systems. So, the purpose of the
8 study is really to provide reliable transit
9 service, address some mobility access issues,
10 reduce travel time and address connectivity
11 barriers, and also accommodate future travel
12 demand.

13 Based on these purpose and needs, a set
14 of goals were established, including providing
15 mobility improvement, support local/regional land
16 use plan and policy, and minimize environmental
17 impact, and, of course, ensure cost
18 effectiveness, financial flexibility, and equity.

19 Many of you are very familiar with our
20 light rail transit. In this area, we have the
21 light rail, the Metro Gold Line. So, typically, a
22 light rail is more quiet, runs on electricity.
23 Stations are usually stationed about one mile
24 apart, usually can carry up to three times more
25 than a bus can carry. Metro currently operates--

1 other than the Gold Line, we have the Expo Blue
2 Line.

3 So, many of you are aware, last year,
4 Metro opened up the extension on the Expo Line
5 from Culver City to Santa Monica. And also, on
6 the Gold Line, Metro opened, last year, the Gold
7 Line extension from Pasadena to Azusa.

8 On the heavy rail side, Metro has the
9 Metro Purple Line and Red Line. Those are
10 typically larger and longer than the light rail,
11 and handle more passengers and travel faster.
12 Usually they are operated on exclusive right-of-
13 way, either underground or at elevated tracks.
14 Also, we have the commuter rail many of you may
15 be familiar with. And that's known as the Metro
16 Link. That carries passengers between the
17 counties.

18 So, on this slide, we have some
19 pictures of a typical light rail station. One on
20 the top left is an elevated station. This is the-
21 -on the Expo Line, the La Cienega station. The
22 one on the lower left is an underground station
23 for the Metro Gold Line at the Mariachi Plaza.
24 The one on the right is an at-grade station. This
25 is part of that Gold Line extension at the

1 Monrovia station.

2 The next slide shows a typical
3 guideway. We have the elevated guideway; this is
4 the Gold Line Chinatown. This is very close to
5 this area. And then also on the underground is
6 the Gold Line Mariachi Plaza. The one on the
7 right, there are two on the right. One on the top
8 right is the at-grade kind of street-running type
9 of guideway. This is the Expo Santa Monica area.
10 And then the one on the lower end is very close
11 to here. It's the exclusive right of way that
12 Gold Line currently operates on.

13 So, just going a little further on this
14 study area, the project alignment, on the
15 Southern part I mentioned earlier, we follow the
16 San Pedro right of way, the segment that's in
17 pink. That's currently owned by the Port. And
18 then follow the right of way in--that Metro owns,
19 down to City of Artesia. But, in the event this
20 line continues on into Orange County, as part of
21 our environmental study, we will be evaluating an
22 optional station in Bloomfield and in Cerritos,
23 and the alignment as an option.

24 So, now many of you are very interested
25 in this northern alignment, the four options

1 here. We currently have Option A and B that
2 follows the right of way--that follows Pacific
3 Boulevard going north, and then Santa Fe.

4 So, Option A, this is what we call the
5 Pacific/Alameda. We're actually going to go east
6 on--this is the Fourth Street. And then we're
7 going to go north on Alameda. The station here in
8 the Arts District is near the current [PSI?] Art
9 location. And then we're going to keep going
10 north on Alameda, over the 101 Freeway, coming
11 into the Union Station.

12 Option B, Pacific/Vignes, instead of
13 going over to Little Tokyo, we're going to keep
14 going north through the Arts District. There's an
15 Arts District station at 1 Santa Fe. And then
16 we're going to keep north on Vignes and going
17 over the 101 Freeway into Union Station.

18 Option C and D, instead of going north
19 on Pacific Boulevard, we're going to kind of go
20 parallel to the existing Metro Blue Line. We will
21 have three transfer stations at Vernon, Slauson,
22 and Washington. And we're going to keep going
23 north on Alameda.

24 Option C is going Alameda all the way,
25 having a Little Tokyo Station at First and

1 Alameda, and then follow Alameda over the 101
2 Freeway, coming into Union Station. Option D,
3 instead of going all the way on Alameda, we're
4 going to go through the Arts District via Third
5 Street. There is potentially a proposed station
6 at Third and Traction, near Rose. And then we're
7 going to go north on Vignes, and then over the
8 101 Freeway.

9 So, there's a detailed kind of
10 alignment map over at the table for those of you
11 who have not had the opportunity to look at it,
12 and our staff will be there again when we have
13 the open house to explain the proposed station
14 location and alignment.

15 So, this is a summary table that we
16 have included in the Metro technical refinement
17 study that was completed in September 2015. This
18 is the overall for the entire 20-mile corridor,
19 depending on which alignment that will be
20 selected. We have stations--up to 15 stations
21 throughout the corridor. The ridership ranges
22 from 52,000 to 75 daily riders, daily boardings.
23 And then the cost is a little over 4 billion.

24 But, as part of the environmental
25 process, we will be reevaluating all that, and

1 we'll be running more models. So, these will
2 potentially be updated.

3 So, as the previous slide concluded
4 that the cost of the project is about 4 billion,
5 a little over 4 billion, Measure R had approved
6 240 million for the project. And also, as part of
7 Measure M, there is about 1.4 billion. In
8 addition, we will be looking at seeking federal,
9 state, and local funding sources, too, for the
10 project.

11 And also, Metro is looking at
12 acceleration. There is a very popular [MORE?]
13 delivery method now, called the public/private
14 partnership. This is a project delivery model
15 that involves the collaboration between the
16 public and the private firm. Each party will
17 share its key skills, and takes on the risk it is
18 best able to manage, leading into innovation,
19 cost saving, getting a project built earlier. So,
20 we are exploring that option.

21 So, now I'm going to turn it over to
22 Julia to talk about the public comment part of
23 the process.

24 JULIA BROWN: Thank you, Fanny. So, as
25 Fanny mentioned, there are going to be numerous

1 opportunities for public involvement and feedback
2 throughout the process. So, as you can see, right
3 now, we are in our public scoping phase. We're
4 conducting meetings along the corridor. This is
5 our third public meeting.

6 So, we will also continue to do
7 community meetings where we can go out, update
8 the community on where we are, both with our
9 study process as well as to continue to gather
10 feedback on the project. We will also continue to
11 do our city and elected official briefings,
12 working closely with our corridor cities.

13 We also hold quarterly technical
14 advisory committee meetings, and those include
15 city staff, where we can kind of drill down on
16 some of the technical aspects of the project, as
17 well as doing community events and pop-ups along
18 the corridor.

19 We will continue to do extended
20 outreach in the communities, working with our
21 different community and business groups along the
22 corridor, as well as accepting written comments,
23 both now, in the public scoping phase, as well as
24 when we move to the public hearing phase of the
25 project, when we release the draft environmental

1 document for public review and comment.

2 We also have a live webcast option. So,
3 the meeting that we held last night in South Gate
4 was recorded, and it was live via a webcast, and
5 we will be posting that on our website.

6 So, again, just to reiterate, we've
7 held--we're going to be holding four total
8 meetings. We were in Bellflower last week. We
9 were in South Gate last night. We're holding two
10 today in downtown Los Angeles. And we will also
11 be in Huntingdon Park on Saturday morning.

12 So, again, we welcome anyone who is
13 unable to attend today's meeting to please join
14 us on Saturday morning. You can also view the
15 live webcast as that's posted. And you can
16 continue to submit your public comments on the
17 project.

18 And so, again, as Fanny mentioned, the
19 comment period has been extended to Friday,
20 August 4th. So, we will be accepting verbal
21 comments today at the meeting, as well as at our
22 upcoming meeting in Huntingdon Park. So, we have
23 our videographer with our court reporters team
24 here, who will be recording, and then we will
25 have those comments transcribed. We can also

1 accept your written comments via the comment
2 sheets we have available.

3 Or, if you'd like to write us a formal
4 letter, you can certainly do that. If you do, you
5 can mail that in to Fanny Pan. Her contact
6 information is listed there. We're also accepting
7 comments online. So, you can email your comments,
8 or we also have a comment forum available on the
9 project website.

10 And now, I'd like to introduce Edgar
11 Gutierrez with our outreach team. And he's going
12 to facilitate the oral testimony.

13 EDGAR GUTIERREZ: All right, thank you,
14 Julia. So, as it's been mentioned, both by Fanny
15 and Julia, this is a really important part of the
16 environmental process. Public scoping is the part
17 where the public has an opportunity to offer
18 their comments, raise any questions, and any
19 other testimony that should be taken into
20 consideration as we continue advancing through
21 the environmental process.

22 Your public comments will be reviewed
23 and assessed by our technical team. So, right now
24 is just one of the many times that you'll have an
25 opportunity to offer comment as part of the

1 ongoing public involvement process. But this is
2 the--one of the key milestones for you to offer
3 those comments.

4 What we're going to go through right
5 now is the public testimony portion of the public
6 scoping meeting. But, as mentioned, there's other
7 ways for you to submit comments. So, if you're
8 not willing to provide oral testimony today or
9 through other methods available at the meeting,
10 you have until August 4th.

11 Now, before we start the public
12 testimony, I just wanted to go over some general
13 rules on how we're going to run this portion of
14 the meeting. As mentioned previously, if you
15 would like to speak, please submit one of these
16 speaker cards. They're your green sheets that
17 we're including in your public meeting packet. If
18 you did not receive one or are missing this
19 sheet, one of our team members can walk it over
20 to you so you can fill it out, or bring you a
21 pen. So, just raise your hand if you need that.

22 Each speaker is going to have a total
23 of three minutes, just being respectful of
24 everyone's time and making sure that everyone has
25 an opportunity to comment. And then, so, also, we

1 have an opportunity to continue the public
2 discussion after the presentation, as part of the
3 open house session.

4 And I will be calling several names at
5 a time. Currently I only have one speaker card,
6 with another one on the way. So, you still have
7 time to submit a speaker card. Just raise your
8 hand if you need anything to submit it.

9 Once you get up to the mic, make sure
10 that you're stating your name clearly. We're also
11 asking you to spell out your name, because the
12 court reporter sometimes has a hard time
13 transcribing your name. So, not only your name
14 and spelling out your name, but also make sure
15 you're speaking clearly into the microphone, and
16 slow down. And you have three minutes, and you'll
17 have plenty of time to make your comment.

18 With that, I'd like to start the
19 comment with our first speaker card that was
20 submitted by Ms. Kristin Fukushima. If you could
21 please step up to the microphone, it's over here
22 on the right side of the stage. And followed by
23 her will be--I believe it's Jeanie Kerman? Sorry
24 if I'm pronouncing your name incorrectly. Oh, go
25 ahead.

1 KRISTIN FUKUSHIMA: Great. Hi. My name
2 is Kristin Fukushima, K-R-I-S-T-I-N, F as in
3 Frank, U-K-U-S-H-I, M as in Mary, A. And I am
4 with the Little Tokyo Community Council.

5 One just general comment: I hope other
6 Little Tokyo people also either submit comment
7 cards or do the public comment up here. We should
8 make our voices heard, especially because this
9 project will impact Little Tokyo so much.

10 We've heard about this project for a
11 while now. But, at the time that it was first
12 presented to us, it looked like the impact from
13 primarily east of the river. So, it was very
14 disconcerting to realize that things had
15 progressed without community input and engagement
16 to the point where the lines are now all going
17 through Little Tokyo.

18 We are already currently dealing with a
19 transit line that has had a lot of impact. And
20 even though we've been able to work with Metro
21 very closely on making sure that some of those
22 impacts are mitigated, whether it's through the
23 Business Interruption Fund or through a marketing
24 program, we have still seen a lot of businesses
25 displaced and priced out. We've seen a lot of

1 speculation and increased property flipping. And
2 just in general it's been really hard for our
3 community to go through the Regional Connector
4 process.

5 So, the idea of going through yet
6 another process with Metro on a new transit line
7 is pretty horrifying. And so, that means we are
8 very anxious about, you know, what will these
9 impacts be. I think that, for our folks east of
10 Alameda who are on Vignes, I'm sure there's
11 concern there. So, hopefully folks from those
12 institutions can also speak to what that might
13 look like for them.

14 So, in general, I'm hoping that there
15 will be better community engagement. I know that,
16 for Regional Connector, we established a Little
17 Tokyo working group to specifically start
18 addressing those current concerns of Little
19 Tokyo.

20 Part of that is because we are a
21 historic community. We are an environmental
22 justice community, per Title IX. We are the
23 second-oldest neighborhood in all of Los Angeles,
24 one of three historic remaining Japan Towns. And
25 so, all of that needs to be taken into

1 consideration.

2 So, anything aboveground or aerial will
3 be really problematic for us. And even if it ends
4 up being a line that goes through Little Tokyo
5 but goes underground, we still need to have a
6 pretty long conversation about what those
7 mitigations might look like.

8 So, I'm looking forward to stronger
9 community engagement, more listening to what the
10 community concerns are, and just in general
11 making sure that Little Tokyo is protected
12 throughout this process. Thank you. Hope you all
13 can talk, too.

14 EDGAR GUTIERREZ: Thank you [UNINTEL].

15 KRISTIN FUKUSHIMA: Also, we're going to
16 leave soon for a meeting.

17 EDGAR GUTIERREZ: Up next, I'm having
18 trouble reading the name. But I believe it is
19 Jamie Kurmamamoto? Kumamoto? Joanne? And followed
20 by Joanne will be Alan Kumamoto, followed by
21 Bobby Garza.

22 JOANNE KUMAMOTO: Hi. My name is Joann
23 Kumamoto. And it's spelled J-O-A-N-N-E, K-U-M-A-
24 M-O-T-O. And I'm representing the Little Tokyo
25 Business Association and the Little Tokyo BID.

1 The Little Tokyo BID represents 400 businesses in
2 Little Tokyo. And today is the first time we've
3 seen the detailed map over here. And we would
4 like to have that available to our community, to
5 the businesses, so that we can really look at the
6 possible impacts.

7 I think it's difficult for us to make
8 comments on what is going to happen or where it's
9 going to impact our community without the
10 specific details. And this has not been available
11 until today, right before you're asking us for
12 comments on the impacts and things that will be
13 happening in our community.

14 I think we need to take a look at those
15 things and the various options, more specifically
16 the streets and the neighborhoods where it will
17 be impacted. So, if you can make these maps
18 available between now and before the August date,
19 then we can--we'll be able to respond to you.
20 But, until we have the information provided to
21 our community, it's difficult for us to be
22 providing you with the information that you're
23 looking for.

24 And I just want to make sure that
25 there's enough time for us to really look at

1 that. If you're expecting us to meet your
2 deadlines here, you know, giving us this map
3 today just wasn't very helpful. But, so, if we
4 can get the map, I would appreciate that.

5 EDGAR GUTIERREZ: Thank you for your
6 comment. Now, Alan Kumamoto?

7 ALAN KUMAMOTO: Right. Alan Kumamoto, A-
8 L-A-N, K-U-M-A-M-O-T-O. And I didn't have any
9 kind of collusion with Joanne in terms of this
10 comment, because I too, representing the Historic
11 Cultural Neighborhood Council, as the president,
12 we cover Arts District, Little Tokyo, Victor
13 Heights, Chinatown, Solano Canyon, and El Pueblo.
14 So, we are impacted by whichever alignment is
15 taking place.

16 My request is the same in terms of
17 giving us the maps, because those are the details
18 that the little flyers don't provide. The second
19 thing is if you could also provide the
20 elevations, because that shows the aerial as well
21 as the underground. And so, it's hard to tell on
22 the flat maps where exactly the train is going to
23 go underneath or above. So, thank you.

24 EDGAR GUTIERREZ: All right. Thank you
25 for your comment. Now we have Bobby Garza,

1 followed by Yasue Katsuragi.

2 JULIA BROWN: Just one second. I'm going
3 to move this back here so I can see you guys.

4 BOBBY GARZA: Hi, thank you. My name is
5 Bobby Garza, B-O-B-B-Y, G-A-R-Z-A. I'm a
6 resident. I live at First and Alameda. I've been
7 here for about 11 years, a little over 11 years
8 now. And I think, more than half of it, it's been
9 under construction, for the Regional Gold Line
10 and then now the Regional Connector.

11 As a resident, you know, I don't like
12 any of these options, because, you know, you're
13 going to tear through Little Tokyo again. And I
14 might have an elevated track right in front of my
15 condo, which is not good.

16 I did a little research in Chicago, and
17 this is not any official, you know, numbers here,
18 but, from my basic research, home prices drop
19 about 20 percent in front of an elevated track.
20 If you're close to the station, you know, I think
21 that's pretty good. But if you're right in front
22 of the elevated track, that's pretty steep of a
23 drop.

24 But also, as a transit--as a rail
25 rider, I feel like you're missing out on a

1 perfect opportunity here, which is that, you
2 know, the heavy rail--the red and the purple
3 lines that, you know, go along the Arts District
4 right now, they--I mean, they already point
5 southeast, you know, or south down the river. I
6 don't know why that's not part of this study.

7 I understand maybe, you know, we don't
8 want heavy rail because of the third rail thing,
9 but it's been done. It happens, you know, across
10 the country. There's examples of that probably
11 throughout the world. You know, that's at grade.
12 I understand, like, the subway, everyone--okay,
13 that's fine for the heavy rail, elevated, or
14 subway. But at grade works as well, too.

15 And maybe the price thing--maybe it's
16 more expensive, although, you know, this up-and-
17 down elevated, underground, at-grade, I would
18 think that the price would eventually maybe even
19 out if you, you know, did the heavy rail option.

20 So, I don't know. I just--it'd be nice
21 if that was included in the study. You know? Give
22 us another option, one that's not so invasive on
23 Little Tokyo, Arts District. And you could have
24 your Sixth Street stop, which everyone, you know,
25 wants in the Arts District right now. So, that'd

1 be part of it.

2 So, that's it. Thank you. Appreciate
3 it.

4 EDGAR GUTIERREZ: Thank you. Up next is
5 Yasue Katsuragi, followed by William Briones.

6 YASUE KATSURAGI: Good afternoon. My
7 name is Y-A-S-U-E, K-A-T-S-U-R-A-G-I. And I work
8 with Little Tokyo Service Center as a community
9 organizer. And I mostly work with seniors. And
10 probably 800 seniors live in Little Tokyo area,
11 and they are mostly monolingual Japanese and
12 Korean, and they're low-income.

13 So, they mostly--their measure of
14 transportation is walking. And they walk, and
15 they--you know, with a cane or a walker. So,
16 whatever you guys have, materials, I'm requesting
17 to have them in language, in Korean, and also
18 provide--they don't have much access to those
19 materials or resources. So, I'm requesting for to
20 provide the information in their languages. Thank
21 you.

22 EDGAR GUTIERREZ: Thank you. So, William
23 Briones, followed by Rey Fukuda.

24 WILLIAM BRIONES: William Briones, B-R-
25 I-O-N-E-S. I'm the head minister here at the

1 Betsuin where we're having our meeting.

2 Obviously, it's going to have a heavy
3 impact if it comes down Vignes. We only have one
4 entrance and exit, and that's on Vignes. And I
5 speak for Fukui Mortuary as well. I believe it's
6 the--what--from what I heard is that the tunnel
7 would be coming up at Temple, and that's right in
8 front of Fukui Mortuary.

9 Besides that, I don't want to go over
10 what has been already talked about, but I'm
11 really concerned that, whether it's on Alameda or
12 Vignes, it's going to have a big impact on Little
13 Tokyo, and the Temple as well. But also, they're
14 going to start building the high-speed rail
15 pretty soon. And how is that going to impact--
16 this is going to be total construction on the
17 East Side.

18 So, we're--you know, as Kristin said
19 already, we've been impacted twice already with
20 the Metro. And so, yeah, those are my concerns.
21 Thank you.

22 EDGAR GUTIERREZ: Thank you. Now we have
23 Rey Fukuda, followed by Amy Honjiyo.

24 REY FUKUDA: Good afternoon. My name is
25 Rey Fukuda, R-E-Y, last name F-U-K-U-D-A. I am a

1 project manager and planner with the Little Tokyo
2 Service Center, also a member organization of
3 Little Tokyo Community Council.

4 I'm mostly here, some--to raise points
5 that some have been raised already, but
6 particularly around a concern of this
7 construction period. We're really concerned that
8 we won't see a robust mitigation effort,
9 particularly for small businesses in this
10 neighborhood, because of what we've experienced
11 with the Regional Connector construction.

12 We did gain some precise mitigation
13 measures through the ER scoping period of the
14 Regional Connector, such as parking validation,
15 impact--a Business Impact Fund. There were some
16 challenges with that Business Impact Fund that we
17 hope can be changed in a new impact fund,
18 particularly the lack of flexibility with the
19 geography of the construction impact.

20 So, it was drafted--so, basically, any
21 business on the same street of construction were
22 the only eligible businesses. We hope that, given
23 the way Little Tokyo works is it's not just one
24 street, everything--all the businesses are very
25 interconnected, we hope that it could--Metro

1 could look at more of a radius perspective from
2 construction, like the point of construction, as
3 a potential criterion, and just expanding the
4 footprint of eligible businesses in general.

5 And I think we will need a lot more
6 time to understand all the different options and
7 sort of the impacts. We would love more
8 information. For example, like, the differences
9 between the different options of length of
10 construction. What are Metro's reasoning to
11 provide aerial in some areas, underground in some
12 areas?

13 I noticed that Arts District, for three
14 of the four options, have underground. I'm just
15 curious, you know, how did you arrive to those
16 options, given that, you know, I'm not a
17 transportation expert. And not all of us here
18 are. We would like more information as the
19 reasoning to the differences. You know, what's
20 the pros and cons?

21 And also, if you all are considering
22 different types of construction hall routes,
23 things that will impact, at the end of the day,
24 you know, people walking here, living here,
25 working here. Those specific details, we need to

1 know that kind of information in order to better
2 respond to your information provided to us. So,
3 thank you.

4 EDGAR GUTIERREZ: All right. Thank you.
5 Our last speaker currently is Amy Honjiyu, or
6 Honjiyo. If anyone else would like to speak,
7 please submit your speaker card now.

8 AMY HONJIYO: Amy, A-M-Y, Honjiyo, H-O-
9 N-J-I-Y-O. I live in Monterey Park, but I come to
10 Little Tokyo at least four or four times a week.
11 And, thanks to the Gold Line, which I do
12 appreciate, I do frequent that with my senior tap
13 card. But there are many other times that I come
14 to my car, to this area, and my Temple is located
15 on Hewitt.

16 And the point that I want to make is
17 that, in addition to the Metro construction,
18 which has limited only one-way entrance from
19 First Street now because of the Metro Line, the
20 increased interest in the Art District has really
21 contributed a lot to all the new resident
22 construction going on, which then there's no
23 coordination between Metro construction and the
24 resident building construction.

25 And so, every week, especially for the

1 many seniors at my temple, it's a maze to what is
2 changing and what street and which streets we can
3 turn on. And it changes every week. And, when you
4 speak to the construction companies, they say
5 they have nothing to do with Metro, except, for
6 all of us that are living down here, it's a maze
7 every week.

8 And then, this year, because of all the
9 increase in the residents, the water pipes, which
10 are very old, have been overtaxed. And so, our
11 street, which was to be only closed for three
12 months, has now been closed for six months,
13 either one-way entrance from south or north,
14 because the water pipes were so old that it's
15 taking them a lot longer to repair.

16 So, there's a lot of ramifications from
17 any one project that I'd appreciate if there was
18 coordination or some other oversight about the
19 impact of what's going on in our community. Thank
20 you.

21 EDGAR GUTIERREZ: All right, thank you.
22 We did receive one new speaker card, another one
23 on the way. We have Grant Sunoo?

24 GRANT SUNOO: Good afternoon. So, my
25 name is Grant Sunoo, G-R-A-N-T, last name Sunoo,

1 S-U-N-O-O. I'm the director of planning at Little
2 Tokyo Service Center.

3 I wanted to just take a moment to
4 contextualize the conversation a little bit. I
5 think that, you know, as a community, it's
6 important to underscore that Little Tokyo is the
7 second-oldest community or neighborhood in Los
8 Angeles. And it's also one out of three remaining
9 Japan Towns in the U.S.

10 But also, I mean, as a community, it's
11 really been defined throughout history as kind of
12 this push/pull between outside interests that
13 have really been forcing--you know, pushing to
14 shape the community, and then also a really
15 strong legacy of community activism and pushback
16 for self-determination of our community.

17 If you look at the history of the--you
18 know, the mass incarceration camps of World War
19 II, you look at the history of Civic Center
20 expansion that has taken, you know, a good chunk
21 of Little Tokyo, if you look at the history--the
22 legacy of redevelopment, and really kind of even
23 more recently the history of the Regional
24 Connector, which I think was a struggle that a
25 lot of folks in the neighborhood are not super

1 excited about reliving, but also feel like, you
2 know, we can do it again if we need to.

3 And so, like a lot of folks in the
4 room, I haven't had a chance to review the
5 options yet, or at least extensively review them.
6 But I did want to share that, you know, I think
7 that we're really strongly opposed to an elevated
8 track, and also really strongly opposed to a lot
9 of the at-grade options that are--that you've
10 talked about as part of Little Tokyo.

11 And I think it's also really important
12 just to, you know, keep in mind that Metro should
13 be taking our community into consideration when
14 thinking about the direct impacts of the lines
15 that you're talking about, but also a lot of the
16 indirect impacts of the construction. You know,
17 when you look at the way that they're going to
18 impact businesses, cultural institutions, and
19 also residents in the neighborhood, I think
20 that's--those impacts are equally as important to
21 consider.

22 And then, finally, I also just want to
23 also underscore that Little Tokyo extends past
24 Alameda. And so, I think that, you know, it's
25 really important to be clear that, you know,

1 we're just as concerned about the impacts that
2 construction and that a rail line will have on
3 legacy institutions such as the temples,
4 churches, mortuary and businesses on this side of
5 Alameda as we would be on the other side of
6 Alameda. So, thank you.

7 EDGAR GUTIERREZ: All right, thank you.
8 So, we received additional speaker cards. Up next
9 is B. Timberlake, followed by Miguel Vargas and
10 Stella Lopez.

11 B. TIMBERLAKE: Yes, thank you very
12 much. I was at a meeting last night--

13 EDGAR GUTIERREZ: Could you please state
14 your name into the record and spell it out?

15 B. TIMBERLAKE: Timberlake. Initial B,
16 Timberlake, just as it sounds, timber-lake.

17 EDGAR GUTIERREZ: Thank you.

18 B. TIMBERLAKE: You've probably heard
19 the name. I can't tell if this is--there. I was
20 at a meeting last night, at the other end of the
21 line, the proposed line from here. And since then
22 I have been looking over this Metro document,
23 which was actually produced by Parsons
24 Brinckerhoff, which is an outside consultant to
25 Metro but is not in any way Metro itself. This--

1 these are for-profit consultants elsewhere.

2 And it is called the Final Northern
3 Alignment Options Screening Report. It is a long
4 document. And I had seen it before, and so I was
5 looking through it last night after the previous
6 meeting. And I must say I'm surprised by some of
7 the things that are in it.

8 But I thought that here the people in
9 Little Tokyo at this end of the line might want
10 to get a copy of this document. Metro has it.
11 Whether they want to give it to you or not, they
12 do have it. I got it from Metro. And there are
13 some real problems with this document produced by
14 Parsons Brinckerhoff, the outside consultant.

15 One problem, which I'd like you to
16 consider--and you can see on some of these maps--
17 is there was an original recommendation by SCAG
18 for an eastern alignment and a western alignment,
19 Western Number 3 alignment. And both of these
20 have been dispensed with by Metro in this
21 document.

22 But if you look at it on the map here,
23 you will see that, in fact, the western
24 alignment, which is the west--sort of the west
25 bank of the L.A. River, is quite a bit farther

1 that way, several blocks, and might be a better
2 alignment from the point of view of the people
3 who are concerned about disruption in Little
4 Tokyo.

5 So, take a look at it. It was dispensed
6 with for reasons which are outlined here, not
7 always convincingly. I personally think it would-
8 -might be a better alignment.

9 Secondly, the rating system that Metro
10 used to look at only the four alignments which it
11 is still considering, which has been discussed,
12 has some real questions in it. I am--I worked in
13 a Planning Department for 34 years in a small--in
14 a medium-sized city. I don't understand how some
15 of the conclusions were drawn. I hope to ask
16 those questions of the project overseers here.

17 But take a look at that, if you can
18 get--if the Little Tokyo Chamber of Commerce or
19 the business groups can see that, can read this.
20 Take a look at it. And I think you'll find it is
21 worth spending some time with. Thank you.

22 EDGAR GUTIERREZ: All right, thank you.
23 Up next is Miguel Vargas, followed by Stella
24 Lopez. These are the last two speaker cards. If
25 you'd like to submit a speaker card, please do so

1 now.

2 MIGUEL VARGAS: Yes, good afternoon. My
3 name is Miguel Vargas. I'm the executive director
4 of the Arts District Business Improvement
5 District. Thank you, Metro, for holding this
6 meeting. I want to state for the record that I am
7 a proud TAP cardholder. So, yes, thank you.

8 So, I'm here just to say that the Arts
9 District is--you know, we're willing to work with
10 Metro, and we're looking forward to working with
11 Metro. At this time, we just don't have enough
12 information to be able to best comment as to
13 which route is most optimal for the neighborhood.

14 So, we look forward to working with our
15 neighbors in Little Tokyo and Metro. So, thank
16 you.

17 EDGAR GUTIERREZ: Thank you. Now Stella
18 Lopez.

19 STELLA LOPEZ: Hi, good afternoon. I
20 also want to echo Miguel's comments. Metro has
21 been very forthcoming, did a presentation for us.
22 I represent the Industrial District BID. And we
23 are all neighbors here, our Little Tokyo
24 neighbors, Arts District, and the Industrial
25 District. We are more than communities; we are a

1 vibrant part of downtown Los Angeles.

2 This project is going to be monitored
3 very, very closely by all three communities. We
4 have a number of stakeholders here from our
5 Industrial District BID who are engaged and will
6 be very, very vocal in the--as to how this
7 project will roll out. Alameda Street belongs to
8 all three communities. And we are going to work
9 together.

10 It is a social justice issue. Rail
11 often has great benefits, but it also divides
12 communities. And we do not want this project to
13 be divisive. We want to work with Metro and with
14 our neighbors.

15 So, with that, it's too early for us
16 to take a position. But we certainly are here,
17 and we will continue to interact with you as this
18 project rolls out. Thanks.

19 EDGAR GUTIERREZ: Thank you. I don't
20 have any more speaker cards. So, with that,
21 unless I hear otherwise, I'm going to advance to
22 the next part of our presentation.

23 JULIA BROWN: Thanks, Edgar. Just to
24 reiterate, we have multiple ways that people can
25 comment. So, again, if you did not want to speak

1 during the oral testimony portion, we have our
2 court reporter/videographer, Stephanie, over
3 there, with her hand raised. So, you can always
4 walk up to her. She will record and document your
5 verbal comments. We have the written comment
6 sheets.

7 Also, we encourage you to visit our
8 project website, which contains all of our
9 technical reports and analyses thus far,
10 including the SCAG report and the northern
11 alignment screening report. So, we encourage you
12 to visit our website, visit all the information
13 that we have available. And we look forward to
14 speaking with you afterwards. Thank you very
15 much.

16 EDGAR GUTIERREZ: All right. So--and I
17 just want to remind everyone that we have a
18 second meeting tonight. It starts at 6:00. But,
19 following the presentation, we encourage you to
20 continue having these individual discussions with
21 our project team members. We're here to continue
22 listening, continue answering some of your early
23 questions. But, again, just continue to encourage
24 you submit your comments.

25 All the discussions that take place

1 will not be part of the official comment record.
2 So, take advantage of the different ways that
3 we've mentioned today for submitting your
4 comments. You do have until August 4th to submit
5 additional comments. So, it gives you an
6 opportunity to continue reviewing the materials.

7 Also, just so you know, yesterday, we
8 had a live webcast of our second meeting. That
9 live webcast was recorded and will be available
10 on the project website by next week. So, for
11 those members that may not be able to participate
12 in person in the meetings, or may have missed out
13 on the live webcast, they will still be able to
14 review that presentation so they can have some
15 baseline understanding about the project, along
16 with a review of the materials that will be
17 available on the website.

18 And, as Julia mentioned, we have a
19 variety of ways for you to stay in contact,
20 beyond the ways for you to submit comments. We do
21 have social media, Facebook and Twitter. That's a
22 really good way to get the latest information,
23 see what we're doing out in the community as part
24 of our ongoing public participation
25 opportunities.

1 With that, I would like to thank you
2 again on behalf of the West Santa Ana Branch
3 Transit Corridor project team for your
4 participation and continued interest in the
5 project. Thank you.

6 WOMAN: [UNINTEL - OFF-MIC] we'll be
7 going upstairs. You can follow me.

8 [BREAK]

9 VIDEOGRAPHER: Just go ahead, and you
10 can look directly into the camera if you want. Go
11 ahead and just say your first--spell and say your
12 first and last name, and then tell us [UNINTEL].

13 QUINTIN SUMABAT: Okay. Hello. My name
14 is Quintin Sumabat, spelled Q-U-I-N-T-I-N, last
15 name Sumabat, S-U-M-A-B-A-T. I live in the City
16 of Cerritos, and I am an impacted resident in the
17 southern section of this project.

18 I just wanted to make a comment early
19 on that, to the extent possible, I would like the
20 project to consider installing a design criteria
21 that mandates grade separation, whether it is
22 subway or aerial stations, or aerial alignment or
23 subway, for those locations that are within two
24 miles of an affected freeway.

25 I live in the City of Cerritos, and,

1 for the past seven years, I have been impacted by
2 the construction of the 5 freeway widening. And
3 there are also Measure R/Measure M projects that
4 are ongoing for the 605 hotspots, as well as SR91
5 interchanges, all within the parameters of the
6 city borders.

7 If this project were to go be built at
8 grade, the mitigations of these freeway
9 improvements would be basically removed as a
10 result of potential street traffic impacts when
11 grade crossings come through and basically cause
12 a logjam, right about where the freeway on-ramps
13 and off-ramps would be.

14 So, to the extent possible, to continue
15 traffic flow improvements, I would want this
16 project to coordinate with the highway projects
17 such that street traffic is not impacted. And I
18 would require and hope that the project require a
19 grade-separated design, be it aerial or subway
20 throughout, so that all the freeway improvements
21 and the hundreds of millions and billions of
22 dollars spent on freeway improvements are not
23 destroyed. Thank you.

24 [BREAK]

25 VIDEOGRAPHER: Okay, Scott. Go ahead and

1 tell me your first and last name and what part of
2 town you live in, please.

3 SCOTT OSHIMA: Sure. My name is Scott
4 Oshima. It's S-C-O-T-T, last name O-S-H-I-M-A.
5 I'm actually a resident of Atwater Village, but I
6 work here in Little Tokyo. I work as the
7 community organizer for the Japanese American
8 Cultural and Community Center, as well as the
9 project manager for Sustainable Little Tokyo.

10 So, Sustainable Little Tokyo is a
11 vision for the community that represents over 200
12 stakeholders, so residents, institutions,
13 organizations here in Little Tokyo, that really
14 prioritizes sustainability as economic and
15 cultural sustainability. We've been a major part
16 in the conversation around the Regional Connector
17 since 2012.

18 So, I just wanted to kind of reiterate
19 some of what was said today, that this transit
20 construction running through Little Tokyo will
21 have drastic impacts on our community; that with
22 transit construction comes speculation,
23 redevelopment, rising rent costs. Just in the
24 time of the construction of the Regional
25 Connector, we've lost a lot of our long-term

1 legacy businesses. And we continue to lose them
2 today, even with the Metro business mitigation
3 that we've been able to acquire.

4 So, I think it's in part Metro's
5 responsibility to continue ensuring that there
6 are business mitigations if these constructions
7 go through. I think that Metro should really have
8 better transparency and better outreach
9 strategies.

10 As mentioned also tonight, we--a lot of
11 our residents are seniors. We have a lot of
12 monolingual Japanese, Spanish, and Korean
13 speakers here in the community. And a lot of the
14 seniors wouldn't be able to walk to other
15 locations.

16 So, really going to them, going to
17 places like Little Tokyo Towers, Casa Heiwa, some
18 of the low-income housing run by Little Tokyo
19 Service Center, and to work really closely with
20 the Little Tokyo Community Council. I know that
21 we did a pitch presentation at our last general
22 meeting, but just continuing that conversation,
23 working really closely, because Little Tokyo
24 Community Council represents a--it's itself a
25 coalition of a lot of the stakeholders here in

1 the community.

2 And then, also, kind of echoing a lot
3 of the other speakers, we're really interested in
4 explanation of the aerial, at-grade, and
5 underground choices. For, like, the Regional
6 Connector, it was a three-year battle for the
7 community to push the Regional Connector
8 underground, in part through the support of
9 Senator Inouye.

10 So, we are really, really a little
11 upset and worried about the possibility of an
12 aerial metro running down Alameda, cutting into
13 Little Tokyo. That would have horrible impacts on
14 our community, on our businesses, on our
15 residents.

16 So--and then also to ask for clearer
17 timelines, construction timelines, how long each
18 of the options would take. Yeah. Thank you.

19 [END OF PART 1]

20 [START OF PART 2]

21 EDGAR GUTIERREZ: [UNINTEL] today's
22 public scoping meeting. This is the third public
23 scoping meeting of four. We had a public scoping
24 earlier today, so this is the follow-up meeting
25 at today's location. And I just want to let you

Appendix J.4

Transcript – Meeting #4 (June 21, 2017)

Downtown Los Angeles

1 guys know that we're about to start our
2 presentation. So, if you could please start
3 wrapping up your discussions with staff and find
4 a seat, we're going to get started shortly.

5 I also want to make an announcement
6 that we have interpreters available in Spanish
7 and Japanese. And I'm going to have them
8 introduce themselves.

9 INTERPRETER: [UNINTEL - SPANISH]

10 INTERPRETER: [UNINTEL - JAPANESE]

11 EDGAR GUTIERREZ: All right, great.

12 Thank you. I also want to encourage everyone to
13 take a look at your meeting materials. We'll be
14 making announcements throughout the presentation,
15 but just be aware that you have a speaker card.
16 It's the half-sheet, color sheet. You can fill
17 that out to submit a request to speak after the
18 presentation.

19 We will be calling names in the order
20 that they were received. And you'll have three
21 minutes to make a spoken comment that'll be
22 documented into the public record. We'll--we have
23 the court reporter's videographer that's taping
24 this, and then they transcribe your comment.

25 And we'll discuss a little more about

1 additional ways to comment today as we go through
2 the presentation. There's also a comment sheet in
3 your packet should you decide to submit a written
4 comment today, or all the way up through August
5 4th when we have the comment deadline.

6 With further ado, I'm going to
7 introduce Fanny Pan, or rather Julia Brown, our
8 community relations manager for the project.

9 Thank you.

10 JULIA BROWN: Hi, everyone. My name is
11 Julia Brown. I'm the Metro community relations
12 manager for the West Santa Ana Transit Corridor
13 Project. So, I want to thank you all for joining
14 us today.

15 And so, before we move further into the
16 presentation, as Edgar mentioned, each of you
17 should have received a green speaker card. So, we
18 are asking that anyone who would like to give
19 oral testimony following our presentation please
20 fill out the green card and hand that to any of
21 our team members. We will be collecting those.
22 And, following the presentation, we will be
23 opening it up to speakers.

24 We also have our court reporter here,
25 who's also a videographer. So, she is going to be

1 recording all of the verbal comments that are
2 provided during the oral testimony. So, please be
3 aware that she is here. And, for those who don't
4 feel comfortable giving oral testimony in public,
5 following the presentation, you can also go and
6 sit down with her, and she can record your verbal
7 comments that way.

8 For those who choose not to give verbal
9 comments at all, we also have our comment sheet,
10 which you should have also received. So, please
11 feel free--you can write down your comments and
12 submit those to us here at this meeting. Or, if
13 you turn it over, you will see that you can fold
14 it in half and mail it in to our project team.

15 So, again, I want to thank everyone for
16 coming out to learn more about this project and
17 provide us with your feedback. And now I would
18 like to introduce Ms. Fanny Pan. She is the Metro
19 project manager. Thank you.

20 FANNY PAN: Thank you, Julia. Good
21 evening. As Edgar mentioned, this is our third
22 public scoping meeting. We have one more this
23 Saturday, Saturday morning in City of Huntingdon
24 Park.

25 Welcome, everybody. This is the scoping

1 meeting for the West Santa Ana Corridor. This is
2 a Measure R/Measure M funded project. We will be
3 evaluating 20-mile light rail transit from
4 downtown Los Angeles, here, from Union Station,
5 down to City of Artesia.

6 Many of you have been wondering: why is
7 this project named West Santa Ana? This is
8 actually a name of a old streetcar alignment,
9 south of the Metro Green Line at the 105 Freeway.

10 So, scoping: scoping is a process to
11 comment on our scope of work for the
12 environmental study. This is an open, transparent
13 process. We want to hear from you to help us
14 identify purpose of the project, alternatives
15 that are currently under consideration, major
16 issue for the environmental analysis, and also
17 our evaluation method that--to be used. And, most
18 importantly, we want to hear from you, your input
19 to the project.

20 [UNINTEL - OFF-MIC]? Sorry. Okay.

21 Your role is to get involved early in
22 the process and participate in this, and help us
23 understand what we should really be studying, and
24 provide comments and project relevant
25 information. If you are representing a certain

1 agency, affiliation, please help us identify
2 yourself so you can stay informed and be involved
3 in this process.

4 This slide includes our listed allotted
5 typical environmental topics, including, you
6 know, we'll be looking at impacts, both during
7 construction and both during operation, and also
8 looking at air quality issues, costs, financial
9 analysis, noise vibration, et cetera.

10 So, as part of the draft environmental
11 process, we will be definitely refining--further
12 refining the alternatives. And many of you had an
13 opportunity to look at the boards, look at the
14 drawings at the table. These will be made
15 available online, and--to help you provide your
16 comments.

17 So, during this time, we will be
18 further refining it, doing more of engineering
19 type of work, the conceptual engineering type of
20 work. And we'll be looking at impacts, again,
21 during the construction and during operation. And
22 then also, we'll be studying the evaluating
23 measures to either mitigate or minimize or avoid
24 some adverse impacts to the project.

25 Why is--Edgar, why is this not working?

1 Okay. This is slow for some reason. Is it low on
2 battery or something? I don't know.

3 So, this is a slide on the project
4 schedule. We are initiating the scoping period.
5 Prior to the initiation of the scoping period, we
6 went to our board in April, two months ago, and
7 received the board approval to initiate the
8 scoping process, including the project definition
9 that's to be carried into this environmental
10 process.

11 Our hope is, by late next year, we
12 could complete a draft environmental document for
13 public review, public hearing, comments. And
14 then, throughout the scope process, we will be
15 out in the community, having ongoing public
16 outreach effort and talking to all of you guys,
17 and keep you informed of the status of the
18 project.

19 This is a map of our Metro current rail
20 and bus system, also including the future project
21 that was approved as part of Measure M. Those
22 lines that are currently in color are the ones
23 that are currently in operation. And then, the
24 lighter segments, those are the project that were
25 approved in Measure M that will be implemented in

1 the future. The West Santa Ana Project is the one
2 on the--if you can see, at this part of the L.A.
3 County.

4 So, the project map, you--many of you
5 have already seen that on the board. This, again,
6 is a 20-mile corridor from Union Station to
7 Artesia. On the northern end, from Union Station
8 to City of Huntingdon Park, we have four northern
9 alignment options, which I will go into a little
10 detail in--later in the presentation.

11 The south of Huntingdon Park will be
12 following the San Pedro subdivision. This is the
13 segment right of way that's owned by the Port of
14 Long Beach and Port of Los Angeles. And then the
15 southern segment, this diagonal segment that's in
16 gray, this is the Metro-owned right-of-way.

17 The study area includes 98 square
18 miles, including 28 cities, plus the L.A. and
19 [CORPORATE?] County area. And then the current
20 population employment density is very high. It's
21 about five times the average of the L.A. County
22 average.

23 Some of the project history: back in
24 2013, Southern California Association Government
25 completed the alternative analysis study for the

1 West Santa Ana Corridor. They actually did the
2 alternative analysis on the 34-mile corridor,
3 going from L.A. County into Orange County. 20 of
4 those 34 miles were in L.A. County, which is what
5 we're studying now. And then there were also 14
6 miles in the Orange County segment.

7 And then, as I mentioned earlier,
8 before we went to our board for the project
9 definition for the environmental process, Metro
10 completed an 18-month technical refinement study,
11 looking at specifically some issues that was
12 raised during the alternative analysis phase. So,
13 one of those is the--looking at the northern
14 alignment option, which we'll be talking about a
15 little further.

16 And then, in the interim, the City of
17 South Gate and Eco-Rapid joint power authority
18 completed a rail corridor community impact and
19 opportunity report. Also, the JPA completed a
20 transit-oriented development guidebook for the
21 Southern Corridor. And then also, the Gateway
22 Council--Cities Council of Government, who
23 represent the 28 cities in the southeast county,
24 they completed a strategic transportation plan.

25 So, now we are in the environmental

1 process. We will be further defining the project
2 definition and doing more conceptual engineering
3 work. The hope is to have a locally preferred
4 alternative selected, hopefully by the end of
5 next year. Per Measure M, this project is
6 scheduled to start construction in 2022.

7 The study area, as I mentioned earlier,
8 includes high-population and employment density.
9 It also includes a high number of transit-
10 dependent population, and we also understand that
11 the freeway arterial systems are very
12 constrained. So, the purpose of the project is to
13 provide reliable transit service, address some
14 mobility access constraints and reduce travel
15 time, and address connectivity barriers, and also
16 accommodate future travel demand.

17 So, based on these purpose and needs, a
18 set of goals were established. Those goals
19 include: provide mobility improvements, support
20 local and regional land use plan and policy,
21 minimize environmental impact, ensure cost
22 effectiveness, and then, of course, ensure
23 equity.

24 Many of you are very familiar already
25 with our light rail. But it's just...

1 It's--yes, but it's not--this is not
2 working now.

3 The light rail typically are more
4 quiet. It runs on electricity. Usually these
5 stations are about one mile apart, and the system
6 enjoys traffic signal prioritization. And usually
7 the light rail can carry three times more than
8 what a bus can carry. So, the closest light rail
9 system around this area is the Metro Gold Line,
10 which maybe many of you ride. But also, Metro
11 operates the Blue Line, the Expo Line.

12 And, last year, Metro opened the Expo
13 extension from Culver City to Santa Monica. And
14 also, Metro opened the extension on the Gold Line
15 from City of Pasadena to Azusa.

16 Also, heavy rail: Metro has the Red
17 Line, Purple Line that starts out from Union
18 Station here. Usually, the heavy rail are larger
19 and longer than the light rail. Of course, it
20 handles more passengers. And it operates
21 exclusively on its own right-of-way, either
22 underground or aerial. And also, we have the
23 commuter rail that travels into Union Station
24 from different various counties that we all are
25 very familiar with, and it's the Metro Link

1 services.

2 So, this slide shows a few pictures of
3 a typical light rail transit station. The one on
4 the top left is an elevated station. This is the
5 Expo Line at La Cienega. The one on the lower
6 left is the underground station, light rail
7 station, for Metro Gold Line at Mariachi Plaza.
8 The one on the right is an at-grade on the Metro
9 Gold Line, in Monrovia.

10 The--this slide shows a picture of the
11 light rail transit guideway. The one on the top
12 left is the elevated structure; that's the Gold
13 Line Chinatown. That's very close to this area.
14 And then the one on the lower left is underground
15 again. It's the Gold Line Mariachi. And then the
16 two on the right, one is at-grade street-running.
17 This is in--the Expo Line in City of Santa
18 Monica. The one on the right is very close by
19 here in Little Tokyo, I think running on its
20 exclusive right-of-way.

21 Again, the project alignment, this is
22 the Southern segment. The segment goes from--the
23 peak segment is following the San Pedro branch
24 right of way that's owned by the ports. And then
25 the Pacific Electric right-of-way is the Metro-

1 owned right of way. That's the diagonal down from
2 Paramount down to City of Artesia.

3 As I mentioned earlier, Orange County
4 also have the right of way extending down there.
5 So, in the event that this line gets built or
6 extended into Orange County, we will be studying,
7 as part of this environmental, an option looking
8 at the Bloomfield in City of Cerritos.

9 So, now, on the northern alignment,
10 this is what we have, the four. Options A and B
11 right here starts out in Huntingdon Park, going
12 north on Pacific, and then going north on Santa
13 Fe.

14 Option A will follow--this is Fourth
15 Street, having an Arts District station by [PSI?]
16 Art, and then go north on Alameda, over the 101
17 Freeway, going into Union Station.

18 Option B still starts off on Pacific,
19 going north on Santa Fe. But instead of going
20 through Little Tokyo, we're going to keep going
21 north on Santa Fe, having a proposed station in
22 front of--on Santa Fe, underground, by 1 Santa
23 Fe, and then going on Vignes over the 101
24 Freeway, coming into Union Station.

25 Options C and D, instead of going north

1 on Pacific, we're going to follow the existing
2 Metro Blue Line, parallel; have around three
3 transfer stations at Slauson, Vernon, and
4 Washington. And we're going to keep going north
5 on Alameda.

6 Option C is going all the way on
7 Alameda, over the 101 Freeway into Union Station,
8 versus Option D, instead of going through Little
9 Tokyo, we're going to go through Arts District
10 via Third Street, by Third Street and Traction,
11 and then follow Vignes over the 101 Freeway,
12 coming into Union Station. Excuse me.

13 So, this is a summary table that was
14 presented as part of the Metro technical
15 refinement study. This table summarized the 20-
16 mile corridor. Depending on which alignment is
17 selected, the station could be up to 15 station
18 locations throughout the alignment. And then the
19 travel time is between 33-34 minutes. Estimated
20 daily boarding for this line ranges from 52,000
21 to 75,000. And, as part of this environmental
22 process, we will be reevaluating these, all of
23 these data.

24 The cost of the project, as you saw
25 previously, it's about a little over \$4 billion.

1 So, currently, as part of the Measure M, we have
2 \$1.4 billion earmarked, and then Measure R marked
3 240 million. In addition to those, we will be
4 seeking federal, state, and local funding
5 sources.

6 Metro is also exploring options to
7 accelerate the project delivery. We--PPP, what we
8 know as public/private partnership, has been an
9 increasingly popular delivery model. This model
10 will involve collaboration between both the
11 public and private firm. And each party will
12 share its key skill, and take on the risk and--to
13 manage, and leading into innovation, cost saving,
14 and by accelerating the project.

15 So, now I'm going to turn it over to
16 Julia to talk about our public involvement
17 process.

18 JULIA BROWN: Thank you, Fanny. So, as
19 Fanny mentioned, we are going to have numerous
20 opportunities for public involvement throughout
21 this process. So, as you can see, we are
22 currently scoping phase of the project. We will
23 be holding public scoping meetings across the
24 corridor. We already began this last week, and
25 our last meeting is taking place this Saturday in

1 Huntingdon Park.

2 In addition to that, we also recorded
3 last night's meeting as part of a live webcast.
4 And that's going to be posted on the project
5 website early next week. So, I want to make sure
6 everyone is aware of that.

7 In addition, we will hold update
8 community meetings along the corridor as we move
9 forward, so that we can keep all of our corridor
10 cities and stakeholders up to speed with where we
11 are in the environmental study and review
12 process. In addition, we will continue to hold
13 our city and elected official briefings, which we
14 have been doing thus far, and we'll continue
15 throughout the process.

16 We will continue with our quarterly
17 technical advisory committee meetings, which
18 generally consist of city staff from along the
19 corridor. And it's an opportunity for us to
20 discuss and hammer out some of those technical
21 details of the project.

22 We will also be out in the community at
23 different events, as well as conducting pop-up
24 events of our own as another opportunity for us
25 to provide project information to the community.

1 We'll continue with our extended outreach
2 efforts. So, we welcome participation from any of
3 our local business and community groups, our
4 nonprofit groups. We are happy to come out and
5 present to you and provide you with project
6 information.

7 And then, finally, written comments are
8 definitely encouraged throughout the process, but
9 specifically in the current scoping phase, as
10 well as when we move down to our public hearing
11 phase upon the release of our draft environmental
12 documents. At that time, we will also be
13 conducting a live webcast of one of our public
14 hearings.

15 So, again, just to recap, we are
16 conducting four public scoping meetings along the
17 corridor. We conducted the first in Bellflower
18 last week. We were in South Gate last night, as I
19 mentioned, with the live webcast. We are here
20 today in downtown Los Angeles. This is actually
21 the second meeting; we did an earlier meeting
22 from 3-5 p.m. today with our business communities
23 along the corridor.

24 And then our final meeting is this
25 Saturday in Huntingdon Park, from 10 a.m. to 12

1 p.m. So, if there's anyone that would like to
2 attend another one of these meetings, they still
3 have that opportunity to do so.

4 And so, again, as Fanny has mentioned,
5 our comment period has been extended to Friday,
6 August 4th. So, there is still plenty of time for
7 people to submit their comments. Tonight, as I
8 mentioned earlier to you, we have our court
9 reporter/videographer here. Stephanie, if you
10 could raise your hand there? So, she will be
11 recording all of the verbal comments for the oral
12 testimony portion of the meeting.

13 And, following this, for those who
14 would like to sit down with her and have a
15 private discussion and provide your comments that
16 way, she is also available for that.

17 In addition, we have the written
18 comment sheets that you all should have received.
19 So, if you would prefer to submit your comments
20 in writing, you can go ahead and do that tonight
21 and turn those in. You can also mail them to us.
22 Or, if you'd like to provide that via email or
23 via our website, you have that option as well.

24 And now, I want to introduce Edgar
25 Gutierrez with our outreach team. And he will be

1 facilitating the oral testimony portion of the
2 meeting. Thank you.

3 EDGAR GUTIERREZ: Thanks, Julia. So,
4 this is one of the most important parts of
5 today's meeting. This is one of the ways that you
6 can provide your comment as part of the public
7 scoping period. As mentioned before, there's
8 several ways, but this is one of the ways that
9 you're able to submit oral testimony, by
10 submitting a speaker card. I'm going to be
11 calling names in the order that they're
12 submitted.

13 So far, I only have one speaker card.
14 So, before I go down the line and some of the
15 rules for testimony, start filling them out, if
16 you'd like for me to call your name to give your
17 testimony.

18 So, we want to hear from you. This is
19 one of the initial stages of public scoping,
20 before we get into the development of the
21 environmental document. This is the point where
22 you're able to identify any issues, areas of
23 concern, opportunities, and anything else that's
24 on your mind.

25 You're able to provide comments all the

1 way till August 4th. Today, if you would like to
2 provide some testimony, is one of the
3 opportunities that you can follow up with
4 additional comments in a written format in the
5 different options that were stated.

6 Should you decide to speak, you have up
7 to three minutes. And, when you get up to the
8 microphone, which is to the right of you, please
9 state your name clearly and spell your name. That
10 helps the court reporter greatly. Also, when
11 you're speaking, take your time. Make sure that
12 you're speaking in a paced manner, to make sure
13 that we're able to fully capture your comment.

14 In addition, please be respectful of
15 the speakers. We're going to be calling the names
16 in the order that they're submitted. And should
17 you want an opportunity to do so, please consider
18 submitting a speaker card.

19 So, the only speaker card that I have
20 so far is from Neel Sodha. If you would like,
21 please, to step up?

22 NEEL SODHA: Ready?

23 EDGAR GUTIERREZ: Yes, go ahead.

24 NEEL SODHA All right, my name is Neel
25 Soda, N-E-E-L, S-O-D-H-A, like the drink, but

1 with the H.

2 I mean, it's a great project. I have
3 nothing really against it. I think it's great. My
4 only preference is Option C. So, if I'm going to
5 push something, I would--I like C. And I'll tell
6 you why. It looks like it's got a lot more
7 separations than other options. It connects with
8 the Blue Line.

9 And I noticed something, as well, when
10 I was looking at all the options here, is Option
11 A and C, they both connect with the new subway
12 station that's opening up here in Little Tokyo in
13 three years, the new Connector station, right
14 here at First and Alameda, whereas it seems, if
15 you're coming from one of the South Gate Cities,
16 let's say if you're coming from Cudahy or
17 Huntingdon Park, and you want to go to Santa
18 Monica, with Option B and D, you'd have to get
19 off at Arts District Station and walk to First
20 and Alameda and go take that train to Santa
21 Monica, whereas--or you'd have to go to Union
22 Station and then come back to Little Tokyo to
23 connect to the Santa Monica/East L.A. alignment.

24 That makes no sense at all. And we
25 should definitely connect with the First and

1 Alameda station right here, so people from the
2 South Gate can take a train directly between East
3 L.A. and Santa Monica without doing two transfers
4 or a short walk from Arts District Station.

5 My preference is Option C. And it looks
6 like projected ridership is a lot higher in C as
7 well, too. That's my comment.

8 EDGAR GUTIERREZ: All right, thank you.
9 We have one more speaker card, from Carolyn
10 Carrera.

11 CAROLYN CARRERA: Okay, Carolyn Carrera,
12 C-A-R-O-L-Y-N, Carrera, C-A-R-R-E-R-A. Was that--
13 was his name Neel? Anyway, I think he did answer
14 some of the questions I had. I was wondering
15 about--well, first of all, I'm wondering about
16 ridership just on the current transportation that
17 we have. I don't know if it's low, if they're
18 trying to, you know, build up more ridership on
19 the Red Line, Gold Line, all of those lines, and
20 wondering if this--if somehow this would take
21 away from that ridership. Maybe not.

22 And then I just had a question about,
23 you know, why does it follow some of the same
24 routes that are currently existing, except
25 they're just going to have different platforms?

1 And, actually, he kind of explained, you know,
2 that it was a nice thing to have--to be able to
3 transfer to these different lines. But, again, I
4 just don't think it makes sense. There's--like he
5 said, there's no connections. You know, easy
6 connections, there's no easy connections. So,
7 that's just my comment there. I think that's it.
8 Okay.

9 EDGAR GUTIERREZ: Thank you very much.
10 At this time, I don't have any other speaker
11 cards. Okay, great. Looks like we have a couple
12 more. All right. Brendan Adams, followed by Lynn
13 Nakamura?

14 BRENDAN ADAMS: Hi, my name is Brendan
15 Adams, B-R-E-N-D-A-N, A-D-A-M-S. I would like to
16 echo what Neel said. He took a lot of the words
17 right out of my mouth. I think the Alameda
18 option, to me, seems like the most logical
19 option. From what I read, it doesn't require any
20 tunneling. We'd get a station at Seventh and
21 Alameda and that connection, which I agree is
22 very important.

23 So, I'm not going to say it's a no-
24 brainer, because I think there's a lot of great
25 options on the table, but I do think it's the

1 best option. So, that's my preference.

2 EDGAR GUTIERREZ: Thank you. Lynn
3 Nakamura?

4 LYNN NAKAMURA: Hi. My name is Lynn
5 Nakamura. That's L-Y-N-N, last name is N-A-K-A-M-
6 U-R-A. I represent Saint Francis Xavier Church,
7 over down on Hewitt, Hewitt and Third Street.

8 Part of our concerns are, you know, the
9 Alameda and Vignes Route, it goes underground.
10 And right in that area there's a lot of really
11 old buildings. A lot of them are unreinforced
12 masonry. What is the impact going to be on that?

13 You know, earlier, they were telling--
14 trying to tell me, "Well, it's underground, so
15 you're not going to really feel it." But just as
16 they were doing the drums downstairs, there were
17 only a couple drums. We could feel the
18 vibrations. How much vibrations are we going to
19 feel in the church that's unreinforced? You know?
20 So, what is the impact on the older buildings in
21 that neighborhood, because there's quite a few
22 going down Third Street?

23 My other concern is, okay, so I'm not
24 actually negative on the underground, but I'm
25 wondering about how much you've scoped out those

1 neighborhoods. As far as Alameda, when you're
2 going aboveground, I love that it's going up
3 Alameda and is right by the Regional Connector.

4 But my concern is there's the condos
5 and the apartment buildings right there. So, if
6 we happen to be owning one of the condos, how
7 much is it going to come down in value because of
8 it? And how much noise are they going to actually
9 be hearing because of the trains going by?

10 Now, I used to live by the Gold Line,
11 and I used to be able to hear it all the time.
12 And they were saying, "Well, it's really quiet."
13 Well, yeah, it's quieter than some of the other
14 trains, but you can still hear it. And it was
15 enough for me to move away from the Gold Line.
16 Okay? Thank you.

17 EDGAR GUTIERREZ: Thank you. George
18 Campos?

19 GEORGE CAMPOS: Hi, my name is George
20 Campos. My organization is Little Tokyo Community
21 Council and the Tokyo Villa Condo Apartments.

22 I'd like to voice my opposition to
23 having a train elevated on Alameda. Whereas it's
24 a good idea that it would connect directly to the
25 Regional Connector, if you have an elevated

1 train, there's a lot of condo owners that paid a
2 lot of money to have a good view of the city. And
3 you're going to ruin that, because, when they
4 open up their drapes, they're going to end up
5 seeing a train passing by, not to mention the
6 noise level.

7 So, if you do want to build a rail on
8 Alameda, my suggestion would be that it be
9 underground. Otherwise, I would have to go with
10 some other option. So, that's my point of view.

11 EDGAR GUTIERREZ: Thank you. These are
12 all the speaker cards I have. This is your--
13 another chance to submit a speaker card. Okay,
14 with that, I think that concludes the oral
15 testimony portion of our presentation.

16 We do have another slide that we'd like
17 to make sure you're aware of. We have all of our
18 methods of contact information for the project.
19 So, in addition to three ways for you to be able
20 to submit comments via mail, email, and the
21 website comment form, we also have a project help
22 line that's available 24 hours. That is not an
23 official way to submit a comment, but that's a
24 way for you to get a hold of us. Usually we
25 return calls within a 24-hour period, if it's a

1 business day.

2 And we also have Facebook and Twitter.
3 Those were recently created. We already have a
4 strong following. But it's a really good
5 opportunity for you to follow or like the page so
6 you can get the latest project information. We
7 usually post information about next time that
8 we're going to be out in the community or we're--
9 when we're at community events, upcoming
10 participation opportunities, or new materials
11 that may have become available.

12 Also, by you signing in today, we have
13 your email address. Hopefully you included that
14 information so we can also follow up with you via
15 e-blast.

16 Following this meeting series, next
17 week, by Monday, we're targeting to share all the
18 meeting materials. And we'll also include a copy
19 of the video recording of yesterday's live
20 webcast. So, if you have any friends and family
21 members that are not able to make it to the last
22 meeting on Saturday, you can still share the
23 information with them, including a link to the
24 video that is essentially the same presentation
25 that you saw here tonight.

1 With that, I'd like to thank you for
2 your participation. I encourage you to stick
3 around. We're going to be here until 8:00. Our
4 project team members will be able to answer any
5 questions you may have.

6 As mentioned previously, you can also
7 take advantage of the court reporter/videographer
8 that can also offer another way for you to
9 document your testimony.

10 MAN: [UNINTEL - OFF-MIC]

11 EDGAR GUTIERREZ: So, it's--the e-blast
12 is going to contain a hyperlink, and you can just
13 forward the email to all of your contacts, and
14 you can feature it in anyway by copying and
15 pasting it. If you guys have any special requests
16 to get information to your constituents--to your
17 contacts, we can make accommodations for that as
18 well.

19 All right, great. Thank you very much.
20 Have a great night.

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C E R T I F I C A T I O N

I, Sonya Ledanski Hyde, certify that the foregoing transcript is a true and accurate record of the proceedings.

Date: July 14, 2017

Sonya Ledanski Hyde

[1 - american]

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Appendix J.5

Transcript – Meeting #5 (June 21, 2017)

Huntington Park

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PUBLIC HEARING
OF SCOPING MEETING NO. 4

Huntington Park, California
Saturday, June 24, 2017

REPORTED BY:
JENNIFER STANLEY
CSR NO. 13740
JOB NO. 2628486

PAGES 1 - 34

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PUBLIC MEETING
OF SCOPING MEETING NO. 4

The public hearing of Scoping Meeting No. 4,
taken on behalf of Arellano & Associates, at 6925 Salt Lake
Avenue, Huntington Park, California, beginning at 10:00 a.m.
and ending at 12:00 p.m. on Saturday, June 24, 2017, before
JENNIFER STANLEY, Certified Shorthand Reporter No. 13740.

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APPEARANCES:

Organizer: Edgar Gutierrez
Speakers: Julia Brown, Fanny Pan

Additional Commenting Participants:

James T. Clark, James M. Okazaki, Joe Paredes,
Giovanni D'Egidio, Sunny HJ Cavdle, Irving Pachen,
Jerome Weymouth, Edgar Gordello, Sergio Infanzon,
Juan Jose Gutierrez

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HUNTINGTON PARK, CALIFORNIA, SATURDAY, JUNE 24, 2017

10:00 a.m. - 12:00 p.m.

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JULIA BROWN: All right. Good morning, everyone. We're going to go ahead and get started. My name is Julia Brown. I am the Metro community relations manager for the West Santa Ana branch transit corridor project. So I want to welcome you all. I want to thank you all for coming out today to learn more about this wonderful project. We have several special guests that we would like to introduce today.

First I want to start out with our representatives from the City of Huntington Park who is hosting us today. We have several people here. We have vice-mayor John Pineda. Let's all give him a nice welcome. We have council member Graciela Ortiz here with the City of Huntington Park. Thank you so much. And we also have council member Karina Macias with the City of Huntington Park. And I believe council member Macias, would you like to give some welcome remarks for us.

KARINA MACIAS: Just very briefly. Good morning. I want to thank every body for being here. This project has been worked on for many years and is finally on this turn of having community events. It's very welcoming to see so many

1 people. So I've been very engrossed with all this project.
2 Thank you.

3
4 JULIA BROWN: Thank you so much and thank you for
5 welcoming us here to Huntington Park. We have some other
6 special VIP guests that I would like to acknowledge. Further
7 here from the City Huntington Park we have our planning
8 commission chair, Efren Martinez. Do you want to raise your
9 hand? Thank you for joining us today. We have also have
10 Cosme Lozano, who is the Huntington Park chief of police. If
11 you could raise your hand. We want to welcome you. Thank
12 you for coming out today. We also have Mayor Melissa Ybarra
13 from the City of Vernon. If you can raise your hand. Thank
14 you for joining us. And then we also have Mayor Ramon Medina
15 from the City of Maywood. Mayor Medina, thank you for
16 joining us today. And then we also have Mr. Wally Snyder
17 here from the historic commission. Mr. Snyder, thank you for
18 joining us.

19 So if there was anyone else I missed, and I hope
20 not, but we appreciate you coming out today. Thank you so
21 much. And so again, before we move into our presentation, I
22 want just want to mention a couple of things. Everyone
23 should have received this green speaker card. And so
24 following our oral presentation, we will have oral testimony
25 available. So anyone who would like to give verbal comments

1 on the project today, we need for you to go ahead and fill
2 out these green speaker cards. We will then be collecting
3 them and you can hand them to any team member who has a team
4 name badge on, we'll collect those.

5 We have our court reporter here today who recorded
6 and transcribing all the verbal comments that we receive
7 today. For those who do not want to give their comments
8 publicly, you should have also received this comment sheet
9 here. So you can also write down your comments, and you can
10 turn those into us today, or if you turn that over and fold
11 it, put a stamp on it, you can also mail that into us. If
12 you'd like to give verbal comments privately instead of doing
13 it in front of the whole group, that's also available to you.
14 You can always come up to our court reporter, sit down, and
15 she will record and transcribe your comments for us. We also
16 have a comment form available on the project website. And
17 you can also e-mail us your comments. So please remember
18 that you have until Friday August 4th, that is the official
19 deadline for Metro to receive your comments on this project.

20 So again, I want to thank you for being here today
21 to learn more about this project. And now I would like to
22 introduce Ms. Fanny Pan, she is the Metro project manager.
23 Fanny.

24

25 FANNY PAN: Thank you, Julia. Welcome. Today is

1 one of our last scoping meeting for this -- to initiate the
2 environmental process. It is a very exciting project. This
3 is one of the project that was funded by Measure R initially
4 and then Measure M. Per the Measure M, this project will be
5 starting construction in 2022. This is a 20-mile light road
6 transit corridor that's going to travel from Downtown Union
7 Station throughout the southeast cities down to the City of
8 Artesia.

9 Many of you may be wondering why is this project
10 called the West Santa Ana corridor. This is actually the
11 name of an old streetcar alignment that started out from the
12 south 105 Freeway known as the West Santa Ana project. So
13 we're all here today, and this is the, as we mentioned
14 earlier, the initiation of the scoping process. Scoping
15 is -- scoping process is an open transparent process that we
16 want to hear from you to comment on the scope of the
17 environmental process on the project. To help us identify
18 the purpose of the project, the alternative that are
19 currently under consideration, determine major issue for the
20 environmental analysis, and then also identify project goals
21 and evaluation criterias. And most importantly, we want to
22 hear you from, your input.

23 Your role is to get involved in early in this
24 process to help us understand what we should be studying and
25 also provide your comment on the project relevant

1 information. If you're representing a certain affiliation or
2 organization or agency, please help us identify yourself so
3 then we can keep you informed throughout this process. This
4 is a slide on some typical environmental topic that we will
5 be evaluating for both during the construction and also
6 during operation, topic including air quality, noise
7 vibration, hand use, so many, many subject included here.

8 So as part of the environmental process, we will be
9 further defining the alternative. Many of you have already
10 got the opportunity to look at the boards and the drawing on
11 the table; if you haven't, feel free to do that after we
12 finish this presentation, but we will be evaluating the
13 impact for both during construction, during operation. We'll
14 also be studying potential impact or evaluating measure to
15 either minimize or avoid or mitigate the adverse impact of
16 the project. This will allow informed decision to help us to
17 help the Metro board to select the locally preferred
18 alternative for the project to be constructed.

19 This is a timeline of the project, our environmental
20 process. As I mentioned earlier, we are initiating the
21 scoping period. Prior to initiating scoping period, we have
22 been meeting with the stakeholder since January just to
23 provide information on the project, description project
24 background. And then back in April, Metro board approved us
25 to initiate going forward, initiating the environmental

1 process, including the project definition to be included as
2 the part of the environmental. As I mentioned earlier, the
3 ground breaking -- the start of construction is 2022, but
4 from now on, we still have a lot of work ahead of us.

5 We're hoping that by end of next year we can come up
6 with a recommendation of the locally preferred alternative
7 and completing our draft environmental and then we will be
8 completing the final environmental thereafter. So throughout
9 this process, we'll be out in the community, we will be
10 holding multiple community events, we'll be attending many of
11 these semi-community pop up events, and then we'll keep the
12 public informed of the status of the project.

13 This is a map of a Metro rail bus service. Those
14 alignment -- those segments that are in the color, maybe it's
15 a little hard to tell, those that are in the color are our
16 currently operating system, including the Metro purple line,
17 red line, expo, green, gold, et cetera. Those are in the
18 lighter color, those are the planned project that was
19 approved as part of the Measure M. So our West Santa Ana is
20 the one right here. Starting from Union station down to City
21 of Artesia.

22 So talking about this project, as I mentioned
23 earlier, is a 20 mile corridor from Union station down to
24 Artesia, it's a 20 mile. Study area include 98 square miles,
25 including 20 cities, also as well as the incorporate LA

1 County area. Population and employment density are very
2 high, it's about five times higher than the average of the LA
3 County.

4 Going over the project alignment a little bit, which
5 I'll still go over in detail later, starting out from Union
6 station here through down to City of Huntington Park here, we
7 actually have four different northern alignment option, which
8 we'll be evaluating as part of the process. And then
9 starting from Huntington Park south, we're following a
10 right-of-way that's owned by the Port of Los Angeles and Port
11 of Long Beach, this is called the San Pedro subdivision. And
12 then further down here in this diagonal portion, these are
13 the existing right-of-way that's currently owned by Metro.

14 Just a little bit of history, in February 2013,
15 Southern California associate of government completed in the
16 alternative analysis study for the West Santa Ana project.
17 They did the study actually for a 34 mile corridor, 20 of
18 those miles were in LA County, but additionally there were 14
19 miles that could be extended further on into Orange County.
20 That study recommended a light rail transit to be further
21 considered. And then Metro, since the completion of the
22 alternative analysis study in September 2015, completed a
23 technical refinement study to the AA study that were
24 completed by SCAG. Those -- that study we just kind of look
25 at five specific issue or challenges that were addressed in

1 the AA study.

2 And then as I mentioned earlier, Metro board in
3 April approved us going forward with this environmental
4 process with the project definition to be evaluated. But in
5 the interim, there were many other study conducted or
6 completed in related to this study. The City of South Gate
7 in the partnership with Eco-Rapid transit completed what we
8 called the Community Impact and Opportunity reports. And
9 then also Eco-Rapid completed a transit oriented community --
10 a transit oriented development guidebook. And then the
11 Gateway City Council of government which represented 28
12 cities, southeast cities, completed a -- what we call the
13 strategic transportation plan.

14 So we are in the environmental process now. We will
15 be further refining the alternative, looking at the project
16 definition, and ultimately our goal is to have a locally
17 preferred alternative, which is the alignment that we
18 selected to carry forward into further engineering work, and
19 then getting that project started for construction. The
20 study area, as I mentioned earlier, include high population
21 employment density; other than that, the study area also
22 include high number of transit dependent population, and also
23 the constrained freeway arterial system.

24 So the purpose of the study is to provide reliable
25 transit service and address some mobility access constrain,

1 reduce travel time, and address some connectivity barrier,
2 and also accommodate future travel demands. Based on these
3 purpose and need, a set of goals or established for the
4 project. One of them is to provide mobility improvements,
5 and then support local, regional language plan and policy, of
6 course, to minimize environmental impact and ensure cost
7 effectiveness and also ensure equity.

8 For those of you who are not familiar with the light
9 rail transit, these are some of the characteristic of the
10 light rail transit. Usually they're run relatively quite on
11 electricity, typically stations are about a mile apart. And
12 the system enjoys a traffic signal prioritization, and
13 usually can carry three times more than what a bus can carry.
14 Many of you may be very familiar or know that the Metro Blue
15 Line or the Metro Green Line that currently operates in the
16 middle of the 105 Freeway. Last year Metro opened up an
17 extension on the Expo from the City of Culver City to Santa
18 Monica, and also Metro opened last year the Gold Line
19 extension from City of Pasadena to City of Azusa.

20 Other than the light rail, Metro also operates the
21 heavy rail known as the purple line or the Red Line that goes
22 to the North Hollywood or Wilshire Western. Heavy rail
23 usually are heavier or larger and longer than the light rail,
24 handles more passengers, travel faster. Usually they operate
25 on exclusive right-of-way, either underground or elevator

1 tracks. And the other rail type that we may be familiar with
2 is what we call the commuter rail that kind of travels in
3 between the counties. What we have in LA County here is the
4 Metro line that travels from Orange County, Ventura County,
5 San Bernardino County, et cetera.

6 So here are a few picture of a typical light rail
7 transit station. One on the top left is the evaluated
8 station, that's the Expo line at the La Cienega station. The
9 one on the lower left is the underground station, this is the
10 Metro Gold Line, Mariachi Plaza. The one on the right is an
11 at-grade station, which is the Gold Line at the Monrovia.
12 Here are a few picture of a light rail guideway type. One on
13 the top left is the evaluated guideway. This is in China
14 Town where the Metro Gold Line operates. And then the one on
15 the lower left, again, it's the Mariachi Plaza, this is the
16 Metro Gold Line as well. The one on the right is a at-grade
17 street running guideway, this is the Expo in the City of
18 Santa Monica. Lastly, the one on the lower right is the
19 at-grade running on its exclusive right-of-way, the Metro
20 Gold Line in Little Tokyo.

21 So just going to the detail a little bit further on
22 the project study area, study alignment, as I mentioned
23 earlier, south of Huntington Park, we follow one alignment.
24 So starting out from here, this is actually Florence/Salt
25 Lake, this is actually very close to where we are at today.

1 This is where we're at, Florence/Salt Lake also. So this, we
2 follow the San Pedro right-of-way the 6 miles down to
3 Paramount, and then from Paramount on, we follow the Metro
4 right-of-way to City of Artesia. But I do want to note that
5 in the event this line gets extended into Orange County, as
6 part of the environmental study, we will be evaluating
7 optional station at Bloomfield, which is in City of Cerritos,
8 south of Artesia.

9 So on the north alignment, as I mentioned earlier,
10 we have several options. Starting from Huntington Park here,
11 option A and B follows the Pacific Boulevard going north and
12 then Santa Fe. Option A, we will go meet Alameda and then
13 going over the 101 Freeway going into Union station. Option
14 B, instead of going through Little Tokyo and Alameda, we're
15 going to go through X district on Vietnamese over with the
16 101 Freeway coming into Union station. Option C and D,
17 instead of going north through Huntington Park here on
18 Pacific, we're going to go parallel to the Blue Line, the
19 Metro Blue line on a separate structure. And align three
20 transfer station at Slauson, Vernon, and Washington. And
21 then we're going to keep going north an Alameda, we either go
22 all the way on Alameda over the 101 Freeway coming to Union
23 station, or we going to go through X district Vietnamese over
24 the 101 Freeway into Union station.

25 I also want to note that Metro has another study

1 going on on Randolph, the rail to river project that's also
2 looking at bike path, bike lane. So we're closely
3 coordinating with that project team on that project.

4 So this is a summary table of the entire alignment
5 from Union station to Artesia. Depending on which north
6 alignment option will be selected, there are up -- we could
7 have station up to 15 stations. Travel time is between 33 to
8 34 minutes. The daily boarding ranges from 52,000 to 75,000,
9 and then the cost is roughly over 4 billion dollars. As part
10 of the environmental, we will be revisiting it, we will be
11 re-evaluating all of these.

12 As I mentioned, the project cause is about 4.3 to
13 4.6 million dollars. As part of the Measure M that was
14 recently approved in November, there is 1.4 billion year mark
15 for this project, and in addition Measure R in 2008, we
16 marked the 240,000,000. But in addition to that, Metro will
17 be looking for federal funds, state funds, and a local fund
18 to get this project constructed.

19 Metro is also exploring public private partnership.
20 This is becoming a more popular delivery method model to
21 involve both the public agency and the private agency, and
22 each party will be sharing its key skill to the ultimate goal
23 is to have the project built earlier with cost saving and
24 with innovations.

25 So now I'm going to turn it over to Julia for the

1 part of the public involvement section.

2 JULIA BROWN: Thank you, Fanny. Before we move
3 forward, we have another special guest that I want to
4 recognize. We have Kim Tachiki Chin from the office of
5 Congresswoman Lucille Roybal-Allard. Do you want to raise
6 your hand? Thank you for being here today. Thank you for
7 coming.

8 And so as Fanny mentioned, there are going to be
9 numerous opportunities for public involvement throughout this
10 process. So the first is the public scoping meetings, which
11 we are engaged in right now. We did a live webcast of our
12 meeting in South Gate earlier this week. So that video is
13 going to be available on our project website. So you can
14 always encourage people who aren't able to attend a meeting
15 to view the presentation online. We will also continue with
16 several rounds of update community meetings along the
17 corridor.

18 We want to make sure that all of our communities are
19 aware and engaged throughout the process and that they stay
20 updated on what we're doing. We will also continue with our
21 city and elected official briefings along the corridor, as
22 well as holding our quarterly technical advisor committee
23 meetings. So those typically involve us working closely with
24 our corridor city staff to hammer out some of the technical
25 details of the project. We will also be out at different

1 community events, as well as hosting our own pop-up events
2 along the corridor, and we'll also continue engaging in
3 extended outreach in our communities.

4 So we want to continue working with community
5 groups, non-profits, business groups to help spread the word
6 about the project and keep people involved in and engaged.
7 We will also be accepting written comments during our
8 official comment period. So as I mentioned, for the scoping
9 process, the comment deadline is Friday, August 4th. And we
10 will also be holding public hearings upon the release of our
11 draft EIS and EIR documents. And we will also be live
12 casting one of those public meetings as well.

13 So just to recap, we have held four public scoping
14 meetings, including the one today. We have had a great turn
15 out, and we encourage people to continue to remain engaged
16 and informed throughout this process. As I mentioned, the
17 deadline for written comments is Friday, August 4th.

18 Again, we have our court reporter here today who
19 will be transcribing all of the verbal comments that we will
20 be receiving today. And you can also submit your written
21 comments on that comment card that I held up earlier. We
22 have all the contact information there on our slide, as well
23 as on your informational materials.

24 And now I want to introduce Edgar Gutierrez, who is
25 a member of our outreach team, and he will be facilitating

1 the oral testimony today. Thank you.

2

3 EDGAR GUTIERREZ: Thanks, Julia. So as she
4 mentioned, this is the oral testimony portion of today's
5 meeting. As it's been mentioned before, scoping is a very
6 important milestone for the environmental process. This is
7 where we get to hear from the community members and your
8 representatives, agencies, about any areas of concern,
9 observations, questions you may have. While we're not here
10 to answer questions as part of the oral testimony, we are
11 here to listen. So any comments that are submitted in
12 written format or any comments that are provided orally are
13 going to be documented into the official public record by the
14 court reporter that we have available here today.

15 If you haven't already done so, right now is a good
16 time to fill out a speaker card and submit it to any of our
17 staff members with a badge. I will be calling the speaker
18 cards in the order that they were submitted. So far I have
19 three; so right now is your chance to submit.

20 A few additional items I wanted to mention is that
21 you have 3 minutes to speak. We're asking you to speak
22 clearly into the microphone. Make sure to state your first
23 and last name before you start your testimony, and if
24 possible, please spell your name. It just helps the court
25 reporter document your comment a little easier. With that,

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1 I'm going to call the first name on the list, James T. Clark.

2

3

4

AUDIENCE COMMENTS

5

6 JAMES T. CLARK: My name is James T. Clark. And I

7 live just down around the corner here in Bell. And I'm

8 surprised there isn't someone from Bell representing us

9 because this track is running through Bell. This is Bell

10 down there and Huntington Park is sort of a border. I'd like

11 to address the problems -- they tell me I only have 3 minutes

12 to speak. And why we have a public meeting and where you

13 limit -- you people speak that run the meeting is long as you

14 want, but then as a public person, I'm only limited to 3

15 minute access to this meeting. And I don't think it's right.

16 I have trouble -- I would like to know where the two

17 different proposes of Alameda and Pacific electric. I worked

18 for the railroad for 37 years, and I actually rode the light

19 rail Pacific when it was electrified before it was all

20 converted to freight. I was the supervisor for the Southern

21 Pacific, the Rock Island, and the Union Pacific, but I broke

22 my neck and now I'm in this wheelchair.

23 I find a lot of big problem with transportation with

24 being handicapped. I try to get on the busses -- I was

25 telling this Mr. here that I try to get on and they have

1 people with shopping carts, hand walkers and stuff taking all
2 the securement areas for me to go with my wheelchair. And
3 I'm unable to ride it most of the time because they just say,
4 we don't have room for you, and they go on to the next --
5 wait for the next bus.

6 Also, I commented that I tried to get to this
7 meeting and up here at the corner of Florence and Salt Lake,
8 which changes to California, there's not even a way to get
9 down the curb because there's no wrap. And Huntington Park
10 is here and there is an island in the middle and there is a
11 wrap on one side, but there's no wrap on the other. So I
12 have to go out in the middle of the street, go down the
13 street, to get here. And I don't think it's right that they
14 don't make room for the handicapped.

15 And I'm very -- I'm not upset. I use access, I have
16 other stuff, but I wish there would be more aim to make these
17 things to the people in which a lot of the older generation
18 is coming in this area to ride the thing. And I'd like to
19 know about the proposed -- which I gave to this man here,
20 sorry, I forgot your name -- but about the Downey issue of
21 going down Imperial where that is all setting and why there
22 is two different proposed routes to coming here? And the one
23 which I like, which Pacific, which is the part that used to
24 be part of the Southern Pacific going down Santa Fe to the
25 other one, which is Alameda. Why is there two different

1 proposed routes and what is going to be the deciding factor
2 on it?

3 And I was born here on Soto Street in 1945 and know
4 this area inside and out, and like I said, I worked for all
5 these railroad tracks for 37 years riding them. And thank
6 you very much for listening to me and I appreciate all the
7 attendance here and I'm glad to see all the people that are
8 here. Thank you very much.

9
10 JAMES M. OKAZAKI: Good morning. My name is James
11 M. Okazaki. I'm from the Little Tokyo community. And I'm on
12 the board of the Little Tokyo Community Council.
13 Unfortunately I had other commitments; so I could not make
14 the scoping meeting in Little Tokyo at Mariachi Plaza that
15 you had. So I decided to come today to express some concerns
16 that I have with the alignment that the project is proposing,
17 and I wanted to make sure in the scoping meeting that this is
18 addressed. There's a proposal for four alignments; two of
19 them actually go down Alameda Street and two go down on the
20 Vignes Street.

21 And they make sense; however, the community of
22 Little Tokyo, as you know, have experienced the Metro
23 construction impacts for the last five years due to the
24 regional corrector construction. And there's been, I guess,
25 traffic -- not traffic, but the business interruption front

1 to help businesses, but we've had street closures for a long
2 period of time. In fact, Metro was sued by Little Tokyo
3 during the period of time when they were proposing to totally
4 close it during the holidays.

5 So there's been some adversarial issues, but the
6 concept of putting an aerial alignment along Alameda is a
7 concern both aesthetically and traffic. And the fact that I
8 believe Alameda Street is still a truck route, where we have
9 a lot of trucks coming north of the Santa Monica Freeway to
10 the 101. There's also, I believe, still a designated house
11 moving route. So we want to make sure that that's addressed.

12 So there are those who in Little Tokyo are
13 interested in having a station in Little Tokyo along that
14 alignment, but if the alignment could be a subterranean
15 alignment with a subterranean station, which is what Little
16 Tokyo fought for and got on the regional connector project,
17 that would be welcomed. But an aerial station in Little
18 Tokyo with an aerial structure along Alameda is a visual
19 blight and separates the community of Little Tokyo.

20 We have Little Tokyo of east of Alameda as well as
21 west of Alameda, and we want to aggregate connectivity. And
22 I was going to say that the Metro has a 60 million dollar
23 project that they're working with Little Tokyo right now,
24 it's part of the connect us project, and we want to make sure
25 that we do not conflict with any of the proposed projects

1 that enhances the pedestrian walking and riding bicycles
2 through Little Tokyo in the Arts District as proposed on the
3 60 million dollar project. And we're worried about the
4 construction impact that Little Tokyo has already suffered
5 and that they're worried about the security impact with
6 another project along Alameda Street; however, if it's a
7 tunnel project, I think the impact could be minimal going all
8 the way from 101 Freeway all the way down to the 10 Freeway
9 where the alignment goes. Anyway, somewhere north of 5th
10 Street, if it could take it under, that would be appreciated
11 by Little Tokyo. Thank you very much.

12

13 JOE PAREDES: Hi, my name is Joe Paredes. I live in
14 the ZIP code. Originally when I first heard about West Santa
15 Ana corridor, it seemed like a good idea, linking to smaller
16 cities, cities, middle class, hard-working people. The idea
17 behind it was originally -- well, a freight line disappeared,
18 let's use it for the good of all these communities, let's
19 build public transportation for children, for elderly. And I
20 missed most of the meetings in Huntington Park. So I
21 actually -- actually, I missed one meeting here; so I had to
22 drive all the way to Orange to find out what the deal was.

23 And talking to Orange residences, they approved
24 everything up to Huntington Park. They had people concerned
25 running all over LA County trying to figure out, is this line

1 safe, is it for the good of us and the good of them. And
2 they approved up to Huntington Park. Most of these -- this
3 line is getting built, it's been built on existing tracks on
4 a line that was actually set aside for running trains and
5 stuff like that. So it's -- it's a efficient way to build.

6 Now, we're talking about building from Huntington
7 Park to downtown when there is no land set aside for it, that
8 the City wasn't designed that way. We're talking about
9 trying to rebuild streets on level to fit in two lines that
10 don't fit there, we're talking about building huge bridges
11 going miles down the street or up the street, then we're
12 talking about going underground subways, building subways
13 just to enter downtown. It's too expensive, it's not
14 practical, and I don't think it's a good thing for our
15 communities.

16 At the end, they want to link to Union station,
17 which has a prison or jail right behind it, which is linked
18 to other communities, communities that are safer than ours,
19 which is also known for having a lot of homeless people. I
20 think it's too expensive and not safe for our communities.
21 So I ask of you people to say no to it and let's keep it just
22 what it was originally intended to be. Thank you.

23
24 GIOVANNI D'EGIDIO: Fantastic. My name Giovanni
25 D'egidio. I am oe of the owners of Hollywood Sports in the

1 City of Bellflower. I know there's proper notification, I
2 hope, and I like the idea of this type of transportation
3 because my daughter is in Washington D.C. and New York and
4 progress, nothing can stop progress, but in the middle of
5 that progress, there's livelihoods that are tied to this
6 project. So things I want to be answered as you go forward:
7 One, eminent domain, are you going to be using those laws to
8 move people out on the track? Second, is the MTA or cities
9 going to use public city defaults to remove the lease so you
10 can move business so you can pass through. Four, for
11 transparency for and for more public notice, I believe you
12 should have a public civil City board so different
13 communities all up and down that track, the public can be
14 apart of it, not just politicians, because politicians have
15 their own personal reasons why they do things.

16 Second, on the problem involvement, it should be
17 something where it's very easy because a lot of people are
18 all over it now. I'm in Bellflower, you guys had a meeting
19 there, I'm the biggest business in Bellflower, I'm right on
20 the tracks. And like I said, I'm for progress, but I have
21 anywhere from 1,000 kids at any given time on that
22 (unintelligible).

23 Now, we knew that that track was there when we got
24 the place 20 years ago, but it's really getting the proper
25 notice out. Then as you build, like the gentleman said from

1 Little Tokyo, once building happens, the forgotten people are
2 the people who live there and work there. It's public notice
3 on street closures -- we're on Liquid Boulevard, when you
4 cross that, it's a major thoroughfare, like 3- for 4,000 cars
5 a week. We're relying on that thoroughfare to get people
6 into our place. To reroute anywhere, you'd have to go
7 through the public streets or city streets or homes.

8 Next, I'd like to offer my banquet room in
9 Bellflower. I hold about 300 people, I'll do it for free and
10 I'll provide food for free so we can help you get the word
11 out, speaking to the communities on the side of us,
12 Paramount, Bellflower, and Cerritos, because I believe your
13 public process and notification is horrible. Me as a
14 business owner, when I have to do something, cut trees in
15 public right-of-ways, boy, we're on it, hot, but then when
16 you guys want to do something, we're not on it so hot.

17 But I'm for this, I'm just not for not exposing the
18 entire community. I imagine a lot of people in this city
19 don't even know about this meeting here today. And then the
20 time of these meetings, most people work; so you should have
21 meetings after work, and the weekends should be cherished for
22 the people who work, their weekends are their weekends.

23 Today there's a lot of parties going on, family
24 time, why are we here today? We need proper notification.
25 Let me see what else I have in my notes. No, no, no, I'm not

1 leaving, it doesn't work that way. When you guys do
2 meetings, be respectful of peoples' time too. I left my
3 business today, I left my employees behind, I left my wife
4 and kids behind, 3 minutes does not justify that time. One
5 second.

6 The August 4th deadline is that enough time to get
7 the information to people so public comment could be given to
8 you guys. I think you should move that August 4th deadline
9 into September or October. This is a two-year project, give
10 more time, August 4th is not enough time. That is it. I
11 appreciate your time. I appreciate progress, but progress
12 needs to adhere to the people. It's very important. Thank
13 you.

14
15 SUNNY HJ CAVDLE: I make very short because the
16 gentleman before me very much, you know, speak out like half
17 of concern that I have. Location of a town hall meeting, I
18 think you guys should extending the area, not only to four
19 different place, but equals more like Artesia City. And then
20 instead of just put the flyer on the porch, you can just
21 formal letter should have been mailed to the neighborhood so
22 everybody know. A lot of time flyers is just blowing out and
23 people look at it as another advertisement, junk mail; so
24 they don't give no attention. So formal letter should be
25 sended out.

1 And also, traffic congestions, I live in Artesia,
2 and last meeting -- actually, I went to the South Gate
3 meeting, I couldn't make it in time. So I only, you know, be
4 at the meeting for less than half an hour, and on that time,
5 I saw the big table with just a drink table, drawing on the
6 table there's a lot dot near by my house. So I asked that
7 person, what is this dot standing for? And they mentioned
8 that's the area they plan to make a parking lot or parking
9 structure. And two street which is a residential area, there
10 is about eight or nine houses on the street, and started from
11 there for two block, going down, and they are going to put
12 the parking lot or parking structure, and just ending up at
13 front of my house.

14 So my house location on Artesia Avenue and 188
15 Street. So I am facing the parking lot or parking structure
16 as my front view. So I think somebody should drive to the
17 street where you guys going to plan to have a parking lot to
18 make sure, you know, analyze more detail. Also, all this
19 problem home value declined. If this news going away to the
20 public and home value is going to be down and we also know
21 how Metro, you know, the company kind of compensate us for
22 this kind of a situations. And that's very much it.

23
24 IRVING PACHEN: Just as a resident of Huntington
25 Park, I highly support this project right here, just my

1 public testimony to make sure that Metro has the support of
2 the community. I did miss the first part of the
3 presentation. So I'm just here as a support.

4
5 JEROME WEYMOUTH: Hi, my name is Jerome Weymouth.
6 And I've lived in Maywood and I've lived in Bell and I lived
7 in Cudahy for several years, and I am a former retired Metro
8 bus operator. And as a bus operator, we need this system
9 because these busses are crowded; they're crowded in the
10 a.m., they're crowded in the p.m. And so we need the line,
11 I'm all for it, but I think it should go -- not stop off at
12 Imperial, but I think we should extend it all the way in the
13 first phrase and build it to Huntington Park, that way you
14 have -- it's going to serve the people of this area a lot
15 quicker and it's going to take a lot of the people out of the
16 busses and put them on the train.

17 So I also feel about that, and also another -- why
18 is this good for this area, because it has jobs. And Metro
19 has a thing in their policy that people that are working on
20 the construction community have to be from this area. And
21 so, you know, people are saying, we want jobs, we want more
22 this, well, Metro has got it. So there will be a lot of
23 people in this area that would be working on the project.
24 And so that's why I'm in favor. All right. God bless.

25

1 EDGAR GORDELLO. Good morning to all of you. My
2 question as a resident here is Huntington Park is, the
3 environmental impact system -- the environmental impact that
4 this may cause to the environment because of the trains. We
5 as residents from this other sector and this other side from
6 Florence, we are residents there. It's my understanding that
7 the trains are going to function with electricity. Over here
8 on this other section, we have towers with high voltage of
9 electricity and us as residents, we have to be very well
10 informed.

11 Another concern that I have is in this area right
12 here, how about is there going to be enough police officers
13 patrolling this area? Right in this area there is many
14 people that are walking by, going in that area, and those
15 people have warrants for their arrests. Our concern is the
16 safety. Are you guys going to have enough security, police
17 officers running that area? Also, us as a community, what
18 advantages are we going to have? Our property, is the value
19 going to go down? That's my comment. And have a great day.

20
21 SERGIO INFANZON: Thank you. Good morning,
22 everybody. Thanks for being here. Metro, we truly
23 appreciate it and everyone over here. I think that someone
24 mentioned, yeah, we should be doing something else, right,
25 but we're here because it is important for the community. I

1 work for the City of Huntington Park, but I'm also a resident
2 of the area. And I just want to mention something I think
3 that is important. We have, yes, certainly some things that
4 are going to affect the community, but overall that are
5 benefits, you know, not only jobs, but I don't know if it was
6 explained it or presented that way, but the concept that West
7 Santa Ana project has is to build economic development around
8 the stations, to build economic development around everything
9 that has to do with this project, and so we need to take
10 advantage of this.

11 And this is an opportunity that we have in order to
12 submit comments, to submit concerns, to submit the questions.
13 We're going to have all the way to August the 4th to do any
14 e-mail, to do it on mail, you know, regular mail, or you can
15 come to the City. We have several council members here, and
16 that's why they're here. The only one missing from the City
17 of Huntington Park, the elected official, is the Mayor, and
18 he's not here, he's attending a conference somewhere else,
19 but we truly care about this. We are very concerned about
20 your concerns. So we're going to open an opportunity, you
21 know, for you to come to City Hall, if you want to talk to
22 me, come and talk to me, express your concerns.

23 We can formulate those concerns in a matter of or as
24 a comment or as questions and we're going to make -- we're
25 going to be responsible to make -- to deliver those to Metro.

1 So we're creating all of this opportunities for you to
2 comment, to come, to make sure that whatever concern,
3 whatever question you have is being passed to Metro. That is
4 going to be a long process, we're not going to finish this
5 tomorrow. We're going to start -- it is projected on 2022 to
6 break ground. So still we have a great opportunity for us to
7 express our concerns. Let's participate, let's attend the
8 meetings. We sent a newsletter to most of you. We're going
9 to be posting information, we're going to be including
10 articles, and sending you as we progress information about
11 this project.

12 My understanding is that once we collect all of this
13 information, we still going to have another meeting, right,
14 talk meeting, and we're going to evaluate everything that was
15 submitted; all the concerns, all the questions, they're going
16 to be answered and then we're going to have another
17 opportunity still to agree or disagree. So participate,
18 invite other people, your neighbors, right, and other
19 individuals because this is -- this is the community, right,
20 this project is going to affect the community and it is
21 important for us to participate.

22 And believe me, we think that this is going to be
23 something very good once we are done. 10 years or 15 years
24 from now, you'll see it, and you're going to truly appreciate
25 the work that everybody's doing. Thank you very much.

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JUAN JOSE GUTIERREZ: My name is Juan Jose Gutierrez. I live in Paramount. And I would like to know if the noise is going to jeopardize us due to the train, that is during the construction. For example, when they are working, are the homes going to be affected? Is the foundation of the homes going to be affected? How about the walls, are they going to be cracked? Should this happen, are you guys going to provide help, financial support?

Something else, if they're going to take away a certain amount of land, the value, is the value going to be what is currently out on the market? Is it going to be the same, less, or more? I would like to know that. Another question, will the homes lose the value due to the train? Now two trains are going to go by, there's going to be even more noise, both trains are going to pass by, there's going to be more noise, more movement. Perhaps many people are going to start to steal, we're going to have looters. That's the question have I had. Thank you.

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I declare under penalty of perjury under the laws
of the United States that the foregoing is true and correct.

Executed at Los Angeles, California, on June
24, 2017.

JENNIFER STANLEY, CSR NO. 13740

[& - attending]

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[edgar - gentleman]

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[getting - innovations]

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[input - measure]

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[medina - pacific]

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[r - sorry]

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[sort - train]

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[trains - york]

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APPENDIX K COMMENTS RECEIVED OUTSIDE OF SCOPING MEETINGS

Appendix K.1 Comments Received by Mail

Appendix K.2 Comments Received by Email

Appendix K.3 Comments Received by Website Comment Form Submission

Appendix K.4 Comments Received from Agencies or Stakeholder Groups

Appendix K.1

Comments Received by Mail

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED JUL 11 2017



Name: Brandy + Shawn Montague
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community
Address: 1712 Marion Drive, Glendale, CA 91205
Phone/Cell: 213 503 8266
Email: shawnp.montague@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under ~~next to~~ the church and is in close proximity of ~~to~~ our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These buildings are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes, Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net
 metro.net/wsab



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

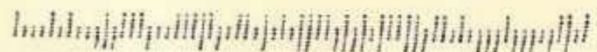
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Ms. Fanny Pan
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED JUL 10 2017

Comment Sheet

Name:

DORIS JOKO

Affiliation (i.e. organization, resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community

Address:

1444 KEMPTON AVE, MONTEREY PK., CA 91755

Phone/Cell:

626-573-2567

Email:

DORISJOKO@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

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



wsab@metro.net



metro.net/wsab



Metro

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

1444 KEMPTON AVE
MONTEREY PARK, CA 91755



Deris Joko
1444 Kempton Ave.
Monterey Park, CA 91755

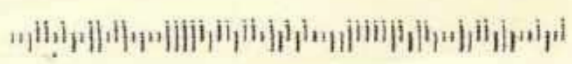
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05 JUL 2017 PM 5 L



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

90012-374599



Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED JUL 11 2017

Comment Sheet

Name: MRS. EIKO SAKUDA / YUKI YAMASHITA

Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community

Address: 630 N. VAIL AV. MTB 90640 / 891 RIDGECREST/MONTEREY PK-91759

Phone/Cell: 323)728-0888


Email: _____



Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

WE AGREE AND SUPPORT THE MESSAGE ABOVE.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

 Fanny Pan
Project Manager, Metro
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 wsab@metro.net
 metro.net/wsab



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

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SANTA ANA CA 92705

08 JUL 2017 PM 6 L



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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED JUL 05 2017

Name: Guillermo C. Flores
Affiliation (i.e. organization, resident, business): Resident, Hunters Point Historic Commission, C.A. Community Found.
Address: 3223 Live Oak St H.P. CA 90255
Phone/Celk: 323-490-6368
Email: 9cf300@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I love this plan and idea. I would be able to take it to work in downtown. I work at South Figueroa and 3rd St next to the Regional Connector. I would also take it to the Historic South West Museum Station.

I strongly recommend keeping the rail on Santa Fe & Pacific and not on Alameda. A big development at the Sears building on Olympic & Santa will add alot of new apartments and bussiness. These groups and people would benefit ~~to~~ from the trains being on Olympic & Santa Fe.

Have you reached out to the California Community Foundation? They may like to assist with this. They have a ~~housing~~ & transportation program. www.calfund.org

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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



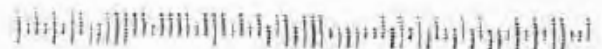
Fold Here LOS ANGELES CA 900

30 JUN 2017 PM 14 1



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

9001233745 0057



June 23, 2017

BOARD MEMBERS

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Honorable **Jim Beall**

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GOVERNOR



Ms. Fanny Pan, Project Manager
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012

**RE: Notice of Preparation of a Draft Joint Environmental Impact Statement/
Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project**

Dear Ms. Pan:

The California High-Speed Rail Authority (Authority) has received the Notice of Preparation issued by Metro for a Draft Joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch (WSAB) Transit Corridor Project, dated May 25, 2017. The Authority believes the planned new WSAB light rail line, which will connect downtown Los Angeles with the densely populated Gateway Cities area of southeast Los Angeles County, is of great importance for Southern California travelers. The WSAB project has high ridership potential and will greatly enhance connectivity between the Gateway Cities and other transportation services in the region, including the future high-speed rail system.

The Authority understands that Metro is evaluating Los Angeles Union Station (LAUS) as the northern terminus for the WSAB line. LAUS is Southern California's primary transportation hub, providing connections between Metro bus and rail service, Metrolink and Amtrak passenger rail service, other local transit services, and multimodal travel options, as well as the future WSAB line and future high-speed rail service. LAUS has major site constraints that place limits on the potential to expand and improve the site, which include adjacent properties, the US 101 freeway, the El Monte Busway, and the Los Angeles River.

Due to the constraints and the importance of establishing the highest level of future connectivity and ridership, the Authority would like to work with the WSAB team to ensure future WSAB and high-speed rail services can all be accommodated at LAUS, alongside the many existing services provided today.

The Authority is partnering with Metro on Link Union Station (Link US), a transformative project for Southern California that will establish run-through tracks for regional rail and high-speed rail services at LAUS. This partnership was formalized when the Authority Board directed staff to negotiate, execute, and later amend a contract with Metro to contribute Link

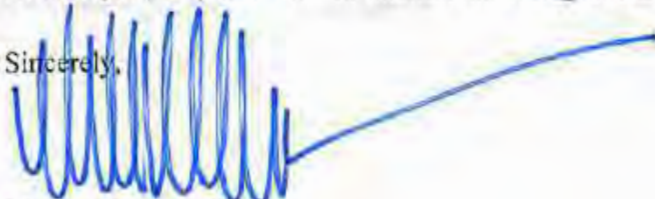
Ms. Fanny Pan

Page 2

US project development costs for the integration of high-speed rail at LAUS, up to a maximum funding amount of \$18.7 million. This collaboration is of mutual interest to the Authority and Metro given the associated statewide and regional benefits. Serving LAUS with high-speed rail will expand mobility options for Southern California residents, increase ridership on Metro services and other connecting transportation services, provide substantial economic benefits for the region through increased business activity and tourism, and significantly enhance the potential for transit-oriented development in the area.

The Authority appreciates our long-standing partnership with Metro on a number of projects in Southern California, and recognizes the many benefits that the WSAB project will bring to the region. We look forward to coordinating with Metro on development of the WSAB Draft EIS/EIR in the months ahead. If you have any questions or concerns, please contact me or Michelle Boehm, Southern California Regional Director, at (213) 308-4507 or michelle.boehm@hsr.ca.gov. Thank you.

Sincerely,



Mark A. McLoughlin

Director of Environmental Services

(916) 403-6934

mark.mcloughlin@hsr.ca.gov

cc: Tom Fellenz, Interim Chief Executive Officer
Michelle Boehm, Southern California Regional Director

ERIC GARIBETTI
Mayor

Commission
MIE LEVINE, *President*
WILLIAM W. FUNDERBURK JR., *Vice President*
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CHRISTINA E. NOONAN
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BARBARA E. MOSCHOS, *Secretary*

DAVID H. WRIGHT
General Manager

RECEIVED JUL 05 2017

June 27, 2017

Fanny Pan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Subject: Comment Letter Regarding Notice of Preparation of a Draft Environmental Impact Statement (DEIS) / Draft Impact Report (DEIR) for the West Santa Ana Branch Transit Corridor Project

The Los Angeles Department of Water and Power (LADWP) appreciates the opportunity to review the DEIS/DEIR for the West Santa Ana. The mission of LADWP is to provide clean, reliable water and power to the City of Los Angeles. In reviewing your proposed project description, the LADWP has determined that the project may have impacts to water resources. The following comments reflect our review for matters related to water resources for the project; you may receive additional comments from other divisions at LADWP separately referring to other respective areas in the DEIR.

COMMENTS ON GROUNDWATER

1. General comment regarding construction dewatering (if any):

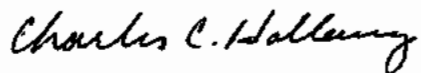
If dewatering for construction purposes is required, beneficial reuse of dewatering discharge by applying the water preferably to beneficial uses onsite or, alternatively, discharging groundwater into the sewer, instead of discharging to the storm drain may reduce or eliminate costs associated with storm drain permitting and monitoring. These types of actions help the City meet conservation and recycled water goals by reducing overall customer demand. Property owners who dewater and beneficially reuse can potentially lower their cost of potable water supply. Common application of beneficial reuse include landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.).

2. General comment relating to Project location:

The property owner will need to be in compliance with certain California groundwater regulations and/or water rights as decreed by the California Superior Court. The proposed project alignment overlays both the adjudicated region of the Central Basin where water rights have been determined by adjudication and Court judgment, and the unadjudicated region of the Central Basin where water rights have not been determined by adjudication and Court judgment. California enacted the Sustainable Groundwater Management Act (SGMA) in September 2014. A regional groundwater management agency may be formed pursuant to SGMA to manage groundwater in the basin. This management agency may require property owners who discharge groundwater to periodically report their discharge volumes. Fees may also be assessed to groundwater pumpers and dischargers in order to allocate the cost of SGMA compliance, related basin management infrastructure, and groundwater replenishment.

For any questions regarding the above comments, please contact Ms. Nadia Parker of my staff at (213) 367-1745 or at nadia.parker@ladwp.com.

Sincerely,



Charles C. Holloway
Manager of Environmental Planning and Assessment

BG:vf
C: Nadia Parker

August, 2, 2017

Fanny Pan
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012
RE: West Santa Ana Branch EIR Scoping Period Public Comment

Dear Fanny Pan,

My name is Jan Fukuhara, and I am writing as a resident at Teramachi Homeowners' Association to take advantage of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident, stakeholder and community board member in Little Tokyo, I strongly oppose all four route alternatives. I also urge Metro to provide the community with clearer information about the four proposed routes and their impacts on Little Tokyo. I request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

I came to Little Tokyo as part of my heritage and to experience a sense of community that is woefully lacking elsewhere in the city. Little Tokyo is a charming, village-style community with walkable, pedestrian-friendly streets, greenways and parks. The current route options proposed by Metro would negatively impact such a people-centric environment. Metro should consider less invasive land-use options, especially subterranean, rather than the proposed four routes currently presented, critically the two Alameda and Alameda-Vignes (options C and D) mostly aerial constructions which disrupt the community as a whole. The proposed routes bisect the community and segregate further the east-west continuum that historically has been known as Little Tokyo.

I would appreciate it if Metro would consider and answer the questions below:

*What are the short-term and long-term impacts to residents and businesses from construction which will last approximately from 2022-2028?

*Has a preliminary study been conducted that guided Metro to the current proposed routes, and if so, can the community have an opportunity to review such information, even after this scoping phase has concluded?

*How will residents, workers, visitors and guests enter and exit the community via major traffic thoroughfares like Alameda Corridor which is the main north-south freeway feeder and major transit artery for commercial traffic, with linkages to the 101, and the mergers to the 10 and 110, during construction?

*How will traffic disruption from such construction impact business development and survival? There have already been a number of business closings which have negatively impacted the local economy from the current Metro regional connector expansion.

*As a result of this massive disruption from the construction of the WSAB, will Metro agree in writing to create a business-disruption mitigation fund in order to help all local Little Tokyo businesses, not just those within certain formulaic perimeters imposed by Metro?

Furthermore, I respectfully request that Metro pursue and study other alternatives that would not negatively impact the Little Tokyo community. I may be reached at 213-926-7960 for further questions. Thank you for your consideration.

Sincerely,

Jan Fukuhara
Board Member
Teramachi Homeowners' Association

CC: Councilmember José Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis
Mayor Eric Garcetti
Congressman Jimmy Gomez

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name:

Alan R. Gomez

Affiliation (i.e. organization,
resident, business):

13613 Stanbridge Ave. Bellflower CA 90706

Address:

Phone/Cell:

(562) 925-8460

Email:

ATAA Gomez 2001@Yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a Bellflower Resident, I am concerned about the proposed light rail
system traveling through our town at street level for several reasons.
They include the safety of pedestrians, bicycles and vehicles as they
interact with a system that travels at ground level. Also, why stop the
traffic on the streets as many as 24 times an hour so that the light rail
system can go by? Think of the pollution caused by all of the stopped
vehicles. It makes more sense to design the system so that the various
modes of transportation do not interact and all of them can move on their
way at the same time.

I also expect that you will preserve the city's new bike and pedestrian
paths. These would provide good, healthy access to our local train station.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 04 2017

Comment Sheet

Name: ALEX MUNOZ
Affiliation (i.e. organization, resident, business): RESIDENT
Address: 9833 PALM ST BELLFLOWER CA
Phone/Cell: (562) 455-8066
Email: TRASHILL@YAHOO.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a Bellflower Resident, I am concerned about the proposed light rail system traveling through our town at street level for several reasons. They include the safety of pedestrians, bicycles and vehicles as they interact with a system that travels at ground level. Also, why stop the traffic on the streets as many as 24 times an hour so that the light rail system can go by? Think of the pollution caused by all of the stopped vehicles. It makes more sense to design the system so that the various modes of transportation do not interact and all of them can move on their way at the same time.

I also expect that you will preserve the city's new bike and pedestrian paths. These would provide good, healthy access to our local train station.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name: ANA CACERES
Affiliation (i.e. organization, resident, business): Resident
Address: 16126 Cometa Ave #118 Bellflower CA 90706
Phone/Cell: 562-412-0946
Email: ayseejacar@ yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Keep Bike Path + Pedestrian Path
Rail above grade.

I am interested + excited to have
a train going through the city.
No noise will be nice.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet


RECEIVED AUG 04 2017



Name: Andrew Picard
Affiliation (i.e. organization, resident, business): _____
Address: 9922 Potter St Ballflower, CA 91706
Phone/Cell: _____
Email: Andrew.Picard@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Yes. This is a great idea for our city.
Please Elevate the track and keep our Bike path.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net
 metro.net/wsab



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Sent: Thursday, July 27, 2017 10:13 PM
To: WSAB
Subject: Public Comments

Dear Ms. Fanny Pan,

I live in Bellflower at 15722 Blaine Ave. My cell is 562-688-5867.

My comments on the Metro West Santa Ana Branch Project are as follows:

1. I support an elevated track so as not to congest traffic
2. I support preserving the bike path, and
3. I support preserving the pedestrian path.
4. This project will be great! I will be able to walk to the train, take it to work in Downtown LA and get work done on the way.

Thanks

--

Austin Lynch
Organizing Director
UNITE HERE Local 11

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 04 2017

Comment Sheet

Name:

DARLENE DOWNING

Affiliation (i.e. organization, resident, business):

Address:

10511 FLORA VISTA STREET BELFLOWER CA

Phone/Cell:

Email:

darlene.dowling@verizon.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I would like to see the bike path and walking trail remain.

Let's do an elevated metro line. This way we can keep existing paths available for the city.

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



wsab@metro.net



metro.net/wsab



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Proyecto de Metro West Santa Ana Branch Transit Corridor

Alcance Público

RECEIVED AUG 04 2017

Hoja de Comentarios

Nombre:

Florencia Gonzalez Lopez

Afiliación (ej. organización, residente, negocio):

Domicilio:

9718 PACIFIC AVE Bellflower

Télefono/Celular:

Correo Electrónico:

Gracias por su interés en el Proyecto de Metro West Santa Ana Branch Transit Corridor. Sus comentarios son bienvenidos.

yo quiero de bajos de la tierra
para mi vista y por mis hijos
por yo vivo en esa calle por
el ruido el movimiento
Gracias

MUCHOS
EXITOS

PERÍODO DE COMENTARIOS PÚBLICOS: El período de comentarios formales para el Proyecto de Metro West Santa Ana Branch termina el viernes, 4 de agosto de 2017. Los comentarios por escrito pueden ser presentados en las reuniones o vía:



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



wsab@metro.net



metro.net/wsab

Los comentarios enviados a través de las páginas de medios sociales del proyecto o de la línea de ayuda no formarán parte del registro público oficial. Envíe todos los comentarios por correo, correo electrónico y el sitio web del proyecto (como se indica arriba).



Metro

Proyecto de Metro West Santa Ana Branch Transit Corridor

Alcance Público

Hoja de Comentarios

RECEIVED AUG 04 2017

Nombre: Gabriel Marquez
Afilación (ej. organización, residente, negocio): residente
Domicilio: 15506 Bellflower bulevar
Teléfono/Celular: 562 405 02 85
Correo Electrónico: _____

Gracias por su interés en el Proyecto de Metro West Santa Ana Branch Transit Corridor. Sus comentarios son bienvenidos.

esta bien el tren pero tiene que ser accesible para todos y no deben quitar nada de los establecimientos que estan y en la ciudad.

PERÍODO DE COMENTARIOS PÚBLICOS: El período de comentarios formales para el Proyecto de Metro West Santa Ana Branch termina el **viernes, 4 de agosto de 2017**. Los comentarios por escrito pueden ser presentados en las reuniones o vía:



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



wsab@metro.net



metro.net/wsab

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Metro

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name:

Japhiel Bedgood

Affiliation (i.e. organization, resident, business):

Resident

Address:

9903 Belmont St. Bellflower Ca 90706

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I'm in support of grade separated metro system in Bellflower.
I desire to keep bicycle / pedest. path.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name: JEANETTE LARSON
Affiliation (i.e. organization, resident, business): RESIDENT
Address: 16848 VIEW PARK AVE., BELLFLOWER, CA 90706
Phone/Cell: 562-925-5331
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a Bellflower Resident, I am concerned about the proposed light rail system traveling through our town at street level for several reasons. They include the safety of pedestrians, bicycles and vehicles as they interact with a system that travels at ground level. Also, why stop the traffic on the streets as many as 24 times an hour so that the light rail system can go by? Think of the pollution caused by all of the stopped vehicles. It makes more sense to design the system so that the various modes of transportation do not interact and all of them can move on their way at the same time.

I also expect that you will preserve the city's new bike and pedestrian paths. These would provide good, healthy access to our local train station.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name:

JERISSA SCATTERGOOD

Affiliation (i.e. organization, resident, business):

Address:

10018 1/2 WALNUT ST., BELLFLOWER, 90706

Phone/Cell:

562-407-2023-4413

Email:

XXJNKXX@GMAIL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

please keep the bike/pedestrian path.
We want an elevated transit, not ground level. (11)

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 04 2017

Name: Kate Tighehaar
Affiliation (i.e. organization, resident, business): Resident
Address: 16434 Chicago Ave. Bolivar
Phone/Cell: _____
Email: kmtighehaar@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

1. Metro to be elevated to avoid traffic issues.
2. Keep bike/walk trail... I use it daily.
3. Metro station to be located in downtown. It would be great for the city.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 04 2017

Comment Sheet

Name:

Kent McKeethan

Affiliation (i.e. organization, resident, business):

Address:

16429 Hayter, Bellflower, Ca 90706

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am concerned with traffic congestion on Lakewood & Bellflower Blvd. I would like to see grade separation at those two intersections.

and I don't want to lose the bike path.

I have grandchildren & I'm concerned with their safety. Also don't want the noise from the trains horns ^{or bells} so if they're elevated, ~~there~~ there won't be a need for that.

Other than that - I am all for this project & I'm looking forward to riding the train to downtown L.A.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name: KEVIN SCATTERGOOD
Affiliation (i.e. organization, resident, business):
Address: 10018 1/2 WALNUT ST, BELLFLOWER 91706
Phone/Cell: 562-213-6314
Email: KEVIN.SCATTERGOOD@GMAIL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

We don't want the transit ground level
we want it above ground (ELEVATED)
We want to keep the bike/pedestrian path.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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One Gateway Plaza, M/S 99-22-4
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metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name:

LEO PRIETO

Affiliation (i.e. organization, resident, business):

Address:

9748 WALNUT ST. BELLFLOWER CA 90706

Phone/Cell:

562-866-9057

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I THINK IT WOULD BE A GREAT PROJECT (1) IT WOULD NOT DISRUPTED THE STREET TRAFFIC (2) IT WOULD REDUCE THE TRAFFIC ON THE 91 FREEWAY. I'm ALL FOR IT.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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Project Manager, Metro
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 04 2017

Comment Sheet

Name:

LINDA FREY

Affiliation (i.e. organization, resident, business):

RESIDENT

Address:

9924 FLORA VISTA ST. #17

Phone/Cell:

(562) 6070243

BELLFLOWER, CA 90706

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

PLEASE ELEVATE THE TRACKS TO AVOID
CONGESTION & ACCIDENTS

I WANT THE BICYCLE PATH(S) & WALKING
PATHS TO REMAIN.

I LOOK FORWARD TO THE TRAIN SERVICE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



[metro.net/wsab](https://www.metro.net/wsab)



Metro

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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 04 2017

Comment Sheet

Name:

Lucia Gonzalez

Affiliation (i.e. organization, resident, business):

Address:

16429 Hayter, Bellflower, Ca 90706

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am very excited about this project, however, I do have a few concerns. The first is the traffic gridlock that will occur during construction, ^{2nd} the traffic that will occur when the trains move across the major streets i.e. Lakewood, + Bellflower - I am in favor of grade separation on the major intersections. I would hate to lose our bike paths so I would like to have them saved + protected.

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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name:

Luz Valencia

Affiliation (i.e. organization, resident, business):

Address:

9724 Oak St Bellflower CA 90706

Phone/Cell:

Email:

luzvalencia@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I like the idea but please keep the bike path. Hundreds of Bellflower residents use that on a daily basis. Also, make it above ground to prevent traffic chows in the city

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



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July 27, 2017

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

RECEIVED AUG 04 2017

Dear Fanny Pan,

My name is MAKI CHAUDHURI, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

August 1, 2017

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

RECEIVED AUG 07 2017

Dear Ms. Pan,

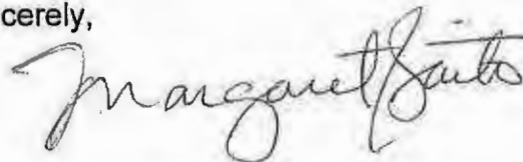
The West Santa Ana Light Rail will intersect the City of Artesia at Gridley Road, Jersey Ave., and Pioneer Blvd. The West Santa Ana Light Rail will interfere with the ability of the fire department to respond in an emergency. The fire department is located on South Street and Pioneer Blvd. The terminal on Pioneer Blvd. will eliminate one of its main access routes to the cities of Artesia and Cerritos. Seventy-five percent of the calls for the fire department are responded through Pioneer Blvd.

Gridley Road is a two lane (2 North/ 2 South) street. Artesia Live 2 will add hundreds of cars to Gridley Rd. on a daily basis. The terminal at Gridley Rd. and 183rd will affect the ability of the fire department to respond in an emergency. 183rd has acted as an alternate route for the fire department since it is unable to response by using Pioneer Blvd.

In addition, the residents who live on 186th Street will be cut off from receiving emergency service from the fire department. The fire department is unable to service these residents by using Pioneer Blvd. since it can't through the street. The Light Rail will block the 186th Street residents at Jersey Ave. from using the only other escape route in cases of emergency. Gridley Road is the main entry to the Los Cerritos Mall. Hundreds to thousands of cars use Gridley Rd. daily. During the holiday season, residents use Jersey Ave. as an alternate route for Gridley Rd. since they can't use Gridley Rd. because of the traffic.

Please do not build the West Santa Ana Light Rail through the City of Artesia.

Sincerely,



Margaret Saito
18109 South Jersey Avenue
Artesia, CA 90701

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name: MARIO BERNZI

Affiliation (i.e. organization, resident, business): _____

Address: 11881 E. WYETH DR., CERRITOS, 90703

Phone/Cell: 562-865-6112

Email: MPEBENZ1@AOL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I WELCOME THE BRANCH TRANSIT CORRIDOR PROJECT. HOWEVER, ONE CONCERN I HAVE IS THE IMPACT ON CROSS STREET TRAFFIC. IF THE RAIL IS ELEVATED, IT WOULD NOT AFFECT STREET TRAFFIC AND I BELIEVE THAT IT WOULD BE SAFER, ELIMINATING THE RISK OF TRAIN VS VEHICLE ACCIDENTS.

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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name:

Mark Tighebar

Affiliation (i.e. organization, resident, business):

Resident & Kingdom Causes & Business Owner

Address:

416

Phone/Cell:

619-206-1781

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

1) I believe that the track should be elevated when it gets to downtown Bellflower

2) It's important to keep the bike trail in Bellflower

3) It's also important to keep the walking trail

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



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July 27, 2017

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

RECEIVED AUG 04 2017

Dear Fanny Pan,

My name is Mary Onaue, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Resident of Tokyo Villa in Little Tokyo



CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 04 2017

Comment Sheet

Name: Monica Larsen
Affiliation (i.e. organization, resident, business): Resident of Bellflower
Address: 16841 View Park Ave., Bellf.
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I was looking forward to the possibility of a Mag-Lev system for this corridor, because of its efficiency, quietness, and low-emissions, but since that is not going to happen, I do, at the least, strongly favor a system that is above grade level! That way, we wouldn't be stopping traffic at every street the tracks intersect. It would be more efficient for the train, and traffic, plus safer for cars and pedestrians. Also, I do not want to see the walk/bike paths taken away because of the train! They are very popular with the residence and used daily. Please elevate the track + system!

Thank You!

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name: Myron Larson
Affiliation (i.e. organization, resident, business): Resident
Address: 16848 View Park Ave., Bellflower CA 90706
Phone/Cell: 562-925-5331
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a Bellflower Resident, I am concerned about the proposed light rail system traveling through our town at street level for several reasons. They include the safety of pedestrians, bicycles and vehicles as they interact with a system that travels at ground level. Also, why stop the traffic on the streets as many as 24 times an hour so that the light rail system can go by? Think of the pollution caused by all of the stopped vehicles. It makes more sense to design the system so that the various modes of transportation do not interact and all of them can move on their way at the same time.

I also expect that you will preserve the city's new bike and pedestrian paths. These would provide good, healthy access to our local train station.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



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July 27, 2017

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

RECEIVED AUG 04 2017

Dear Fanny Pan,

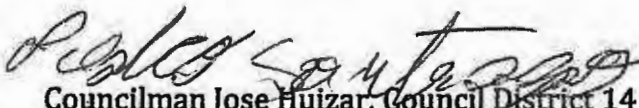
My name is Pablo Santas, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Resident of Tokyo Villa in Little Tokyo


CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 28, 2017

Fanny Pan
Project Manager, Metro
West Santa Ana Branch Transit Corridor
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

RECEIVED AUG 07 2017

Dear Fanny,

I live at 100 South Alameda Street and I am writing because I STRONGLY OPPOSE the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am EXTREMELY CONCERNED about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

Having a train of Metro cars along Alameda would allow passengers to peer into our units along Alameda –That is an extreme violation of privacy and must be considered a NON-STARTER.

Additionally, a line along Alameda would completely divide Little Tokyo from the Arts District and create a visual and physical divide between the two neighborhoods, which is contrary to DTLA's and LA County's efforts to build community, transit oriented and walkable neighborhoods in the DTLA area.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option".

Thank you for taking my feedback into consideration. Please call with any questions.

Sincerely,



Randy Hui
100 S. Alameda St. #462
Los Angeles, CA 90012
310-709-8898

July 27, 2017

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

RECEIVED AUG 04 2017

Dear Fanny Pan,

My name is RAYMOND YOUNG, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Raymond Young

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name: Roger Jasper
Affiliation (i.e. organization, resident, business): Resident
Address: 16825 View Pointe Av.
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am very supportive of the project, but under no circumstances would it make sense to build an at-grade rail system. An at-grade system would have extreme negative impact on surface street traffic and would also lead to safety risks for pedestrians and motor vehicles. A modern and forward thinking approach would be to invest in an elevated system that complements existing transportation infrastructure.

I expect any new system to preserve bicycle and pedestrian routes

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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name:

Andrea J. Quinn

Affiliation (i.e. organization, resident, business):

40 yr. resident at this address; 56 yrs in Bellfl.

Address:

16835 View Park Ave. Bellfl., Ca. 90706

Phone/Cell:

562 867 3990 & cell 562 335 8800

Email:

none

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a Bellflower Resident, I am concerned about the proposed light rail system traveling through our town at street level for several reasons. They include the safety of pedestrians, bicycles and vehicles as they interact with a system that travels at ground level. Also, why stop the traffic on the streets as many as 24 times an hour so that the light rail system can go by? Think of the pollution caused by all of the stopped vehicles. It makes more sense to design the system so that the various modes of transportation do not interact and all of them can move on their way at the same time.

I also expect that you will preserve the city's new bike and pedestrian paths. These would provide good, healthy access to our local train station.

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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name: SCOTT LARSEN
Affiliation (i.e. organization, resident, business): RESIDENT
Address: 16841 VIEW PARK AVE., BELLFLOW.
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I AM VERY CONCERNED ABOUT THE "AT GRADE" CROSSINGS, ESPECIALLY IN BELLFLOWER. IT MAKES NO SENSE TO STOP TRAFFIC ON THE STREETS SO THAT TRAFFIC ON THE LIGHT RAIL CAN GO BY. THIS COULD OCCUR AS MANY AS 24 TIMES IN AN HOUR DURING PEAK PERIODS. PEAK PERIODS INVOLVE CARS AS WELL AS THE LIGHT RAIL SYSTEM. PLEASE DECIDE TO ELEVATE THE SYSTEM.

PLEASE DESIGN THE SYSTEM SO THAT WE CAN KEEP PEDESTRIAN PATHS AND BIKE PATHS.

AN ELEVATED SYSTEM WOULD ENHANCE SAFETY AS WELL

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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July 27, 2017

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

RECEIVED AUG 04 2017

Dear Fanny Pan,

My name is Takeshi Fukumori, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Takeshi Fukumori

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

From: toy [<mailto:playwithtoy@gmail.com>]
Sent: Wednesday, July 26, 2017 9:43 AM
To: WSAB
Subject: public scoping feedback

i live at 100 s. alameda

part of the proposal is to have the line elevated

1. a proposal such as this for a past project was already shot down
nobody in this area wants an elevated public transport line
all other cities that used to have these have made efforts restructure the lines to go underground

2. why not put htis underground so that it will connect to the regional connector easily
hence the name REGIONAL CONNECTOR

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 04 2017

Name: Valerie Jasper
Affiliation (i.e. organization, resident, business): Resident
Address: 16825 View Park Ave, Bellflower
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a Bellflower resident, I am concerned about the proposed light rail system traveling at street level. I am concerned that traffic will be negatively impacted by delays to allow the "trains" to pass. I am also concerned for pedestrian and bicycle safety. Please run the system underground or elevate the system.

Please also preserve bike and pedestrian paths.

Thank you!

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name: Maria Kodas (MARIKO KODA)
Affiliation (i.e. organization, resident, business): Senior Resident
Address: 231 E 3~~RD~~ ST. LA CA 90013
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I would like to see an underground option and closer to Arroyo district instead of an above ground in Little Tokyo. We have had over 3 years of construction in the neighborhood and don't want more.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Sexton / Jim

Affiliation (i.e. organization, resident, business):

SENIOR RESIDENT

Address:

331 E 3th Los Angeles 90013

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I support a light rail option that is below ground because little to no correct withstand more negative construction impact. I prefer an option that stays more in the Arts District area.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

AILEEN MURPHY

Affiliation (i.e. organization, resident, business):

SENIOR RESIDENT

Address:

231 E. 3rd St #524 L.A. CA 90013

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I like the underground type trains because it doesn't get in the way of apartments and stores. Further away from L.A. like Tokyo the better.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Proyecto de Metro West Santa Ana Branch Transit Corridor

Alcance Público

Hoja de Comentarios

Nombre:

Catalina Lora y D.

Afiliación (ej. organización, residente, negocio):

Little Tokyo Resident

Domicilio:

231 E 3rd St #409 Los Angeles CA 90013.

Teléfono/Celular:

Correo Electrónico:

Gracias por su interés en el Proyecto de Metro West Santa Ana Branch Transit Corridor. Sus comentarios son bienvenidos.

Sería bueno hacerlo afuera ^{de Little Tokyo} porque tal vez haya problema por dentro. Pero si es mejor por dentro ustedes saben mejor que yo.

Otro comentario sería que pongan más seguridad como cámaras para que uno se sienta más seguro.

PERÍODO DE COMENTARIOS PÚBLICOS: El período de comentarios formales para el Proyecto de Metro West Santa Ana Branch termina el viernes, 4 de agosto de 2017. Los comentarios por escrito pueden ser presentados en las reuniones o vía:



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



wsab@metro.net



metro.net/wsab

Los comentarios enviados a través de las páginas de medios sociales del proyecto o de la línea de ayuda no formarán parte del registro público oficial. Envíe todos los comentarios por correo, correo electrónico y el sitio web del proyecto (como se indica arriba).



Metro

Proyecto de Metro West Santa Ana Branch Transit Corridor

Alcance Público

Hoja de Comentarios

Nombre:

Julia Bermejo

Afiliación (e), organización,
residente, negocio):

Resident of Little Tokyo

Domicilio:

231 E 3rd st #522

Teléfono/Celular:

213) 909-6025

Correo Electrónico:

Gracias por su interés en el Proyecto de Metro West Santa Ana Branch Transit Corridor. Sus comentarios son bienvenidos.

En mi opinion es preferible que el metro corra por bajo tierra y que baya sobre la calle santa fe, por el alto impacto que tendria si vaya por Alameda.

PERÍODO DE COMENTARIOS PÚBLICOS: El periodo de comentarios formales para el Proyecto de Metro West Santa Ana Branch termina el viernes, 4 de agosto de 2017. Los comentarios por escrito pueden ser presentados en las reuniones o vía:



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Metro

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

SHIGE KOKAGUCHI

Affiliation (i.e. organization, resident, business):

Senior Resident

Address:

231 E 3RD ST AT 214

Phone/Cell:

LA CALIF 90013

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I would like to see an option that is underground if it goes on Alameda and near 4th St. And opt for an option that is closer to Arts District like Santa Fe area. We already have the Regional connector station in Little Tokyo. We don't need more.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name: Sue Sosebee

Affiliation (i.e. organization, resident, business): # Casa Nueva Resident

Address: 231 E 3rd St Apt 52,

Phone/Cell: Los Angeles, CA 90013.

Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I want the light rail to be underground, away from Little Tokyo's
less impact for residents & businesses.

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



wsab@metro.net



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CHERYL IKEGAMI

1635 Redcliff Street
Los Angeles, CA 90026

August 3, 2017

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

Dear Fanny Pan,

My name is Cheryl Ikegami, and I am writing on behalf of the Little Tokyo Community as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit. As a property owner in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives (Pacific/Alameda, Pacific Vignes, Alameda and Alameda/Vignes route alternatives), as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

We are a property owners directly impacted by your four proposed routes. My great grandfather immigrated to Los Angeles in 1945 and was an active participant in the establishment of Little Tokyo and the surrounding Buddhist temples. This is a community who bonded together over the overt discrimination they experienced after the war, and after being placed into concentration camps. Little Tokyo and Nishi Hongwanji is where they returned to, a safe haven where they reestablished their lives. These proposals negatively impact the Little Tokyo community.

Are you closing Vignes street to all traffic? We have owned a warehouse on Vignes for 30 years. Two of these proposals will prevent trucking access on Vignes. Our tenant will be forced to close their business, and will have to lay off all of their employees. I thought the Mayor was committed to increasing our employment rates, especially for the drivers, warehouse workers, and support that I employ.

Why must you build more above ground train tracks directly through our neighborhood?

CHERYL IKEGAMI

1635 Redcliff Street
Los Angeles, CA 90026

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Respectfully,



Cheryl Ikegami

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

GARRETT IKEGAMI

1635 Redcliff Street
Los Angeles, CA 90026

August 3, 2017

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

Dear Fanny Pan,

My name is Garrett Ikegami, and I am writing on behalf of the Little Tokyo Community as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit. As a property owner in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives (Pacific/Alameda, Pacific Vignes, Alameda and Alameda/Vignes route alternatives), as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo ~ such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

We are a property owners directly impacted by your four proposed routes. My great grandfather immigrated to Los Angeles in 1945 and was an active participant in the establishment of Little Tokyo and the surrounding Buddhist temples. This is a community who bonded together over the overt discrimination they experienced after the war, and after being placed into concentration camps. Little Tokyo and Nishi Hongwanji is where they returned to, a safe haven where they reestablished their lives. These proposals negatively impact the Little Tokyo community.

Are you closing Vignes street to all traffic? We have owned a warehouse on Vignes for 30 years. Two of these proposals will prevent trucking access on Vignes. Our tenant will be forced to close their business, and will have to lay off all of their employees. I thought the Mayor was committed to increasing our employment rates, especially for the drivers, warehouse workers, and support that I employ.

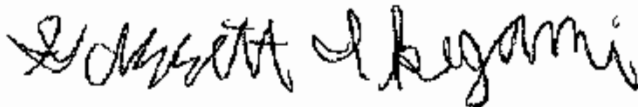
Why must you build more above ground train tracks directly through our neighborhood?

GARRETT IKEGAMI

1635 Redcliff Street
Los Angeles, CA 90026

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Respectfully,

A handwritten signature in black ink that reads "Garrett Ikegami". The signature is written in a cursive, flowing style.

Garrett Ikegami

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

KATHRYN A. BANNAI
629 Traction Avenue, Apt. 456
Los Angeles, CA 90013

August 3, 2017

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

RE: West Santa Ana Branch EIR Scoping Period Public Comment

Dear Fanny Pan,

My name is Kathryn Bannai. I submit these comments as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. Robert Miura, my husband, and I reside in a unit that we own at 629 Traction Avenue, and we are members of the Little Tokyo community. I am also writing on Robert's behalf. We strongly oppose all four options proposed by Metro for the route alternatives, as currently presented by Metro staff. We also urge Metro to provide the community with clearer information about the four proposed routes and their impacts on Little Tokyo. We request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

We are aware that the Little Tokyo Community Council submitted a letter in opposition to the four current options presented by Metro for the route alternatives for the West Santa Ana Branch Transit Corridor. It also suggested additional options for consideration and environmental study. After consideration of that letter, which we understand was transmitted on July 26, 2017, we strongly support the positions taken, main concerns and interests identified, questions posed, requests made, and other matters addressed in that letter.

Our residence is part of a condominium building bounded by Rose Street, East Second Street, Hewitt Street, East Third Street, and Traction Avenue. Accordingly, we live one block east of Alameda.

I regularly cross Alameda as a pedestrian: at East First Street, I visit and volunteer at the Japanese American National Museum; at East Second Street, we utilize the shops and services at Honda Plaza such as the post office, and we access Little Tokyo businesses for banking, groceries, eating out, and engaging in community events; and, at East Third Street, we are customers at stores and restaurants in the Little Tokyo

Galleria. Accordingly, aerial or at-grade development on Alameda would adversely impact me and my husband with regard to physical access and quality of life factors such as increased noise and congestion. Further, because my husband has a disability that makes it difficult for him to walk, at-grade development would additionally challenge him as a pedestrian.

Beyond the impacts on personal travel and quality of life, we are concerned about preserving Little Tokyo as an historical community, ethnic enclave, environmental justice community, and as a home to arts, cultural, and social organizations that benefit people and entities locally and throughout the metropolitan area.

In addition to the above, we oppose the proposed Arts District Station at East Third Street and Traction Avenue (Alameda-Vignes). As noted above, the boundaries of the condominium building where my husband and I live include East Third Street and Traction Avenue; this condominium is in Little Tokyo. We frequently walk in this area, and we encounter other residents also enjoying the neighborhood (e.g., parents with infants and toddlers in strollers, residents walking their dogs). Introducing a station and its attendant adverse environmental impacts will surely threaten what makes this area of the city livable, in spite of current challenging features such as buses, noise (especially from the establishments that serve alcohol), and sidewalk congestion.

For the above reasons, we respectfully request that Metro pursue and study other alternatives that would not negatively impact the Little Tokyo community. I may be reached at kbannai@gmail.com.

Thank you for your consideration.

Sincerely,



Kathryn A. Bannai

cc: Evelyn Yoshimura, Director of Community Organizing
Kristin Fukushima, Managing Director of Little Tokyo Community Council

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Abraham Pinto

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

626 404 9648

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Adam flores

Affiliation (i.e. organization, resident, business):

Address:

112 S Meirose St Anaheim CA

Phone/Cell:

714 3492631

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Adam flores
SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Adam Spencer

Affiliation (i.e. organization, resident, business):

resident

Address:

12347 Chesire St

Phone/Cell:

562-565-7850

Email:

adam.spencer00@hotmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Adrian Delgado
Affiliation (i.e. organization, resident, business): _____
Address: 3624 est 60th st huntington park ca 90255
Phone/Cell: 323 365 0761
Email: AdrianDelgado992@hotmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

~~Adrian~~

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Adrian Flores

Affiliation (i.e. organization,
resident, business):

Address:

Broadway merge

Phone/Cell:

714-519964

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]

SIGNATURE

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

ADRIAN MILES

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

Email:

ADRIAN MILES

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature] SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Adrian Soto

Affiliation (i.e. organization, resident, business):

resident

Address:

12476 SP1001 ST NORWALK CA 90650

Phone/Cell:

310 938 717

Email:

Adrian123014@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Adrian Soto

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: ADRIAN TAYLOR
Affiliation (i.e. organization, resident, business):
Address: 24648 1/2 ESHELMAN AVE LOMITA, CA 90417
Phone/Cell:
Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower

ADD COMMENT:
[Blank lines for additional comments]

[Handwritten signature]
SIGNATURE

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Project Manager, Metro
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Los Angeles, CA 90012

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Adrian Valenzuela

Affiliation (i.e. organization, resident, business):

1068 Cabrillo park dr

Address:

Phone/Cell:

714-818-2001

Email:

avalenzuela2331@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Multiple horizontal lines for adding comments, with a signature line at the bottom.

Handwritten signature and the word "SIGNATURE" printed below it.

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Aliciane Phillippe

Affiliation (i.e. organization, resident, business):

Customer

Address:

14740 Oak Grove Dr Lot 22 Daylestown OH

Phone/Cell:

3308097220

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Ahmed Fayad
Affiliation (i.e. organization, resident, business): Customer
Address: 17101 Santa Lucia St
Phone/Cell: 902 248 9625
Email: ahmed.fayad14@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Aileen Grado-Kaiklian

Affiliation (i.e. organization, resident, business):

Address:

26222 S. Belle Porte Ave Harbor City CA 90710

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature] Signature

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 07 2017

Name:

AILEEN OMURA

Affiliation (i.e. organization, resident, business):

SENIOR RESIDENT

Address:

231 E. 3rd ST #524 L.A. CA 90013

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I like the underground type trains because it doesn't get in the way of apartments and stores. Further away from Little Tokyo the better.

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Los Angeles, CA 90012



wsab@metro.net



[metro.net/wsab](https://www.metro.net/wsab)



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

ALAN RUIZ

Affiliation (i.e. organization, resident, business):

Address:

149 Street Long Beach California

Phone/Cell:

562-600-6727

Email:

~~alruiz~~ alruiz@alruiz.com 562

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Alm Schwarz

Affiliation (i.e. organization, resident, business):

Address:

6218 Rumpson Blvd LA CA

Phone/Cell:

310-502-7148

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Albert Contreras

Affiliation (i.e. organization, resident, business):

Member

Address:

9832 Beach St Bellflower Ca 90706

Phone/Cell:

(562) 298-2122

Email:

contreras7a@gmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Albert Harnden

Affiliation (i.e. organization, resident, business):

Address:

205 E. Emerson Ave Orange CA 92668

Phone/Cell:

951-966 4551

Email:

albert@gt1972.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature] Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Alejandro Esparza

Affiliation (i.e. organization, resident, business):

Address:

25275 Echo Valley Rd. Homeland C.A. 92548

Phone/Cell:

(323) 835-7500

Email:

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Alejandro Esparza
Signature

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Allen Markarian

Affiliation (i.e. organization, resident, business):

Address:

19134 Vista Grande Way

Phone/Cell:

312-414-7654

Email:

markarianallen@gmail.com

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

~~XAP~~
Signature

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Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name:

AIQY MUAJIAT

Affiliation (i.e. organization,
resident, business):

Hollywood Sports Park

Address:

2150 BROOKHAVEN AVE

Phone/Cell:

9517321422

Email:

N/A

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I am demanding grade seperation in
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Alex serrano

Affiliation (i.e. organization, resident, business):

Address:

15401 mary ave

Phone/Cell:

323-616-3314

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT

X Alex Serrano
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Alex Zickelrose

Affiliation (i.e. organization, resident, business):

Address:

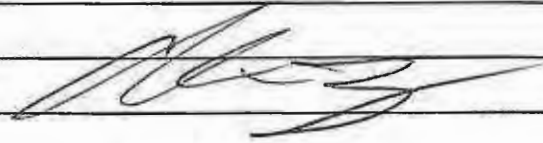
Phone/Cell:

(562) 355-9872

Email:

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name: Ferrufino, Alexander
Affiliation (i.e. organization, resident, business): D120
Address: 2722 Reservoir St, LA, CA, 90026
Phone/Cell: (323) 9342-1719
Email: Aferrufino164@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.


I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.



ADD COMMENT:

Multiple horizontal lines for additional comments.

X / [Signature]
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Alexandra Salgado

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

909-684-4280

Email:

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X

Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Alexis Jimenez
 Affiliation (i.e. organization, resident, business): Member
 Address: 5071 Gage Ave Apt #E
 Phone/Cell: (323)-712-9369
 Email: Rahulrajimenez30@gmail.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of BELLFLOWER. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of BELLFLOWER

ADD COMMENT:

X Alexis Jimenez
 Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Alexis Valencia

Affiliation (i.e. organization,
resident, business):

Address:

322 Laveta Terrace

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Alexis

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Alicia De La Rosa

Affiliation (i.e. organization, resident, business):

work - Firestone

Address:

160 Bridge St - San Gabriel CA

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Alicia De La Rosa
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Allen Kim
Affiliation (i.e. organization, resident, business): Hollywood Sports
Address: 5021 Cottonwood Lane
Phone/Cell: 562-412-9977
Email: allenkim99@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in
the city OF Bellflower.

Allen

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name: Alma Sarabia

Affiliation (i.e. organization, resident, business): 1720 W CHRISTIAN AV #15

Address: Santa Ana CA 92703

Phone/Cell: 714 417 0722

Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of BELLFLOWER. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Alma Sarabia

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Alvaro Alvarez

Affiliation (i.e. organization, resident, business):

Address:

13206 Washington Ave. Hawthorne 90250

Phone/Cell:

(310) 488-6273

Email:

welcomejello@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Alyn Chan

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

Email:

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Alyn Chan
SIGNATURE

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Amanda Devore

Affiliation (i.e. organization, resident, business): _____

Address: 1160 Arroyo Blvd

Phone/Cell: 562 712 5578

Email: Mandapanda13@gmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Amber McElroy

Affiliation (i.e. organization, resident, business):

BMX rider

Address:

10419 Slater Ave, F.V.

Phone/Cell:

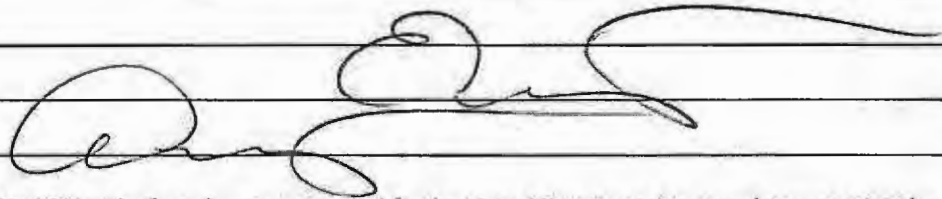
714) 309-3469

Email:

amcelroy22@gmail

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city of Bellflower.



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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Chie Howe

Affiliation (i.e. organization, resident, business):

Address:

1912 Mathews Ave # F

Phone/Cell:

Email:

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ADD COMMENT:

X [Signature] SIGNATURE

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Amiel J. Barish
Affiliation (i.e. organization, resident, business): NONE
Address: 4144 JACKSON AVE CUCUF CITY, CA 90232
Phone/Cell: 310-280-0851
Email: barishfamily@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the
train tracks!

My community needs to be safe, and our children
could be hurt if a train is not elevated. The traffic
will always be backed up with trains passing every
15 minutes!

Please help our community by building elevated train tracks

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

AMY RODRIGUEZ

Affiliation (i.e. organization, resident, business):

Address:

1704S Clark Ave Bellflower CA

Phone/Cell:

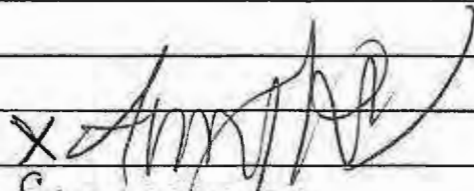
(502) 848-7350

Email:

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ADD COMMENT:

X 
Signature

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Amyr Mendoza

Affiliation (i.e. organization, resident, business):

Hollywood Sports Paintball

Address:

0325 Bear Ave Bell CA 90201

Phone/Cell:

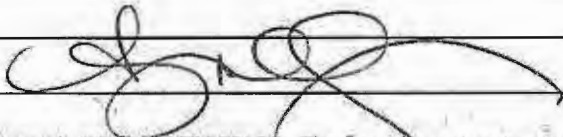
323) 216-0076

Email:

amy.mendoza83@gmail.com

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I am demanding grade seperation in
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Public Scoping

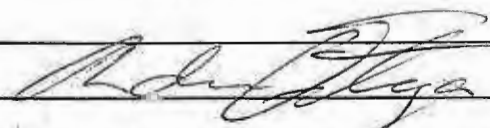
Comment Sheet

RECEIVED AUG 03 2017

Name: Andres Ortega
Affiliation (i.e. organization, resident, business): Hollywood Sports
Address: 230 W Bonnie Beach Pl
Phone/Cell: (523) 445-1734
Email: N/A

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I am demanding grade separation in the city of Bellflower.



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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Andres Rundo
Affiliation (i.e. organization, resident, business): _____
Address: 13909 Alcatraz Ave Gardena CA 90249
Phone/Cell: 424-236-9999
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Xand Rundo
Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Andres Saevedra

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

951 961 7269

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X Andres Saevedra
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name: Andrew Banuelos

Affiliation (i.e. organization, resident, business): Playa Playa

Address: 8659 Chestnut Ave Apt D South Gate Ca 90280

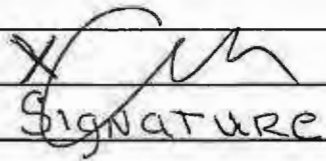
Phone/Cell: (323) 283 1511

Email: ~~_____~~

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ADD COMMENT:




Signature


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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Andrew Huerta

Affiliation (i.e. organization, resident, business): none member

Address: 4327 Bell ave. Bell CA 90201

Phone/Cell: (823) 434-2808

Email: _____


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Andrew Huerta
Signature

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 Fanny Pan
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Los Angeles, CA 90012

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

andrew Llamas

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:


562.965.4388

Email:

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ADD COMMENT


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

ANDREW MARTIN

Affiliation (i.e. organization,
resident, business):

Address:

7832 W. Academy Ave

Phone/Cell:

714 345 9834

Email:

DMARTIN7467@GMAIL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the
train tracks!

My community needs to be safe, and our children
could be hurt if a train is not elevated. The traffic
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15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Andrew Puga

Affiliation (i.e. organization, resident, business):

Address:

Phone/Call:

909-567-5191

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature] SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Andrew Verdin
Affiliation (i.e. organization, resident, business): member
Address: 4923 York Blvd LA, CA 90042
Phone/Cell: (626) 758-0522
Email: _____


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



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ADD COMMENT: _____

Signature

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 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Angela James

Affiliation (i.e. organization, resident, business):

Customer

Address:

116628 Woodruff Bellflower, CA 90706

Phone/Cell:

3106506918

Email:

ajjyye@icloud.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Angela James

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Angelo Alvarez

Affiliation (i.e. organization, resident, business):

Address:

13206 Washington Ave Hawthorne 90250

Phone/Cell:

(310) 488-6273

Email:

angelo.gabriel@sbcglobal.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Angie Herrera

Affiliation (i.e. organization, resident, business):

Address:

460 E. 248th St. Carson, CA 90745

Phone/Cell:

(310) 699-4802

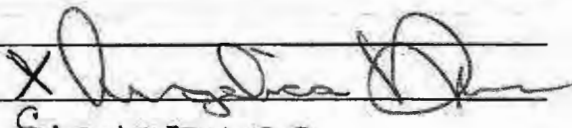
Email:

aherrera1029@hotmail.com

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

ANGE

Name:

Affiliation (i.e. organization,
resident, business):

Address:

Phone/Cell:

Email:

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areas. I am also requesting the MTA
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freely throughout the city of Bellflower.

ADD COMMENT:

Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Annette Soto

Affiliation (i.e. organization, resident, business):

Address:

5571 Rockledge Dr Buena Park Ca 90621

Phone/Cell:

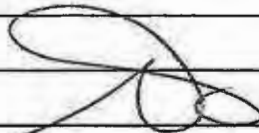
714-406-7588

Email:

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ADD COMMENT:

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Anselmo Garcia

Affiliation (i.e. organization, resident, business):

Address:

1100 Welton Way Inglewood CA 90302

Phone/Call:

310-462-7235

Email:

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X [Signature]

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

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Comment Sheet

RECEIVED AUG 03 2017

Name:

Anthony Espino

Affiliation (i.e. organization, resident, business):

Bike TRACK

Address:

4525 W. 160th St. Lawndale CA, 90260

Phone/Cell:

310-986-5299

Email:

~~BO9766~~ BO9766@email.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

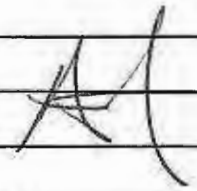
Comment Sheet

RECEIVED AUG 03 2017

Name: Anthony Jimenez
Affiliation (i.e. organization, resident, business): _____
Address: 12712 Kalmor Ave
Phone/Cell: (562) 565-7714
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Anthony Luchanos
Affiliation (i.e. organization, resident, business): member
Address: 16626 Chicago Ave
Phone/Cell: 562-201-9846
Email: AnthonyLuchanos1@gmail.com

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
SIGNATURE

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Comment Sheet

RECEIVED AUG 03 2017

Name:

Anthony Muniz

Affiliation (i.e. organization, resident, business):

Address:

1041 W 184th St Gardena CA 90248

Phone/Cell:

4247447199

Email:

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[Handwritten signature]

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG. 03 2017

Name:

Anthony Palei

Affiliation (i.e. organization,
resident, business):

Hollywood Sports Employee

Address:

6739 Marcelle st.

Phone/Cell:

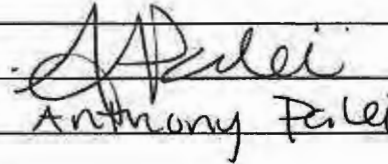
(562) 321-8557

Email:

aye.palei@gmail.com

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I am demanding grade separation in
the city of Bellflower.


Anthony Palei

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Anthony Ramirez

Affiliation (i.e. organization, resident, business):

Address:

11144 CIPWE ST Norwalk

Phone/Cell:

562 215 2855

Email:

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ADD COMMENT:

X 
SIGNATURE

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Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Anthony Rodriguez

Affiliation (i.e. organization,
resident, business):

Address:

822 E 76th Pl

Phone/Cell:

(323) 548-3687

Email:

arod-28@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Antonio Valdespino

Affiliation (i.e. organization, resident, business): _____

Address: 1547 Marine Av, Gardena, CA

Phone/Cell: (310) 324-0730

Email: _____


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ADD COMMENT:

XAV
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name: Arash Abadi
Affiliation (i.e. organization, resident, business): _____
Address: 4540 Orange Ave - Long Beach CA 90807
Phone/Cell: (818) 397 6832
Email: _____


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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X A. Abadi
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Armando Macias

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

13117 Barlin Ave

Phone/Cell:

562-658-5442

Email:

armando.macias68@yahoo.com

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I am demanding grade separation in the city of Bellflower.

Armando Macias

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RECEIVED AUG 03 2017

Name:

Arturo Perez

Affiliation (i.e. organization, resident, business):

Address:

2603 E 135th St

Phone/Cell:

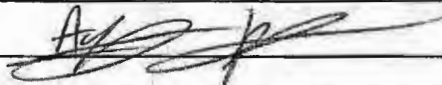
(562) 841-2574

Email:

arturo9429@icloud.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Ashley Artechu

Affiliation (i.e. organization, resident, business):

Address:

9514 Goodbee St. Pico Rivera, CA 90660

Phone/Cell:

562-310-0837

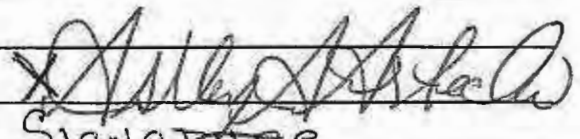
Email:

addshes4@gmail.com

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ADD COMMENT:


Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Athena Alvarez

Affiliation (i.e. organization, resident, business):

Address:

13206 Washington Ave. Hawthorne 90250

Phone/Cell:

(310) 488-6273

Email:

athenaalvarez@sbcglobal.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Austin Farr
Affiliation (i.e. organization, resident, business): Resident
Address: 24716 Park Haven Ln
Phone/Cell: 310-326-4669
Email: bandulero14ver@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

The jobs in the city of Bellflower need to be saved, and money needs to be spent on redevelopment of impoverished areas instead of increasing the poverty by taking away American jobs

x Austin Farr

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Barbara Martin

Affiliation (i.e. organization, resident, business):

Resident

Address:

10507 Myrtle St #F Downey

Phone/Cell:

Email:

barbara.martin@giantssportz.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

BARBARA STEWART

Affiliation (i.e. organization, resident, business):

Address:

11938 Rinnynede St

Phone/Cell:

805 248 4994

Email:

christianb74@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

TO DO COMMENT:

[Handwritten Signature]
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

Email:

[Handwritten signature]
Member
7872 W 152nd St Compton 90220
373-786-8675
117994700@gmail.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

[Handwritten signature]
SIGNATURE

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Ben Ortiz

Affiliation (i.e. organization, resident, business):

Resident

Address:

13815 Springwood rd La Brea CA

Phone/Cell:

626-771-2390

Email:

133780@metro.net

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BO

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Ben Silverstein

Affiliation (i.e. organization, resident, business):

Business owner

Address:

7140 De Longpre Ave #8

Phone/Cell:

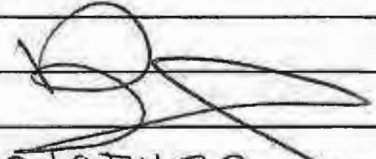
562-607-4581

Email:

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ADD COMMENT:

X 
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

BERNIE NEEDHAM

Affiliation (i.e. organization,
resident, business):

Address:

18738 GODDARD, CERRITOS

Phone/Cell:

502-881-6697

Email:

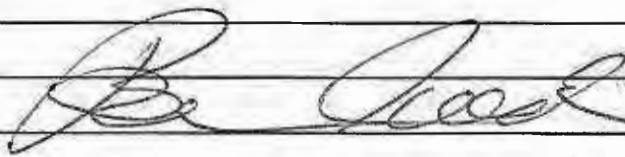
BERNIE.NEEDHAM36@GMAIL.COM

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I am in support of GRADE SEPARATION of the
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Bethany Teters

Affiliation (i.e. organization, resident, business):

Address:

1227 S Central Ave Glendale CA 91204

Phone/Cell:

808 233 9896

Email:

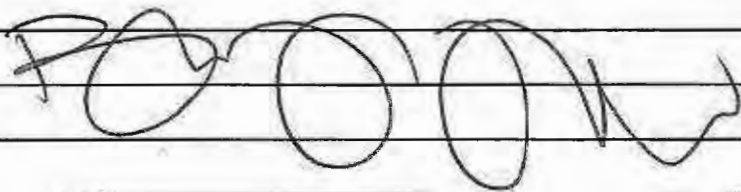
bteters@me.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Bianca Porter

Affiliation (i.e. organization,
resident, business):

RESIDENT

Address:

16844 View Park Ave. Bellflower CA

Phone/Cell:

310 213-6423

Email:

Pbianca36@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a Bellflower Resident, I am concerned about the proposed light rail
system traveling through our town at street level for several reasons.

They include the safety of pedestrians, bicycles and vehicles as they

interact with a system that travels at ground level. Also, why stop the

traffic on the streets as many as 24 times an hour so that the light rail

system can go by? Think of the pollution caused by all of the stopped

vehicles. It makes more sense to design the system so that the various

modes of transportation do not interact and all of them can move on their

way at the same time.

I also expect that you will preserve the city's new bike and pedestrian

paths. These would provide good, healthy access to our local train station.

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Bill McCoy

Affiliation (i.e. organization, resident, business):

Bike Track

Address:

8321 BRIARWOOD ST, STANTON

Phone/Cell:

714 608 9809

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Bladimir Mora

Affiliation (i.e. organization, resident, business):

customer

Address:

12700 Elliott Ave #514, El Monte CA 91732

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTG tracks to be elevated so traffic can freely throughout the city of Bellflower.



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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

BLAIR DICKERSON

Affiliation (i.e. organization, resident, business):

BMT SUPPORT /

Address:

Phone/Cell:

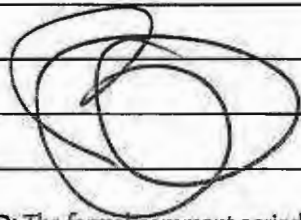
310-801-7180

Email:

BLAIR@BLAIR.AN-CAN

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of BELLFLOWER. KEEP HOLLYWOOD PARK AS IS PLEASE.



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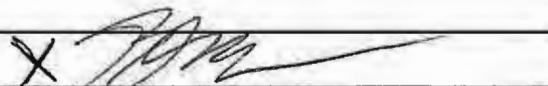
RECEIVED AUG 03 2017

Name: Blake Shamsrow
Affiliation (i.e. organization, resident, business): Member
Address: 5031 Olga Ave
Phone/Cell: 310 968 3422
Email: ~~bs~~


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Blake Sheeks

Affiliation (i.e. organization, resident, business):

Resident

Address:

8001 Somerset Apt 102

Phone/Cell:

714-600-9368

Email:

blharlan2003@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

BLAKE WHITT

Affiliation (i.e. organization, resident, business):

845 S. HIGHLAND AVE

Address:

WESMONT, CA 90076

Phone/Cell:

(310) 903-1885

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENTS

[Signature] Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Rita Fernandez

Affiliation (i.e. organization,
resident, business):

Hollywood Sports Park

Address:

2319 S. Congress Ave. LA CA 90018

Phone/Cell:

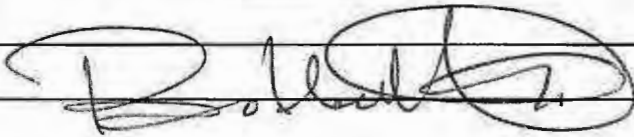
(323) 301 5438

Email:

garcialparca@yahoo.com

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I am demanding grade seperation in
the city OF Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 08 2017

Name: Branden Vargas
Affiliation (i.e. organization, resident, business): Customer
Address: 11930 Shuman Ave Whittier CA
Phone/Call: _____
Email: _____


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT: _____

_____ X BV
Signature

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One Gateway Plaza, M/S 99-22-4
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 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Brandon Miller

Affiliation (i.e. organization, resident, business):

Address:

308 Nicholson Ave Monterey Park CA 91755

Phone/Cell:

323 675 7678

Email:

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X B Miller
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Brandon Paddock
Affiliation (i.e. organization, resident, business): Park Member
Address: 11136 Chandler Blvd
Phone/Cell: 917-488-6766
Email: Brandonhall.Paddock

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in
the city OF BELLFLOWER.

Please keep this great Park!

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Brandon Rose

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

9109 276 8961

Email:


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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.


ADD COMMENT:

X Brandon Rose
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net

 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Brandon

Affiliation (i.e. organization, resident, business):

REFERRAL

Address:

400 W LOS ANGELES AVE MONTEBELLO CA 90640

Phone/Cell:

323 794-8600

Email:

SHAMTENTO198823@gmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

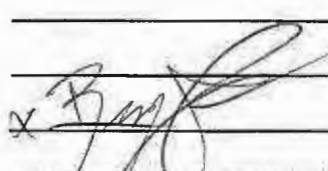
Comment Sheet

RECEIVED AUG 03 2017

Name: Brandon Trujillo
Affiliation (i.e. organization, resident, business): Hollywood Sports Park
Address: 14649 S. Williams Ave Compton 90221
Phone/Cell: 562-453-6136
Email: brandontrujillo.fish@gmail.com

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I am demanding grade separation in
the city of Bellflower.

x 

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED JUL 11 2017

Comment Sheet


Name: Brandy + Shawn Montague
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community
Address: 1712 Marion Drive, Glendale, CA 91205
Phone/Cell: 213 503 8266
Email: shawnp.montague@yahoo.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under ~~next to~~ the church and is in close proximity of ~~to~~ our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These buildings are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes, Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

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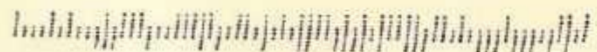
THE UNITED STATES POSTAL SERVICE

Fold Here



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

9001263745 0057



Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Brenn Ferris

Affiliation (i.e. organization, resident, business):

Address:

150006 West Lake Dr

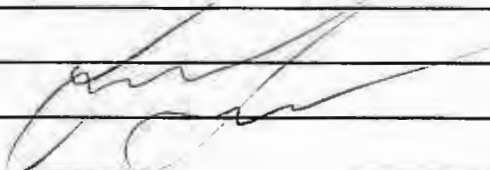
Phone/Cell:

461 689-7029

Email:

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Brennan Burdick
Affiliation (i.e. organization, resident, business): Hollywood sports
Address: 15200 Rosehane ave
Phone/Cell: 562 756 6345
Email: brennanburdick@gmail.com

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I am demanding grade seperation in
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

BRETT LUTGENS

Affiliation (i.e. organization, resident, business):

MEMBER

Address:

1216 S. KENISHTON AVE LA CA 90019

Phone/Cell:

323 919 1841

Email:

BRETT.AGUE@attou.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

BRIAN GARDON

Affiliation (i.e. organization, resident, business):

Address:

2243 TORRINO AVE LONG BEACH, CA 90815

Phone/Cell:

562-234-5501

Email:

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

BRIAN PIKE

Affiliation (i.e. organization, resident, business):

Address:

1237 W. ROBERTA AVE FULLERTON CA 92833

Phone/Cell:

562-619-1640

Email:

~~BRPIKE~~ BRPIKE1967@YAHOO.COM

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Brian Proctor

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

310 245 7628

Email:

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Brittany Oliva

Affiliation (i.e. organization, resident, business):

Hollywood Sports Paintball + Airsoft Park

Address:

25645 Cross Creek Pr. 41B

Phone/Cell:

714-504-2526

Email:

Boliva1231@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

[Handwritten Signature]

7/22/17

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Bryan Dominguez

Affiliation (i.e. organization, resident, business):

Address:

26761 Buail Creek #280 Laguna Hills CA 92656

Phone/Cell:

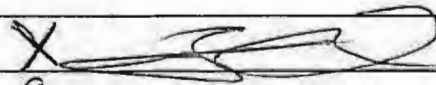
714 592-6367

Email:

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ADD COMMENT:


Signature

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Bryan Hernandez

Affiliation (i.e. organization, resident, business):

HOLLYWOOD SPORTS

Address:

4486 W. 131st Hawthorne CA 90250

Phone/Cell:

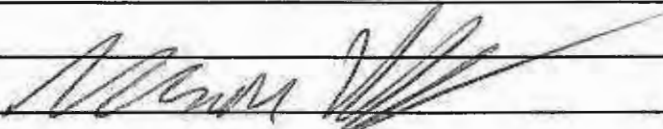
(310) 489-6665

Email:

N/A

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 08 2017

Name:

Bryon Rosales

Affiliation (i.e. organization,
resident, business):

Address:

~~5419~~ 5419 LEWIS AVE

Phone/Cell:

562-246-4914

Email:

epicface.mdn72@gmail.com

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My community needs to be safe, and our children
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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Bryan Serrano
Affiliation (i.e. organization, resident, business): customer
Address: 10401 Mary ave LA, CA 90002
Phone/Cell: 310 259 3974
Email: _____


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT: _____

X [Signature]
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Bryan Wilson

Affiliation (i.e. organization, resident, business):

Address:

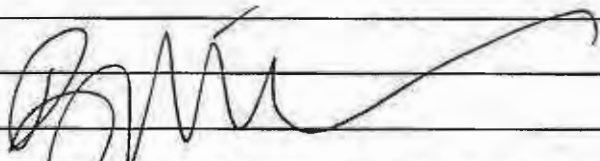
5715 W Olympic Blvd #102 LA, CA 90036

Phone/Cell:

Email:

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Cameron Knott

Affiliation (i.e. organization, resident, business): _____

Address: _____

Phone/Cell: 708-275-9622

Email: 8bellman720@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

This is the only place I am able to go ~~to~~ ~~to~~ go airsofting.

X Cameron Knott
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Cameron M. Burch

Affiliation (i.e. organization, resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm

Address:

328 South Albertson Ave

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

As a Japanese American my Great Grandfather helped found this Church and many important family events occurred at this church that have changed my life. After the second world war it was difficult for Japanese Americans but with this church they found hope and so have I. - Cameron Burch

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

CAMERON STAW

Affiliation (i.e. organization, resident, business):

Address:

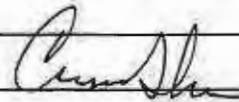
11821 BLACKMER ST, GA CA 92845

Phone/Cell:

Email:

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Candace Miller

Affiliation (i.e. organization, resident, business):

Address:

2033 W. 235th Pl

Phone/Cell:

Torrance CA 90501

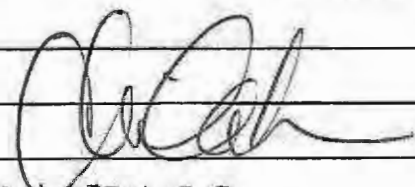
Email:

nurseandy@aol.com

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ADD COMMENT:

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 08 2017

Comment Sheet

Name: Carlos Bernal

Affiliation (i.e. organization, resident, business): _____

Address: 5021 W. 130th St. Hawthorne CA 90250

Phone/Cell: _____

Email: _____

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.



ADD COMMENT:

X 

 SIGNATURE

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Carlos Gonzalez

Affiliation (i.e. organization, resident, business):

Customer

Address:

501 W 7th St

Phone/Cell:

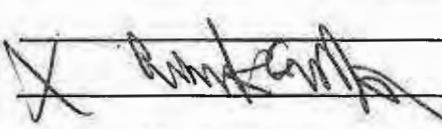
424-290-4349

Email:

cgonzalez4195@gmail.com

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Carlos Lozano

Affiliation (i.e. organization, resident, business):

Address:

9551 Glandan St, Bellflower, CA

Phone/Cell:

562 275 2369

Email:

lozaca96@gmail.com

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT

X Carlos Lozano
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Carlos Manzo

Affiliation (i.e. organization, resident, business):

Address:

251 E 84th Place. LA CA 90003

Phone/Cell:

323-561-1942

Email:

wendymanzo@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X
SIGNATURE

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wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Carlos Perez

Affiliation (i.e. organization, resident, business):

Address:

17701 S Avalon Blvd Carson CA 90746

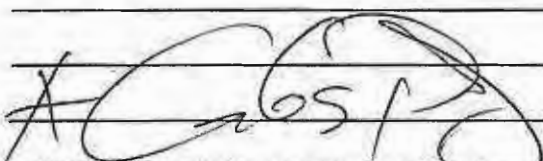
Phone/Cell:

Email:

closet1@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Carlos Robles

Affiliation (i.e. organization, resident, business):

207 Aberdeen Dr Corona CA 92881

Address:


Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

CARMEN BUTLER

Affiliation (i.e. organization, resident, business):

RESIDENT

Address:

214 S MAYO AVE COMPTON CA 90221

Phone/Cell:

310 634 3424

Email:

dragonflidesignz@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT: THIS PARK IS NECESSARY, WE CANNOT LOSE IT!

[Handwritten Signature]
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED JUL 13 2017

Name:

Carol Huraakami

Affiliation (i.e. organization, resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community

Address:

3914 Travis St. Dallas, TX 75204

Phone/Cell:

206-919-2208

Email:

asmgrind@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Carol Huraakami

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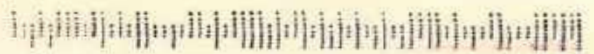
1 000 000 000 000 000 000 000 000 000 000 000

Fold Here



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

9501233745 0267



Proyecto de Metro West Santa Ana Branch Transit Corridor

Alcance Público

Hoja de Comentarios

RECEIVED AUG 07 2017

Nombre:

Catalina Lacayo

Afiliación (ej. organización, residente, negocio):

Little Tokyo Resident

Domicilio:

231 E 3rd St. #409 Los Angeles CA 90013

Télefono/Celular:

Correo Electrónico:

Gracias por su interés en el Proyecto de Metro West Santa Ana Branch Transit Corridor. Sus comentarios son bienvenidos.

Sería bueno hacerlo afuera ^{de Little Tokyo} porque tal vez haya problema por dentro. Pero si es mejor por dentro ustedes saben mejor que yo.

Otro comentario sería, que pongan más seguridad como cámaras para que uno se sienta más seguro.

PERÍODO DE COMENTARIOS PÚBLICOS: El período de comentarios formales para el Proyecto de Metro West Santa Ana Branch termina el viernes, 4 de agosto de 2017. Los comentarios por escrito pueden ser presentados en las reuniones o vía:



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



wsab@metro.net



metro.net/wsab

Los comentarios enviados a través de las páginas de medios sociales del proyecto o de la línea de ayuda no formarán parte del registro público oficial. Envíe todos los comentarios por correo, correo electrónico y el sitio web del proyecto (como se indica arriba).



Metro

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Cathy Phillips

Affiliation (i.e. organization, resident, business):

16628 Woodrup St Ave #56 Bellflower CA 90702
Customer

Address:

Phone/Cell:

(562) 305-1904

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Cathy Phillips

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Cacoman Barbara

Affiliation (i.e. organization, resident, business):

Address:

830 Maryland St, El Segundo CA

Phone/Cell:

(449) 466-8232


Email:

barbaracacoman@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Cesar Roman

Affiliation (i.e. organization, resident, business):

Address:

8755 Burton St Bellflower

Phone/Cell:

562-641-3392

Email:

Cesar/c1362@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Cesar Roman

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Chad Jansen

Affiliation (i.e. organization, resident, business):

Mr Appliance

Address:

27436 Century Cir LN CA 92677

Phone/Cell:

949-929 6906

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Chad Jansen 8/24/17

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

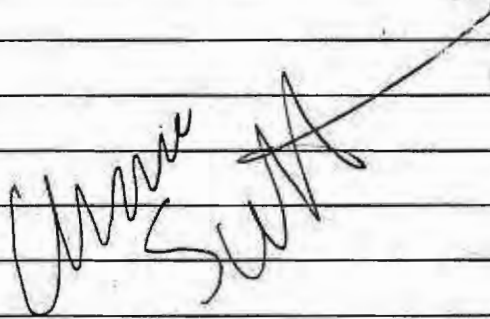
Comment Sheet

RECEIVED AUG 03 2017

Name: Chance Sutton
Affiliation (i.e. organization, resident, business): Social Media Influencer trying to show the youth how to have a good time playing high intensity sports.
Address: 636 N. Kilka Dr
Phone/Cell: W. Hollywood
Email: 440-503-7486 Don't Ruin That.

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

RECEIVED JUL 25 2017

Public Scoping

Comment Sheet

Name:

CHARLES R. (Bob) SNOW

Affiliation (i.e. organization, resident, business):

Resident

Address:

14931 Touchwood Ave

Phone/Cell:

562 714-4143

Email:

gasnow @ ymail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

MAJOR CONCERN ON MY PART IS THE DISRUPTION IN THE DOWNTOWN Bellflower Corridor. THE ONLY WAY THIS DISRUPTION CAN BE AVOIDED IS BY AN ELEVATED RAIL THROUGH THIS AREA

THANK YOU

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



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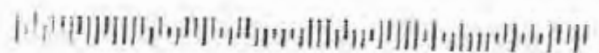
LOS ANGELES CA 900

19 JUL 2017 PM 6 T



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

90012+3745



Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Charles Calleja

Affiliation (i.e. organization, resident, business):

Employee

Address:

317 Lomita St. El Segundo

Phone/Cell:

310-529-7669

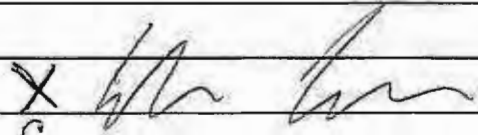
Email:

Calleja52@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Charles Taylor

Affiliation (i.e. organization,
resident, business):

Address:

426 E 129 St LA CA 90061

Phone/Cell:

323 974-6546

Email:

NA

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in
the city of Bellflower.

Chen Jovv

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

charlie barna-hamrick

Affiliation (i.e. organization, resident, business):

(909) 285-5518

Address:

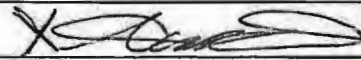
Phone/Cell:

Email:

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ADD COMMENT:


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Chazel Becerra

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

17426 Coke Ave

Phone/Cell:

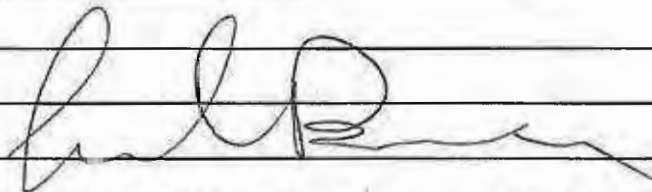
(562) 450-0344

Email:

Chazelbecerra@gmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Chris Aihara

Affiliation (i.e. organization, resident, business):

LTCC, LTSC

Address:

Phone/Cell:

713.473.1608

Email:

caihara@ltsc.org

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

What other options than those presented?
Little Tokyo community has endured more than 10 years of construction impacts. Move the project

Regarding options presented, aerial not good option. Additional station next to existing (new) R.C. station waste of money. Why 2 stations side by side? Option utilizing Nishikongwanji Temple park lot not an option.

Concerned re: coordination w/ other Metro projects, i.e., Union Station Expansion, Comment U.S.

If LT is impacted by alignment, mitigation should include marketing program, Biz Outreach, and community consultant to review

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Chris Brancato

Affiliation (i.e. organization, resident, business):

Address:

5711 Santa Rita Ave. G6, CA 92846

Phone/Cell:

714-917-5300

Email:

trincb@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Chris Gonzalez

Affiliation (i.e. organization, resident, business):

Player

Address:

544 W 101st ST Los Angeles, CA

Phone/Cell:

323 507 8298


Email:

phquackay@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:


SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Chris Patzlaff

Affiliation (i.e. organization, resident, business):

Address:

921 S. Walnut St. Lathrop CA 90631

Phone/Cell:

714-871-4415

Email:

cnmkatz@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Chris Patzlaff 7/24/17

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Chris Romero

Affiliation (i.e. organization, resident, business):

Address:

11310 Westerham Ct, San Jose, CA, 95124

Phone/Cell:

661 498 3796

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

[Handwritten signature]

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Benavides Christian

Affiliation (i.e. organization, resident, business):

Address:

517 Baseline RD LA Verne

Phone/Cell:

(323) 945-0967

Email:

cabenavides88@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: CHRISTIAN GONZALEZ

Affiliation (i.e. organization, resident, business): USN

Address: 826 E. 76TH PL. LA, CA 90001


Phone/Cell: 323-318-4047

Email: christian.gonzalez1995@yahoo.com


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ADD COMMENT:

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Christian Jackson

Affiliation (i.e. organization, resident, business):

Customer

Address:

1390 W. 13th St. Upland, CA 91788

Phone/Cell:

714-718-5627

Email:

parachutehorizon@gmail.com

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[Handwritten signature]

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

CHRISTIAN RAMIREZ

Affiliation (i.e. organization, resident, business):

Address:

8602 MEADOW RD

Phone/Cell:

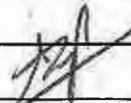
(562) 440-2187

Email:

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TO DO COMMENT:

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Ornithan Rodriguez
Affiliation (i.e. organization, resident, business): Hollywood Sports Park
Address: 1621 ANSONA ST ALHAMBRA CA
Phone/Cell: (562) 561-3841
Email: ADKcuttepat22@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in
the city OF Bellflower.

Ornithan Rodriguez

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Christian Villan

Affiliation (i.e. organization, resident, business):

Address:

1906 E San Vicente St Compton

Phone/Cell:

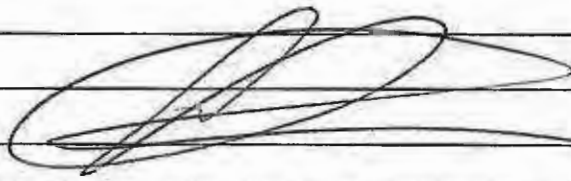
310 873 8100

Email:

Chris.Villan@Rocketmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Christian Webb

Affiliation (i.e. organization, resident, business):

resident

Address:

4039 Briercrest LKWD, 90713

Phone/Cell:

(562) 706-4480

Email:

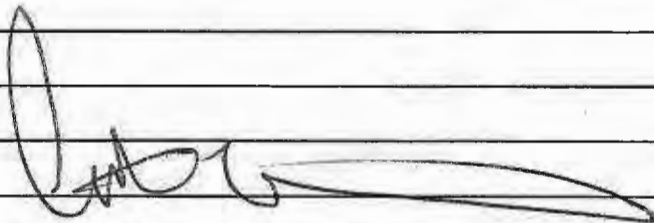
downliner2@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks



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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Christopher Brown

Affiliation (i.e. organization, resident, business):

916 obispo Ave Long Beach, CA 90804.

Address:

Phone/Cell:

Email:

ChrisHartwickcombustion@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

I Dont like this at all

NO!! HSP is Family to

me

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Christopher Carter

Affiliation (i.e. organization, resident, business):

Hollywood sports park

Address:

4730 Yive oak st 90201

Phone/Cell:

323-247-2853

Email:

chris.carter2001@gmail.com

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Christopher Carter

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Christopher Mejia

Affiliation (i.e. organization, resident, business):

Address:

1227 S Central Ave Glendale CA 91204

Phone/Cell:

323 237 2266

Email:

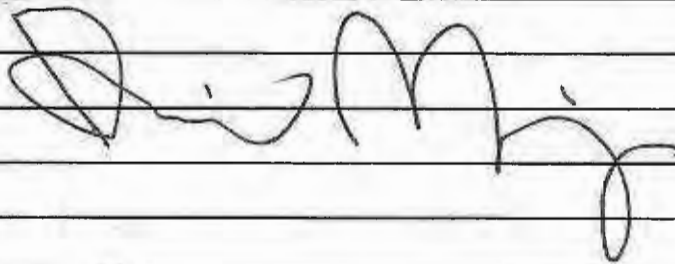
mejiamyri@gmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Christopher Menjivar

Affiliation (i.e. organization, resident, business):

Address:

6340 Cottage St. Apt. C Huntington Pa

Phone/Cell:


(323) 714-8971

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X 
Signature

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CHURCH OF THE RESURRECTION



RECEIVED AUG 01 2017

Dear Friends,

I am Monsignor John Moretta, pastor of Resurrection Church in Boyle Heights. I would like to add my comment to the proposed West Santa Ana Branch Corridor. First of all I support the project because it gives a much needed entry way for the southeast.

I would like to suggest that an alternative serving the southern part of Boyle Heights should be included, somewhere near the Olympic and Soto intersection. Several thousand apartments and condominiums are planned there between the Sears and the Wyvernwood Apartments. It is a natural place for a station.

The heavy rail alternative extending from the proposed 6th St. station should be considered with a six car train rather than the three car light rail for more capacity.

These are just some thoughts that I have gathered from a discussion of the possibilities of this project.

Sincerely,

Monsignor John Moretta

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

CJ Dehaen

Affiliation (i.e. organization, resident, business):

Address:

11328 Grandwell St. Lakewood CA

Phone/Cell:

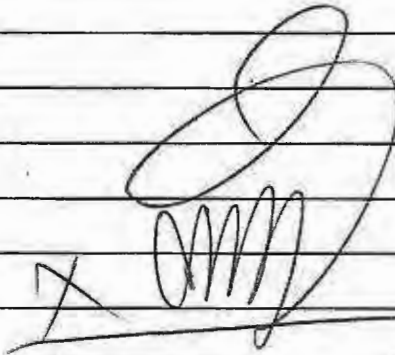
310-404-2662

Email:

CJ Dehaen 10@gmail.com

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Clayton Atkinson Jr
Affiliation (i.e. organization, resident, business): Private
Address: 14501 Cerise Ave #42 Hawthorne CA 90250
Phone/Cell: _____
Email: Claytonatkinsonjr@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

Hollywood Sports has been a great place that has taught teamwork, honesty and safety. It has been a great place for exercise and for friends to come together and have a good time.

X Clayton Atkinson

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED JUL 31 2017

Name: CLEMENT VILLAVERT

Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community

Address: 3140 SAN MARINO ST UNIT 202 LOS ANGELES, CA 90006

Phone/Cell: (213) 494-7126

Email: clemvillavert347@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes, Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

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Fold Here



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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Cody Velasquez

Affiliation (i.e. organization, resident, business):

Resident

Address:

12032 Harvest Ave Norwalk

Phone/Cell:

562 296 3624

Email:

velasque.cody210@student.wvhschool.org

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the city OF Bellflower.

Cody Velasquez

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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is  and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Resident of Tokyo Villa in Little Tokyo

#230


CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

Fanny Pan
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Los Angeles, CA 90012

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Resident of Tokyo Villa in Little Tokyo

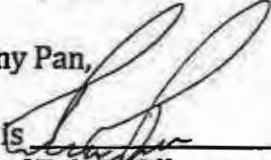
CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

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

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Thank you,

Resident of Tokyo Villa in Little Tokyo

#240

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Connor Steer

Affiliation (i.e. organization, resident, business):

✓

Address:

3510 Lama Ave

Phone/Cell:

(62) 370-0333

Email:

Connor.Steer@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Connor Steer
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Corey Butler

Affiliation (i.e. organization, resident, business):

Address:

15717 Gundry Ave, Paramount, CA 90723

Phone/Cell:

Email:

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ADD COMMENT:

X [Signature] Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Craig Jones

Affiliation (i.e. organization, resident, business): Hollywood Sports

Address: 2118 W. Compton Blvd

Phone/Cell: 562-507-4992

Email: craig-jones2012@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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X *Craig Jones*

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Comment Sheet

RECEIVED AUG 03 2017

Name:

Cristian Figueroa

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

8407 Dalen St

Phone/Cell:

562-418-9333

Email:

~~8530~~ cristfigueroa@icloud.com

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metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

X Name:

Cristin Galley

Affiliation (i.e. organization, resident, business):

X Address:

11609 Fairford Ave Novato CA 94945

X Phone/Cell:

562 455 7118

X Email:

CMGalley13@my.transp.edu

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Cryse Wyatt

Affiliation (i.e. organization, resident, business):

Address:

17411 Bonner Dr, Tustin, CA 92780

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Curtis Kendig

Affiliation (i.e. organization, resident, business):

Aircraft resident

Address:

23721 Cypress St Torrance

Phone/Cell:

310-753-5494

Email:

Curtis.Kendig@icloud.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

Best field w/ best staff

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Dallas Swinbank
Affiliation (i.e. organization, resident, business): Vengeance League
Address: 3709 E Ridgeway rd Orange CA 92667
Phone/Cell: 714-310-8100
Email: DallasAudio3@gmail.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
SIGNATURE

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Los Angeles, CA 90012

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Damian Solis

Affiliation (i.e. organization, resident, business): Resident


Address: 344 Via Vista Ave

Phone/Cell: (714) 403-7074

Email: Solis.Damian22@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Dani Vasquez

Affiliation (i.e. organization, resident, business):

Address:

517 1/2 W Broadway Anaheim CA 92801

Phone/Cell:

Email:

dvaspada@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name: DANIEL GONZALEZ
Affiliation (i.e. organization, resident, business):
Address:
Phone/Cell: (714) 315-5657
Email:


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



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ADD COMMENT:

X Daniel Gonzalez
Signature

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 Fanny Pan
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
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 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Daniel Mendez

Affiliation (i.e. organization, resident, business):

Resident

Address:

705 E. MERCED AVE.

Phone/Cell:

626-715-8113

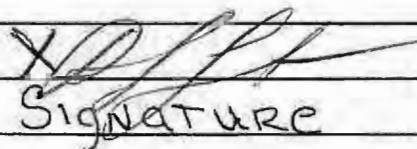
Email:

MendezD36@EMAIL

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ADD COMMENT:


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Daniel Nevarez

Affiliation (i.e. organization, resident, business):

Hollywood Spants

9066 ←

Address:

~~6735 Marcella St. Pas~~ 9451 Aldrich St. Pico Rivera

Phone/Cell:

(323) 680-8079

Email:

daniel.nevarez10@yahoo.com

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I am demanding grade separation in
the city of Bellflower.

Daniel

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Daniel Ramirez

Affiliation (i.e. organization, resident, business):

Address:

3169 W Monroe Ave

Phone/Cell:

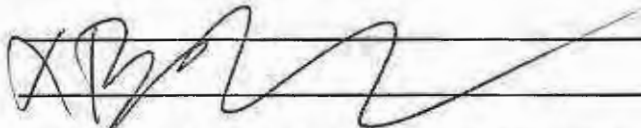
909 1 406 1 714 249-7330

Email:

daniel@visualgraphics.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Daniel Lyall
Affiliation (i.e. organization, resident, business): _____
Address: 1926 W. 109th St Gardena
Phone/Cell: ~~214-550-7~~
Email: _____

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Danny Cannon

Affiliation (i.e. organization, resident, business):

Bellflower Bmx

Address:

411 La Plaza Ct. La Habra CA 90631

Phone/Cell:

(562) 631-6650

Email:

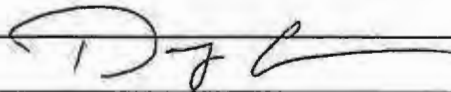
dcannon26@hotmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

[Handwritten scribbles]

Name:

Darnell Moore

Affiliation (i.e. organization, resident, business):

Address:

14671 Mojave Highway, CA 92345

Phone/Cell:

760-222-8310

Email:

Dezrat@Verizon.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

[Handwritten signature]

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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

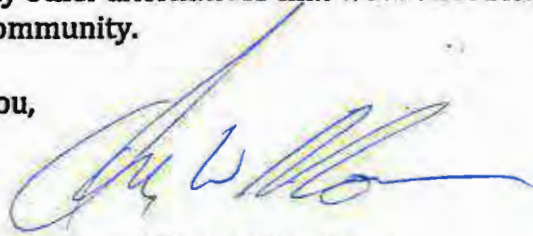
Dear Fanny Pan,

My name is Darrell Glosser, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

David Lee

Affiliation (i.e. organization, resident, business):

Address:

901 3rd Street

Phone/Call:

949 713 7439

Email:

dlee008@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

[Handwritten signature]

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

DAVID LIN

Affiliation (i.e. organization, resident, business):

Address:

13695 STAR RUBY, CORONA, 92552

Phone/Cell:

Email:

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

DAVID NAGANO

Affiliation (i.e. organization, resident, business):

RESIDENT

Address:

222 S CENTRAL AVE #111

Phone/Cell:

213-613-1913

Email:

NAGANO@PARDOLL.NET

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

THE LINE CONSIDERED IS ABOVE GROUND (ADJACENT) TO MY HOME. I HAVE SEEN THE GOLD LINE ABOVE GROUND ADJACENT TO THE NISHI TEMPLE AND FIND THAT IT HAS SIGNIFICANTLY IMPACTED THE CULTURAL UNDERSTANDING OF THE COMMUNITY. DOING IT AGAIN IS UNACCEPTABLE. I UNDERSTAND THE NEED BUT IT MAKES OUR SMALL COMMUNITY SECTIONED OFF FROM ITSELF, THIS SHOULD NOT HAPPEN.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

David Pan

Affiliation (i.e. organization, resident, business):

Address:

1225 E Wanamaker St Apt A

Phone/Cell:

(626) 222-1832

Email:

David.Pan.140@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

David Pan

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: David Portillo

Affiliation (i.e. organization, resident, business): _____

Address: 6522 chalet drive

Phone/Cell: 323-599-2027

Email: Kaydence.Portillo21@icloud.co

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Kaydence Portillo

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Dean Sandaval

Affiliation (i.e. organization, resident, business):

Address:

3724 W 118th St. Hawthorne CA 90230

Phone/Cell:

310-630-7869

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X D [Signature] SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Deejay Coverred

Affiliation (i.e. organization, resident, business):

Hollywood Sports Park

Address:

20350 Anza Ave Torrance

Phone/Cell:

310-869-4486

Email:

Sqbg357@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

Rajay

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Denise Yamamoto

Affiliation (i.e. organization, resident, business):

SFXCJCC

Address:

222 S. Hewitt St

Phone/Cell:

626-786-4568

Email:

denkosan@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- no aerial on Alameda, but a tunnel too loud & can be say a visual blight
- no alignment on Vignes more east along the River
- avoid construction at St. Francis Xavier Chapel on Hewitt + 3rd
NO Station @ 3rd + Hewitt !!!

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Denisse Torrella

Affiliation (i.e. organization, resident, business):

Hollywood Sports.

Address:

10929 Aletta Ave. Culver City CA

Phone/Cell:

257-546-4098

Email:

denissetorrella88@gmail.com

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RECEIVED AUG 03 2017

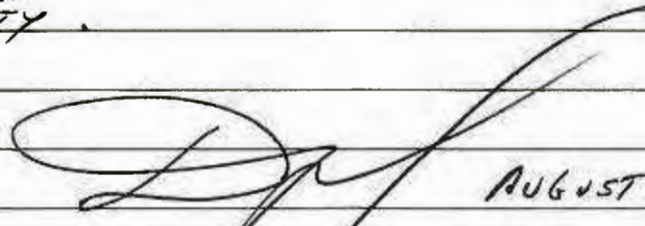
Name: DENNIS BUKOWSKI
Affiliation (i.e. organization, resident, business): HOLLYWOOD SPORTS PARK LLC
Address: 9030 SOMERSET BL. BELLFLOWER CA 90706
Phone/Cell: 562-307-5510
Email: DENNISBUKOWSKI8@GMAIL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.


Hello,


I AM ONE OF THE MANAGING MEMBERS AT HOLLYWOOD SPORTS PARK LLC AT 9030 SOMERSET BL. BELLFLOWER CA 90706. I WOULD LIKE TO RESERVE OUR RIGHT IF NEEDED OR WARRANTED TO ADDRESS THE FACT THAT EARLY ON THE MTA RIGHT AWAY WAS TO BE INCORPORATED AS AN ENTRY INTO OUR PARK AND A MAJOR PORTION OF OUR PARKING LOT.


HOLLYWOOD SPORTS PARK LLC IS ALSO OPEN TO DISCUSSING THE MANY P-3 VENTURES AVAILABLE AT OUR LOCATION AND ANY OTHER POSSIBILITIES OF USING THE FACILITY.


AUGUST 2, 2017

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net

 metro.net/wsab



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

July 27, 2017

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

RECEIVED AUG 02 2017

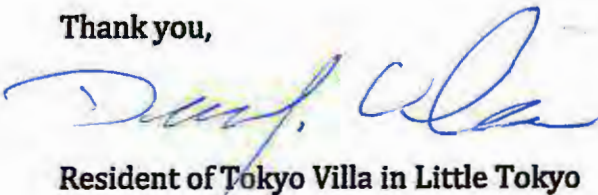
Dear Fanny Pan,

My name is Dennis J. Wake, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Deonda Durr

Affiliation (i.e. organization, resident, business):

Customer

Address:

1030 W 106th St 90084

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower

ADD COMMENT:

X Deonda Durr

SIGNATURE

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Los Angeles, CA 90012



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Dereck Cretz

Name:

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

Email:

5140 E. Atherton St. Unit 30
Long Beach, CA 90815 (714)926-4834

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ADD COMMENT:

X [Signature] Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

DERICK OLIVIERO

Affiliation (i.e. organization, resident, business):

Address:

20309 GARDNERLY PLACE UNIT A

Phone/Cell:

TORRANCE CA 90501

Email:

3109187212 DERICK@GARDNERLY.COM

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

[Handwritten Signature] Signature

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July 27, 2017

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

RECEIVED AUG 02 2017

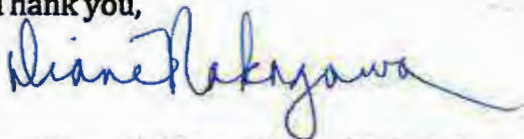
Dear Fanny Pan,

My name is DIANE NAKAGAWA, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Diego Duarte

Affiliation (i.e. organization,
resident, business):

Hollywood Sports

Address:

485 E. 56th St.

Phone/Cell:

562) 739-7965

Email:

duartediego211@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in
the city of Bellflower.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Diego Salgado

Affiliation (i.e. organization, resident, business):

Address:

17130 WOODRUFF AVE. BELLFLOWER, CA 90706

Phone/Call:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Diego Salgado
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Dion Logan

Affiliation (i.e. organization, resident, business):

customer

Address:

2419 Atlantic Ave #4 Long Beach CA

Phone/Cell:

90806

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X [Signature]
SIGNATURE

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



wsab@metro.net



metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is Donna Okumura, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Donna Okumura

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED JUL 10 2017

Comment Sheet

Name:

DORIS JOKO

Affiliation (i.e. organization, resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community

Address:

1444 KEMPTON AVE, MONTEREY PK., CA 91755

Phone/Cell:

626-573-2567

Email:

DORISJOKO@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

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1444 KEMPTON AVE
MONTEREY PARK, CA 91755



Deris Joko
1444 Kempton Ave.
Monterey Park, CA 91755

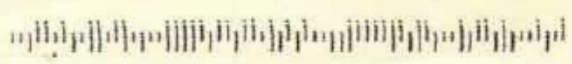
Fold Here SANTA ANA CA 926

05 JUL 2017 PM 5 L



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

90012-374599



Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Eddie Sandoval
Affiliation (i.e. organization, resident, business): Bike Track
Address: 1979 Mountain Ave Norco CA 9286
Phone/Cell: 310 686-1436 cell
Email: Ghetto.8KID@GMail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the
train tracks!

My community needs to be safe, and our children
could be hurt if a train is not elevated. The traffic
will always be backed up with trains passing every
15 minutes!

Please help our community by building elevated train tracks

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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Edgar Diaz

Affiliation (i.e. organization, resident, business):

Address:

11715 Patton Rd

Phone/Cell:

(562) 407-4416

Email:

Faisal365dominguez@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name:

Edgar Jr Bacallo

Affiliation (i.e. organization, resident, business):

Resident

Address:

103 West 27th St Carson, CA 90745

Phone/Cell:

(562) 246-6109

Email:

ejb.04.04.98@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Edgar Tostales

Affiliation (i.e. organization, resident, business):

Address:

1524 El Paso Dr. Los Angeles CA 90065

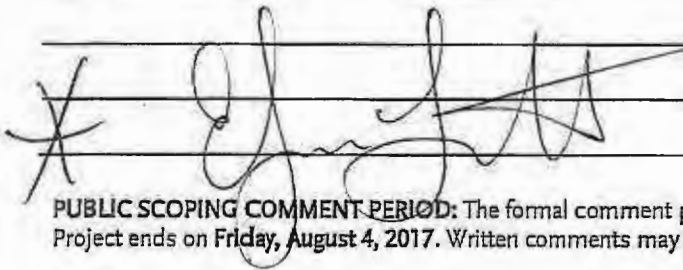
Phone/Cell:

Email:

edgar.tostales.70@gmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Edward Brown

Affiliation (i.e. organization, resident, business):

Address:

14002 Carfax Bellflower ca 90706

Phone/Cell:

562 658-8304

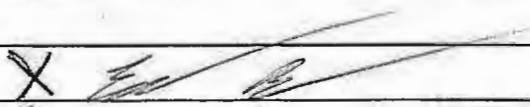
Email:

vaperlife89@gmail.com

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ADD COMMENT:

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Edwin Delean

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

1350 Del Amo Blvd. Lakewood CA 90715

Phone/Cell:

323-812-0280

Email:

Edwindelean882@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in
the city of Bellflower.

Edwin Delean

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Edwin Takahashi

Affiliation (i.e. organization, resident, business):

TOKYO VILLA

Address:

222 S. CENTRAL AVE #510 LA

Phone/Cell:

323 278-1300

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- See attached

- We ~~are~~ are ~~again~~ against the four options as presented by Metro for the West Santa Ana Branch Transit Corridor.

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



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July 27, 2017

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

Dear Fanny Pan,

My name is Edwin Takahashi, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

A handwritten signature in black ink, appearing to read 'Edwin Takahashi', with a long horizontal line extending to the right. Above the signature, the number '#310' is handwritten.

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

ERVEN RAMOS

Affiliation (i.e. organization, resident, business):

Address:

217 W 109th St Los Angeles CA 90061

Phone/Cell:

(323) 570-0915

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
SIGNATURE

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Project Manager, Metro
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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

RECEIVED AUG 02 2017

Name: Eiko Nakano
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm
Address: 1550 N. Hobart Blvd #109 Los Angeles, CA
Phone/Cell: 323.351.1295
Email: eikoinla@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Eiko Nakano

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED JUL 11 2017

Comment Sheet

Name: MRS. EIKO SAKUDA / YUKI YAMASHITA

Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community

Address: 630 N. VAIL AV. MTB 90640 / 891 RIDGECREST/MONTEREY PK-91759

Phone/Cell: 323)728-0888


Email: _____



Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

WE AGREE AND SUPPORT THE MESSAGE ABOVE.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net
 metro.net/wsab



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Fold Here

SANTA ANA CA 92705

08 JUL 2017 PM 6 L



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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Eliel Montes

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

562 314 5740

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Eliel
SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Elizabeth Pérez

Affiliation (i.e. organization, resident, business):

Customer

Address:

931 N. Cypress St.

Phone/Cell:

(562) 686-5529

Email:

ev-perez@gmail.com

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Elizabeth Pérez

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wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

ELVI JORDAN

Affiliation (i.e. organization,
resident, business):

Address:

4426 CLARA ST #7 Cudahy, CA 90001

Phone/Cell:

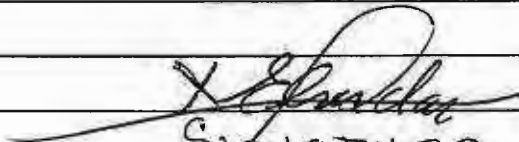
323) 5121154

Email:

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ADD COMMENT:


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

RECEIVED AUG 02 2017

Name: Emiko Koyama
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community
Address: 3947 Northampton Ave. Claremont, CA 91711
Phone/Cell: (909) 393-7441
Email: ekoyama3269@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

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Emiko Koyama

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Emily Hernandez

Affiliation (i.e. organization, resident, business):

Address:

2120 N. Heliotropa Dr Santa Ana, CA

Phone/Cell:

714)721-5628

Email:

emeles8@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Emily Hernandez

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Eric Avila

Affiliation (i.e. organization, resident, business):

Address:

254 E Neece St LB 90805

Phone/Cell:

562-253-4906

Email:

Eric Avila562@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Multiple horizontal lines for adding comments.

X [Signature] Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Eric Curriel

Affiliation (i.e. organization, resident, business):

Address:

20134 E. Ilaso Ave. Walnut CA 91789

Phone/Cell:

909-247-5894

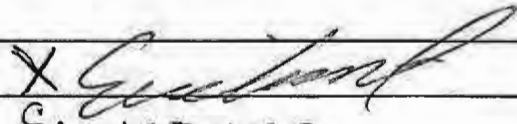
Email:

ecurriel@cpp.edu

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

ERIC FREGOSO

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

714 380-0431

Email:

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

[Handwritten Signature]
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name:

Eric Hernandez

Affiliation (i.e. organization, resident, business):

Address:

4445 Hornbrook Ave Baldwin Park 91706

Phone/Cell:

323 494-2472

Email:


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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

TO DO COMMENT:

X [Signature]
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Eric Ramos

Affiliation (i.e. organization, resident, business):

Address:

20529 Gordon Pl

Phone/Cell:

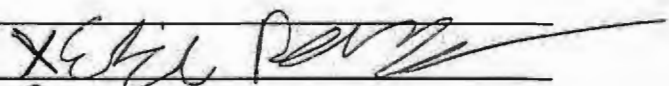
502-544-2744

Email:

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ADD COMMENT:


Signature

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

ERIC SCHULKE

Affiliation (i.e. organization, resident, business):

Address:

11240 STILLMAN ST

Phone/Cell:

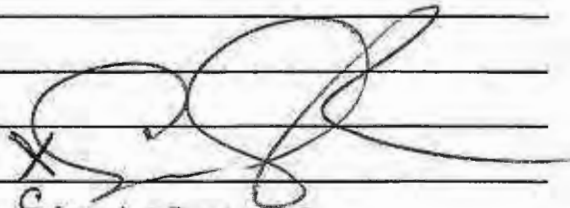
Email:

ESCHULKE83@GMAIL.COM

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ADD COMMENT:


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Erica Eagleson

Affiliation (i.e. organization, resident, business):

Address:

2384 Stearnlee Ave LB

Phone/Cell:

714.308.1153

Email:

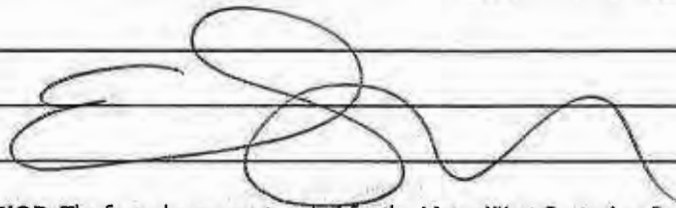
megagnub@hotmail.com

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Public Scoping

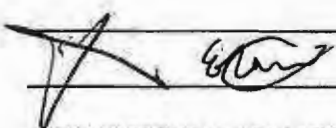
RECEIVED AUG 03 2017

Comment Sheet

Name: Erin Makopin
Affiliation (i.e. organization, resident, business): Customer
Address: 1042 Raymond Ave
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Ernesto Muñoz
Affiliation (i.e. organization, resident, business): _____
Address: 7316 Beach st
Phone/Cell: 323-635-3522
Email: _____


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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT: _____

X Ernesto Muñoz
SIGNATURE

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Los Angeles, CA 90012

 wsab@metro.net
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Esmeralda Long

Affiliation (i.e. organization, resident, business):

customer

Address:

12512 Penn St. #4, Whittier 90602

Phone/Cell:

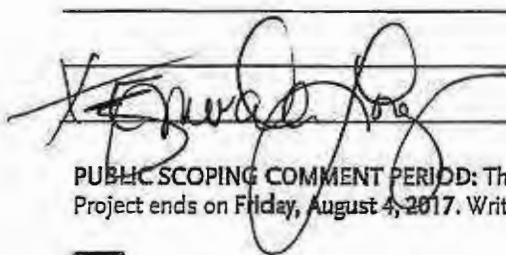
562 231 8918

Email:

sunflwr19@gmail.com

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Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Esperanza Lozano

Affiliation (i.e. organization, resident, business):

Address:

784 st pico rivera

Phone/Cell:

(310) 367-4892

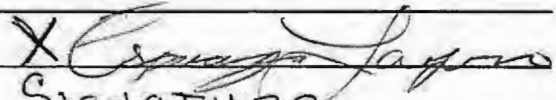
Email:

lozanoesperanza152@yandex.com

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ADD COMMENT:

X 
SIGNATURE

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

ESRA

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

909-631-9467

Email:


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ADD COMMENT:

XESRA G.
SIGNATURE

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Esteban Flores JR

Affiliation (i.e. organization, resident, business):

Address:

3721 E 57th St APT B Maywood, CA

Phone/Cell:

323-354-1869

Email:

JRfloresjr@gmail.com

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I am in support of GRADE SEPARATION of the train tracks!

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Eugene Isaacs
 Affiliation (i.e. organization, resident, business): Referee
 Address: 6012 Amos
 Phone/Cell: 562-576-2008
 Email: mrnotebooks6@gmail.com


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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Eugene Isaacs
 SIGNATURE

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 wsab@metro.net
 metro.net/wsab



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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Eugene Kim

Name:

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

Email:

1548 Carolyn Ct, Redlands, CA 92374
(909) 792-9031
eugenekim24@yahoo.com


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ADD COMMENTS

X [Signature]
SIGNATURE

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Esmeral Gomez

Affiliation (i.e. organization, resident, business):

Address:

11116 Dalrose Av Lennox CA

Phone/Cell:

(310) 672 8180

Email:


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ADD COMMENT:

X Esmeral Gomez
SIGNATURE

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Eva Rojas

Affiliation (i.e. organization, resident, business):

945 Acacia Ln. Montebello, CA 90640

Address:

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

GARIN

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Evelyn Yoshimura

Affiliation (i.e. organization, resident, business):

Board member, Little Tokyo Community Council

Address:

Staff, Little Tokyo Service Center

Phone/Cell:

231 E. 3rd St. LA 90013

Email:

eyoshimura@LTS-C.org

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

① No aerial or at-grade on Alameda -
only tunnel
- no cut-and-cover

② Not along Vignes Street - approve
the east side of Centre St.
- Nishi Temple's only entrance
is on Vignes
- Mon-Fri did care center,
Boys Scouts, basketball, other as
funerals, weddings

③ Business Interruption Fund:
- we need a mitigation like BIF be
applied to those who are impacted
not just (all) who Metro deems

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Project Manager, Metro
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Los Angeles, CA 90012



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Eziquiel Gutierrez

Affiliation (i.e. organization, resident, business):

Employee

Address:

Phone/Cell:

Email:

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ADD COMMENT:

X
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Ezra Schoeplein

Affiliation (i.e. organization, resident, business):

Address:

960 Bluegrass Way, Los Angeles, CA 900

Phone/Cell:

310-889-8980

Email:

bluegrassfez@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the
train tracks!

My community needs to be safe, and our children
could be hurt if a train is not elevated. The traffic
will always be backed up with trains passing every
15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Fabian Farias

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

12830 South Thorson Ave

Phone/Cell:

(610) 714-3812

Email:

Fabian.Farias35@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Polim Cortez

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Fernando Ambarcadero
Affiliation (i.e. organization, resident, business): Worker
Address: 6009 Shall St Bell Gardens CA
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Fernando Ambarcadero

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Fernando Henry

Affiliation (i.e. organization, resident, business):

2705 E. 221st Street

Address:

Long Beach CA 90800

Phone/Cell:

562-340-3390

Email:

FernandoHenry

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X
Signature

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Fernando Mendonca

Affiliation (i.e. organization, resident, business):

Resident

Address:

736 Keenan St, Mantebello, CA

Phone/Cell:

Email:

fernandomendonca@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Multiple horizontal lines for additional comments.

Handwritten signature and the word "SIGNATURE" printed below it.

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Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Flur Barua

Affiliation (i.e. organization, resident, business):

CUSTOMER

Address:

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Flur Barua
Signature

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Flor Rodriguez

Affiliation (i.e. organization, resident, business):

Address:

14192 Hope St Garden Grove CA 92843

Phone/Cell:

562) 827-5678

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of BELLFLOWER. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of BELLFLOWER

ADD COMMENT:

X
Signature

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Frances Castillo

Affiliation (i.e. organization, resident, business):

Address:

5448 Harco St.

Phone/Cell:

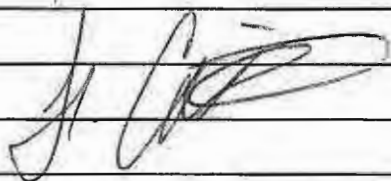
(562) 254-0577

Email:

Pancho7979@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED JUL 17 2017

Name: FRANCES SUGIYAMA

Affiliation (i.e. organization, resident, business): ST. FRANCIS XAVIER CHURCH JAPANESE CATHOLIC CENTER

Address: MARYKNOLL SCHOOL/LITTLE TOKYO COMMUNITY
712 N. JUAREZ ST., MONTEBELLO, CA 90640

Phone/Cell: (323) 724-1828 (213) 321-8102-cell

Email: fsugiyama@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a member of St. Francis Xavier Church and the Little Tokyo Community,

I am opposed to the Alameda Vignes route. This route is proposed to go
underground directly under/nest to the church and is in close proximity
to our other buildings that are historic to the history of Los Angeles.
Little Tokyo and World War II internment of the Japanese Americans.
These buildings are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda,
Pacific Vignes The Alameda, Nlameda/Vignes, Pacific Alameda Routes
as they would divide Histori Little Tokyo from the Little Tokyo area.

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



wsab@metro.net



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Tosh & Frances Sugiyama
712 N Juarez St.
Montebello, CA 90640

Fold Here

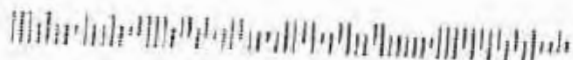
SANTA ANA, CA 92705

SEP 11 2017 PM 8 L



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

90012-374599



Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Francisco Diaz

Affiliation (i.e. organization, resident, business):

Address:

1432 w 31st Long Beach CA 90810

Phone/Cell:

562346 4443

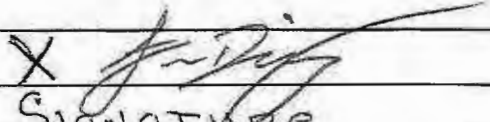
Email:

Fdiaz.16@icloud.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Francisco Cohen

Affiliation (i.e. organization, resident, business):

Address:

4857 Live oak St Century Ca

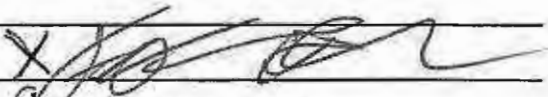
Phone/Cell:

Email:

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ADD COMMENT:


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Francis Glenn Guzman Jr.
Affiliation (i.e. organization, resident, business): _____
Address: 2238 Branden St. Los Angeles CA 90026
Phone/Cell: (323) - 854-5383
Email: N/A

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Leave Hollywood Sports alone!

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

FRANK GODFREY

Affiliation (i.e. organization, resident, business):

BELLFLOWER BMX

Address:

6301 WARNER AV. #61

Phone/Cell:

310-505-2676

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safer, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Frank Godfrey

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Frank Perero

Affiliation (i.e. organization, resident, business):

Address:

1786 LINN WAY, LANCASTER, CA 93535

Phone/Cell:

562-472-6436

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Multiple horizontal lines for adding additional comments.

X [Signature] Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

FRANKIE NACIONALISTA

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

562 267 9622

Email:

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I am demanding grade seperation in the city OF Bellflower.

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Public Scoping

Comment Sheet

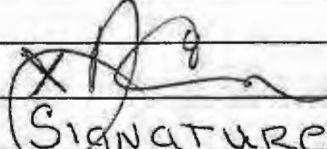
RECEIVED AUG. 03 2017

Name: Fred Carlton
Affiliation (i.e. organization, resident, business): Patron
Address: 1030 N Orange Ave
Phone/Cell: _____
Email: fredcarlton@mac.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:


SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

951-536-7074

Affiliation (i.e. organization, resident, business):

Fredy Baco

Address:

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Fredy Baco
Signature

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Fanny Pan
Project Manager, Metro
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Los Angeles, CA 90012



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metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is FUMIKO CARLSON, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

 # 415

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Gabriel Conway-Burt

Affiliation (i.e. organization, resident, business):

~~The~~ Customer

Address:

17157 Avenida De Santa Ynez

Phone/Cell:

310-892-2566

Email:

ruthiephilip@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

We love to come here! This ~~is~~ the closest location to play the best paintball!

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Los Angeles, CA 90012



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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Gael Cardenas

Affiliation (i.e. organization, resident, business):

Address:

44 st Long Beach CA

Phone/Cell:

562/719/6370

Email:

gaelcardenas562@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Please help do not make it to a metro because I went here for 2 years and this is my favor. places to go from all airport parks and this park is my everything to me I wait for it to be Saturday to come here and have fun.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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G A E L C

July 27, 2017

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

RECEIVED AUG 02 2017


Dear Fanny Pan,

My name is Gaku Takahashi, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,


Resident of Tokyo Villa in Little Tokyo #126

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis


Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet



Name: GARY CRISP / CANTER CRISP
Affiliation (i.e. organization, resident, business): RESIDENT 404 SANDY
Address: 100 S ALAMEDA
Phone/Cell: 949 230 8169
Email: GCRISP@CZREPRO.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

WE BOUGHT OUR CONDO A YEAR AGO
AND THIS IS GOING TO SEVERELY AFFECT
BOTH THE VALUE AND AESTHETICS OF OUR
UNIT FACING ALAMEDA
STOP!! YOU DO NOT ~~WANT~~ BUILD
C AND HOW YOU CAN EVEN CONSIDER
AN ELEVATED TRACK IN FRONT OF MY
UNIT IS BEYOND COMPREHENSION.
THE IS NOT WELL THOUGHT OUT OR
EVEN SLIGHTLY CONSIDERATE OF THE
CONDO AND PEOPLE IN THE SURROUNDING
AREA
SANDY RESIDENTS ARE VERY UPSET!!

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

GARY KWAGUCHA

Affiliation (i.e. organization, resident, business):

BUSINESS

Address:

411 CENTER ST

Phone/Cell:

(213) 706-0483

Email:

garyk@uppercrustent.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- 1) NO AERIAL ROUTES - UNDERGROUND
- 2) STAY AWAY FROM VIGNES ROUTE
- IMPACT TRAFFIC
- 3) POSSIBILITY OF ROUTING VIGNES TO
EAST SIDE OF CENTER ST.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

GARY MILLER

Affiliation (i.e. organization, resident, business):

Address:

309 N NICHOL AV MONTEFON PARK CA, 91755

Phone/Cell:

323 712 4420

Email:

gpage13@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT

"DON'T TAKE MY PARK"
"

X Gary Miller
SIGNATURE

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Project Manager, Metro
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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

EARLY TEUX

Affiliation (i.e. organization, resident, business):

TEAM RAMPAGE

Address:

12513 MABELA ST

Phone/Cell:

562-376-0997

Email:

ATE01973@YAHOO.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X ~~Signature~~

Signature

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Gary Thomas Miller

Affiliation (i.e. organization, resident, business):

Member

Address:

308 N. Nicholson St- APT. C

Phone/Cell:

626/758-0306

Email:

gary@celcoservices.com

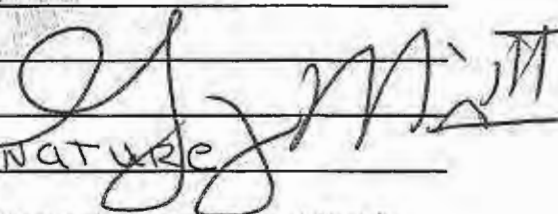
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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

NO T

TODAY!

X 
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Geoffrey Yamamoto

Affiliation (i.e. organization, resident, business):

St. Francis Xavier Church / Maryknoll

Address:

222 S. Hewitt St.

Phone/Cell:

(626) 786-4564

Email:

geoffreyyamamoto@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- I NO aerial on Alameda and connect underground w/ ^{LT} Regional
- visual blight, noise, splits Little Tokyo
- II Move Vignes route to East of Center St.
- construction there (Vignes) would be devastating to church & business functions
- III NO station @ 3rd & Hewitt
- our churches & nearby businesses & residences would be in jeopardy (safety concerns)
- IV Please coordinate with all ongoing & projected construction in the area

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July 27, 2017

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

RECEIVED AUG 02 2017

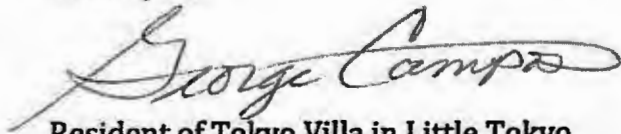
Dear Fanny Pan,

My name is GEORGE CAMPOS, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

GEORGIO CROSS

Affiliation (i.e. organization, resident, business):

1224 Lakewood Blvd

Address:

Long Beach CA

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Georgia Cross

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

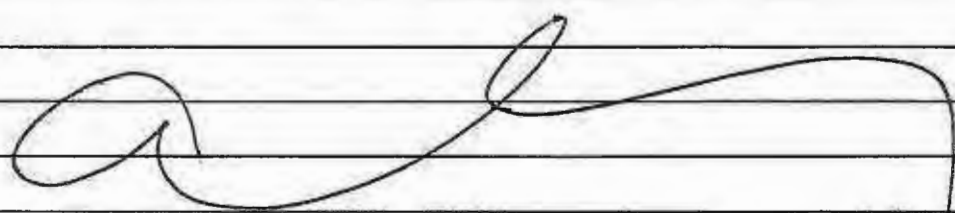
Name: Georgia King
Affiliation (i.e. organization, resident, business):
Address: 3363 Lewis Ave Signal Hill, CA 90755
Phone/Cell: (562) 754-8764
Email: georgiaaddressonking@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

GEORGIA P. SUZUKI

Affiliation (i.e. organization, resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm

Address:

25 W STATE ST PASADENA, CA 91105

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area. PLEASE CONSIDER THAT AS A LONG STANDING MEMBER OF OUR CHURCH, (4 GENERATION MARYKNOLL, ST FRANCIS XAVIER CHURCH, WE ARE THREATENE AGAIN WITH THE POSSIBILITY OF RUINATION OF THIS PROPER AND LOSS OF THIS COMMUNITY. PLEASE RE-CONSIDER YOUR CHOICES AND HAVE COMPASSION FOR OUR CONSIDERATION. DURING WWII, WE WERE REMOVED FROM HERE AND THRU THE GRACE OF GOD AND MUCH HARD WORK WE WERE ABLE TO ^{RETAIN} ~~REBUILD~~ WHAT WE HAVE ^{TODAY} ~~ADDED~~.

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Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 08 2017

Comment Sheet

Name:

Gerardo Camacho

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

(818) 478-3101

Email:

jerry@camacholawoffice.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

My family and I love Hollywood Sports Park. My son is 13 and my daughter is 12. It brings us together as a family like few things can. Don't close it down!

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Project Manager, Metro
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Gerrard Capley

Affiliation (i.e. organization, resident, business):

Address:

1603 El Rancho Dr. La Habra CA 90631

Phone/Cell:

562 704 0540

Email:

Mototech28@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

Gerrard Capley

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Gerson Merino
Affiliation (i.e. organization, resident, business): Customer
Address: 1701 E 69th st / Los Angeles, CA, 90001
Phone/Cell: 310 - 819 - 7148
Email: sopa101948@gmail.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTG tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Gerson Merino
SIGNATURE

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

 wsab@metro.net
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name: Gibson Phan
Affiliation (i.e. organization, resident, business): Resident
Address: 5004 Sequoia Ave. Cypress, CA 90630
Phone/Cell: (714) 209-2836
Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:
[Handwritten signature]
SIGNATURE

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Project Manager, Metro
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name: Grace Mendoza
Affiliation (i.e. organization, resident, business): Resident
Address: 9951 Belmont St. #5, Bellflower, Ca 90706
Phone/Cell: (562) 228-9112
Email: gmendoza@property-taxes.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a Bellflower Resident, I am concerned about the proposed light rail system traveling through our town at street level for several reasons. They include the safety of pedestrians, bicycles and vehicles as they interact with a system that travels at ground level. Also, why stop the traffic on the streets as many as 24 times an hour so that the light rail system can go by? Think of the pollution caused by all of the stopped vehicles. It makes more sense to design the system so that the various modes of transportation do not interact and all of them can move on their way at the same time.

I also expect that you will preserve the city's new bike and pedestrian paths. These would provide good, healthy access to our local train station.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 08 2017

Comment Sheet

Name: Gracie Banuelos
Affiliation (i.e. organization, resident, business): RESIDENT
Address: 16844 View Park Ave Bellflower CA
Phone/Cell: 310 266-9131
Email: graciebanuelos@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a Bellflower Resident, I am concerned about the proposed light rail system traveling through our town at street level for several reasons. They include the safety of pedestrians, bicycles and vehicles as they interact with a system that travels at ground level. Also, why stop the traffic on the streets as many as 24 times an hour so that the light rail system can go by? Think of the pollution caused by all of the stopped vehicles. It makes more sense to design the system so that the various modes of transportation do not interact and all of them can move on their way at the same time.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Graeme Johnson
 Affiliation (i.e. organization, resident, business): Concerned Citizen
 Address: 3585 Brayton Ave.
 Phone/Cell: 562-572-4008
 Email: GJCrackers@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower

ADD COMMENT:

[Handwritten Signature]
 SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED JUL 05 2017

Name: Guillermo C. Flores
Affiliation (i.e. organization, resident, business): Resident, Hunters Point Historic Commission, C.A. Community Found.
Address: 3223 Live Oak St H.P. CA 90255
Phone/Celk: 323-490-6368
Email: 9cf300@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I love this plan and idea. I would be able to take it to work in downtown. I work at South Figueroa and 3rd St next to the Regional Connector. I would also take it to the Historic South West Museum Station.

I strongly recommend keeping the rail on Santa Fe & Pacific and not on Alameda. A big development at the Sears building on Olympic & Santa will add alot of new apartments and bussiness. These groups and people would benefit ~~to~~ from the trains being on Olympic & Santa Fe.

Have you reached out to the California Community Foundation? They may like to assist with this. They have a ~~housing~~ & transportation program. www.calfund.org

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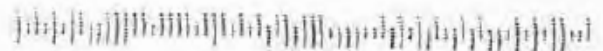
Fold Here LOS ANGELES CA 900

30 JUN 2017 PM 14 1



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

9001233745 0057



Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Guillermo Valencia

Affiliation (i.e. organization, resident, business):

Player

Address:

22200 Galf Ave

Phone/Cell:

Email:

benjaminm424@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Harley Streten

Affiliation (i.e. organization, resident, business): ~~resident~~ business

Address: 2734 Argosy way

Phone/Cell: 3232836226

Email: lez12@gmail.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X
Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Hector Cardenas
Affiliation (i.e. organization, resident, business): Member
Address: 2910 W. Ave. 35 Los Angeles CA. 90065
Phone/Cell: 323-447-0104
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Hector Cardenas
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Henry Barish

Affiliation (i.e. organization, resident, business):

Resident

Address:

4144 Jackson Ave. Culver City, CA

Phone/Cell:

NA

Email:

sihenryotwickwave@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city of Bellflower.

Hollywood Sports Paintball has been such a blessing to my life, it promotes team building, good sportsmanship, and patriotism. If HSP closes it will be a huge blow to the airsoft community in LA/OC.

God bless America!

X Henry Barish

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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is Hiroko Nakano, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Hiroko Nakano

#309

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is HIROSHI HISAMUNE, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Resident of Tokyo Villa in Little Tokyo

Hiroshi Hisamune 10A

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is HIROSHI ISHIKAWA, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,



Resident of Tokyo Villa in Little Tokyo

#142

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is Hisako Kanabe, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,

311

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is Hitesh Ojha, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Hitesh Ojha #201

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jan Anderson

Affiliation (i.e. organization,
resident, business):

Address:

2860 Cedar Ave Long Beach CA 90806

Phone/Cell:

(562) 336-4764

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the
train tracks!

My community needs to be safe, and our children
could be hurt if a train is not elevated. The traffic
will always be backed up with trains passing every
15 minutes!

Please help our community by building elevated train tracks

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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet RECEIVED AUG 03 2017

Name:

Edoghgha Kanyeha

Affiliation (i.e. organization, resident, business):

Address:

528 Osborne Rd, Winston Salem, Nc, 27107

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Iliana Cruz

Affiliation (i.e. organization, resident, business):

Address:

4525 W. 160th St., Lawndale, CA 90260

Phone/Cell:

(310) 940-2016

Email:

Iliana-Cruz@lawndalesd.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is Shere Jaoda, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,

Shere Jaoda
222 S. Central, #242
LA 90012
Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Irving Avalos

Affiliation (i.e. organization, resident, business):

15721 blair ave apt D

Address:

Phone/Cell:

562 417 9958

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Irving Avalos

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

ISAIAH PRESLEY

Affiliation (i.e. organization, resident, business):

Actor on Disney Channel's "Stuck in the Middle"

Address:

7624 Airport Blvd. Los Angeles, CA

Phone/Cell:

714-402-4464

Email:

ISAIAHPRESLEY@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

I am an actor on Disney Channel and airport is my relief. I come here to relax and have fun. I play Ethan Diaz on Stuck in the Middle. Please don't shut this place down

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Isaiah Gonzalez

Affiliation (i.e. organization,
resident, business):

Address:

9832 Hamden St.

Phone/Cell:

(800) 505 0674

Email:

Reaper 2014@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 08 2017

Name:

Ivan Colon

Affiliation (i.e. organization, resident, business):

Address:

6741 Radlock Ave Los Angeles CA 90052

Phone/Cell:

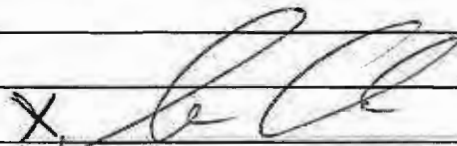
310 801 3710

Email:

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ADD COMMENT:

X 
Signature

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Ivan Guzman

Affiliation (i.e. organization, resident, business):

Address:

8526 1/2 Ramona st Bellflower Ca

Phone/Cell:

562)338 9316

Email:

rik3del@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

IWAN MORENO

Affiliation (i.e. organization,
resident, business):

Address:

1009 N. TOWNSEND ST SANTA ANA

Phone/Cell:


714 757 2133

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:


SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Ivan Ponce

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

(909) 223-4134

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Ivan Ponce
SIGNATURE

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

J. Travis Homer JTH Homer

Affiliation (i.e. organization, resident, business):

Address:

1912 Mathews Ave # F Redondo Beach CA 902

Phone/Cell:

661-330-1144

Email:

JTHomer@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Project Manager, Metro
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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jackson Bethel

Affiliation (i.e. organization, resident, business):

resident

Address:

Phone/Cell:

562-366-1164

Email:

JacksonBethel@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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metro.net/wsab



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X Jackson Bethel

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Jacob Armstrong
 Affiliation (i.e. organization, resident, business): ~~customer~~ customer
 Address: 333 E Grand Ave, Unit D
 Phone/Cell: 310-647-1934
 Email: j-b.armstrong5@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of BELLFLOWER. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of BELLFLOWER.

ADD COMMENT:

X U
Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



Fanny Pan
Project Manager, Metro
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Jacob Pulizo
Affiliation (i.e. organization, resident, business):
Address: 1432 W 31st ST. Long Beach, CA
Phone/Cell:
Email:


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jaime Ponce

Affiliation (i.e. organization, resident, business):

Address:

7806 Contin ST Downey CA 90242

Phone/Cell:

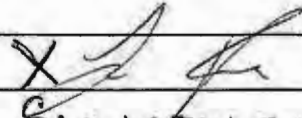
760 - 501 - 6943

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

JAIME EAGLESON

Affiliation (i.e. organization, resident, business):

Address:

2384 STEARNLEE AVE

Phone/Cell:

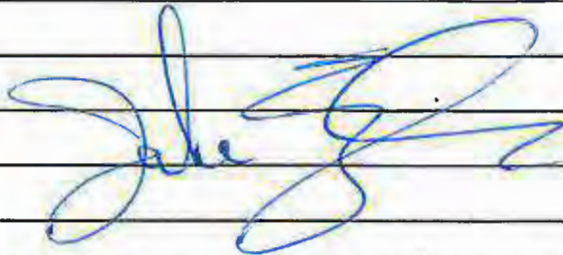
Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the
train tracks!

My community needs to be safe, and our children
could be hurt if a train is not elevated. The traffic
will always be backed up with trains passing every
15 minutes!

Please help our community by building elevated train tracks



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jamal Williams

Affiliation (i.e. organization, resident, business):

Business

Address:

328 Freeman Ave # LB CA 90804

Phone/Cell:

(562) 346 6378

Email:

Farks56@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jamare Keligonel

Affiliation (i.e. organization, resident, business):

Address:

11410 Menlo Ave LA, CA. 90044

Phone/Cell:

(213) 274-1755

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X Jamare Keligonel 7/23/17
Signature

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

- RECEIVED AUG 02 2017

Name: James Okazaki
Affiliation (i.e. organization, resident, business): AAale & LTCC & Nirei Week Fdn.
Address: 2814 Carlavis Rd.
Phone/Cell: (213) 249-3246
Email: JOKAZAKI@SBCGlobal.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- ① Do not install an aerial structure on Alameda St, consider only a "tunnel" on Alameda St. (for Options A & C). No cut-and-cover for underground construction.
- ② Do not install a "portal" on Vignes St, consider only using Center St. (for Options B & D)
- ③ Look at Inter-lining the WSAB with the Gold Line between Little Tokyo Station and Union Station (both construction & operations).
- ④ Please consider BIF for this project. Make sure it includes more affected businesses.

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



wsab@metro.net



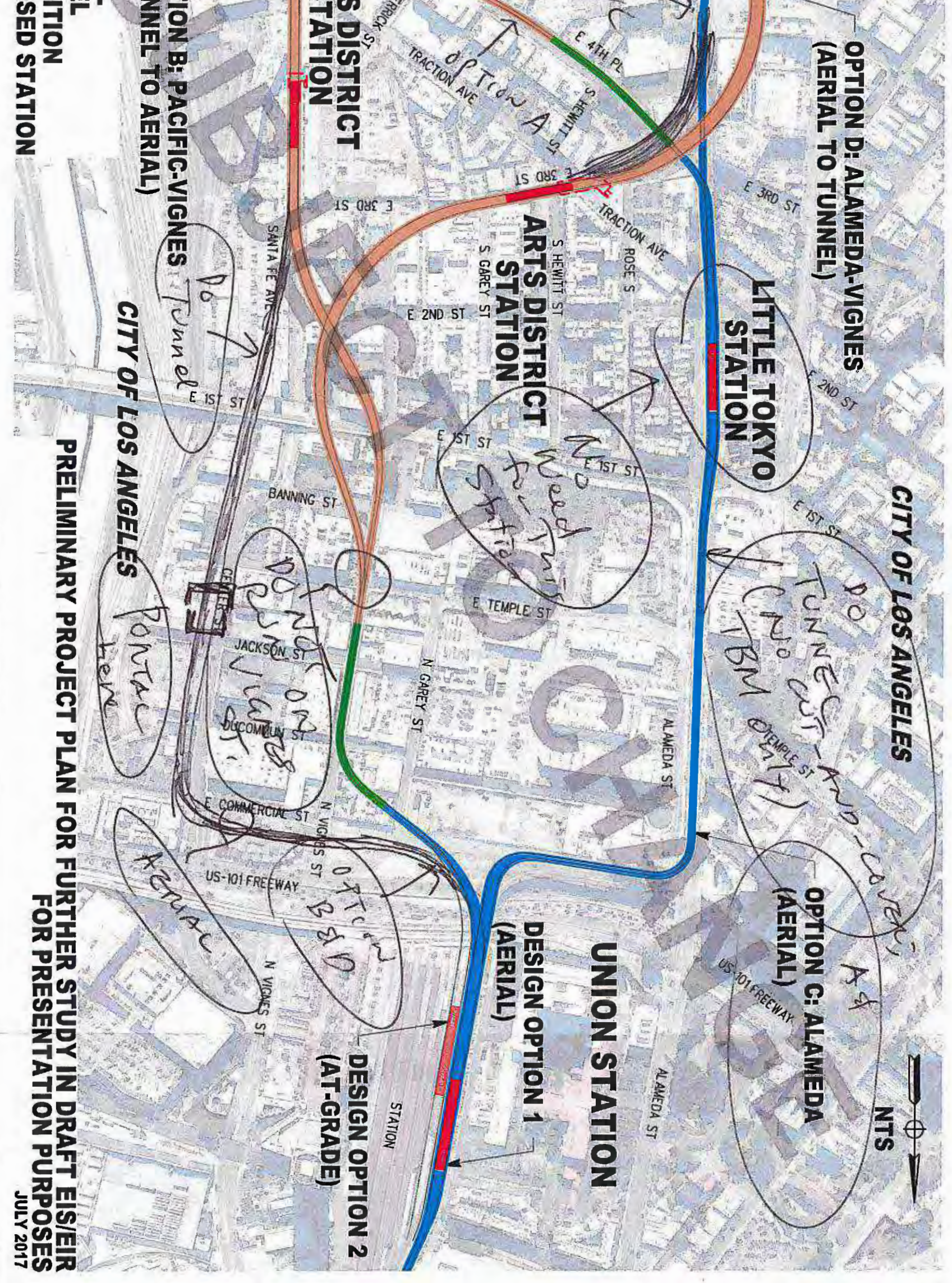
metro.net/wsab



Metro

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- AERIAL
- TUNNEL
- TRANSITION
- PROPOSED STATION



PRELIMINARY PROJECT PLAN FOR FURTHER STUDY IN DRAFT EIS/EIR FOR PRESENTATION PURPOSES
 JULY 2017

gnus

8/2/17

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

James Rossi

Affiliation (i.e. organization, resident, business):

Address:

12165 Hillside Ct RC CA

Phone/Cell:

213

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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James Rossi

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

JAMES SAMBERS

Affiliation (i.e. organization, resident, business):

Address:

401 E Carson ST, Long Beach 90807

Phone/Cell:

310 740 7999

Email:

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[Handwritten signature]

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

James Vincent

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

1725 Long Ave Long Beach CA 90804

Phone/Cell:

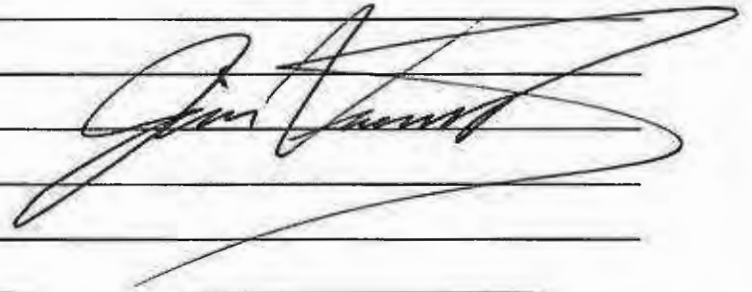
714 864-1917

Email:

JV9200@yahoo.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

James VO

Affiliation (i.e. organization,
resident, business):

Address:

5208 Ohio Ave Santa Ana CA 92703

Phone/Cell:

(714) 422-4936

Email:

jvo321@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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July 27, 2017

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

RECEIVED AUG 02 2017


Dear Fanny Pan,

My name is Jane Sakamoto, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

 #408
Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Janna Kartzlaff

Affiliation (i.e. organization, resident, business):

Address:

921 S. Walnut St. Lathabra CA 90631

Phone/Cell:

714-871-4415

Email:

DNMKatz@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Janna Kartzlaff

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Jared Latin

Affiliation (i.e. organization, resident, business): _____

Address: 757 N. Ave 50 LA CA 90042

Phone/Cell: (323) 828-3917

Email: latin.jared@gmail.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Jared Latin
SIGNATURE

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jared Medina

Affiliation (i.e. organization, resident, business):

Member

Address:

14023 mainstone Ave Norwalk CA 90650

Phone/Cell:

562-292-6784

Email:

JaredMedina12@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Jared M
SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Javed Tyler

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

3703 Nipomo Ave

Phone/Cell:

(866) 519-5171

Email:

jt+j96@gmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Jason Nguyen
Affiliation (i.e. organization, resident, business): OVNS
Address: 8541 Hill Ave
Phone/Call: 626-438-2292
Email: Jason.Nguyen@ovns.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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[Handwritten signature]

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jason Taylor

Affiliation (i.e. organization, resident, business):

Painter

Address:

614 West Bentley St

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X
Signature

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Jason Taylor

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jaune Perez

Affiliation (i.e. organization, resident, business):

Address:

8407 Santa Fe Ave Huntington Park Ca 90255

Phone/Cell:

(213) 2987767

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

[Handwritten Signature]
SIGNATURE

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Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Jayden Bielg

Affiliation (i.e. organization, resident, business):

Address:

1535 W 67 St Los Angeles

Phone/Cell:

562-225-2134

Email:

Rykanizer Bielg @Yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks my name is Jayden and im 12 and this is my first time and i really like what u r doing is wrong

X [Signature]

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Affiliation (i.e. organization,
resident, business):

Address:

Phone/Cell:

Email:

Jeff Colley
12027 HART DALE AVE
714 414 7309
JEFF@1PPC.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

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Jeff Colley

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jeff Peterson

Affiliation (i.e. organization, resident, business):

Address:

1022 Julie Lynn St Cypress CA 90630

Phone/Cell:

714 469 9080

Email:

Jeff1022@yahoo.com

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Jeff Peterson

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

JEFF VANDERKLEUK

Affiliation (i.e. organization, resident, business):

Address:

2222 SAN MARCO DR.

Phone/Cell:

818-655-4123

Email:

JEFFVAV@GMAIL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTG tracks to be elevated so traffic can freely throughout the city of Bellflower.

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jeff WASSENAAR

Affiliation (i.e. organization, resident, business):

Bellflower BMX TRACK / Resident

Address:

9647 Maple ST Bellflower CA 90706

Phone/Cell:

562-500-5740

Email:

JHuepo@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

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Jeff W

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jeffrey Patrick

Affiliation (i.e. organization, resident, business):

Hollywood Sports Park

Address:

593 Redlands Ave Claremont, CA 91711

Phone/Cell:

951 809-1330

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the Mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower

ADD COMMENT:

X [Signature]
Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jenna Friesen

Affiliation (i.e. organization, resident, business):

Address:

5021 W. 130th Street, Hawthorne, CA 90250

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Jenna Friesen
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jennifer Contreras

Affiliation (i.e. organization, resident, business):

Customer

Address:

9832 BEACH St. Bellflower CA 90706

Phone/Cell:

562 2016157

Email:

Jtcontreras827@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Jennifer Contreras

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jennifer Santillan

Affiliation (i.e. organization, resident, business):

Address:

1401 S Harbor Blvd #604, La Habra CA 90631

Phone/Cell:

Email:

JMSANTILLAN@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower

ADD COMMENT:

X [Signature] SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jeremiah Canlas

Affiliation (i.e. organization, resident, business):

Address:

5640 Verdura ave

Phone/Cell:

502 228 4271

Email:

canlas.jeremiah@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jeremy Holton

Affiliation (i.e. organization, resident, business):

Hollywood Sports Park employee

Address:

5466 Blackthorne Ave Labwood CA 90712

Phone/Cell:

310 991 2558

Email:

jdrock26@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. Hollywood sports is a great place. we have many activities that are fun for all ages. We bring families together and provide a fun all around atmosphere for all ages. If you build the station then you will be putting a lot of people out of work. Please reconsider the station location.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

JEROME LARIZA

Affiliation (i.e. organization, resident, business):

Address:

4626 MAYBANK AVE LAKEWOOD CA 90712

Phone/Cell:

(562) 787-5531

Email:

jlrome@lariza@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jerry Carter

Affiliation (i.e. organization, resident, business):

Hollywood Sports Park

Address:

156 E 189th St Carson CA 90746

Phone/Cell:

310 756 3354

Email:

Jerry Carter 1997@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name: JORDAN FUKUJI
Affiliation (i.e. organization, resident, business): BUSINESS
Address: 707 E. TEMPLE ST.
Phone/Cell: (213) 479-8061
Email: jfukuji@fukujiandcompany.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- 1) NO AERIN ROUTE
- 2) NO VIGNER ROUTE
- 3) RELOCATE/REROUTING VIGNER ROUTE TO EASTSIDE OF CENTER ST.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jerry Guzman

Affiliation (i.e. organization, resident, business):

HSP

Address:

12708 Gurley Ave

Phone/Cell:

(812) 382-5736

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

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Fanny Pan
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jesaias Gutierrez

Affiliation (i.e. organization, resident, business):

customer

Address:

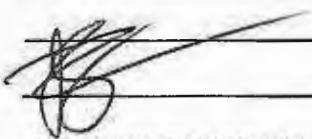
12700 Elliott Ave #514, El Monte CA 91732

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the Mtg tracks to be elevated so traffic can freely throughout the city of Bellflower.


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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

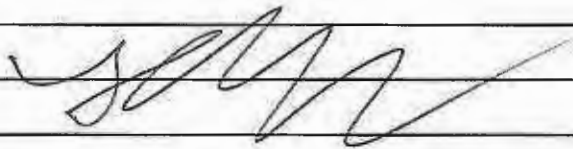
Comment Sheet

RECEIVED AUG 03 2017


Name: Jess Alvarez
Affiliation (i.e. organization, resident, business): Hollywood Sports
Address: 9423 Flower St Apt 3 CITY OF BELLFLOWER
Phone/Cell: (562) 376-1271
Email: N/A


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in
the city OF Bellflower.



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Los Angeles, CA 90012

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Jess Hernandez
Affiliation (i.e. organization, resident, business): _____
Address: 2120 W. Heliotrope Dr, Santa Ana CA 92706
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Jesse De Castro
Affiliation (i.e. organization, resident, business): _____
Address: 3513 Sara Dr, Torrance CA 90503
Phone/Cell: (424) 237-4467
Email: 1017661@etusd.org


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT: _____

X Jesse De Castro
SIGNATURE

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping · RECEIVED AUG 03 2017

Comment Sheet

Name:

Jesse Garcia Barrera

Affiliation (i.e. organization, resident, business):

Address:

443 1/2 E 99th St Los Angeles, CA 90003

Phone/Cell:

(323) 620-9862

Email:

Jesserox131@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Multiple horizontal lines for adding comments.

X [Signature] SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Jesse Serrano

Affiliation (i.e. organization, resident, business):

Address:

4625 Wilmer St

Phone/Cell:

(213) 210-9633


Email:

~~XXXXXXXXXX~~ Serrano@Gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:


Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jessica Cronin

Affiliation (i.e. organization, resident, business):

Address:

4841 Brayton Ave. Long Beach CA 90807

Phone/Cell:

310-384-5352

Email:

Jaykayell@hotmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X. Flynn
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jessica Pacheco

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

8712 Ramona St. Bellflower, CA 90706

Phone/Cell:

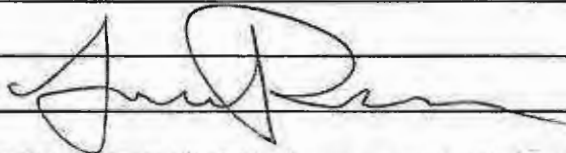
(562) 533-1550

Email:

jessicapach98@icloud.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.



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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jessica Reeve

Affiliation (i.e. organization, resident, business):

resident

Address:

18409 Winda Pl

Phone/Cell:

714.310-7795

Email:

jessicareeve69@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Jessica Reeve

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Jesus Cisneros

Affiliation (i.e. organization, resident, business): Hollywood Sports

Address: 5913 Cecilia St.

Phone/Cell: (562) 679-1790

Email: _____


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT: _____

X Jesus Cisneros
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jesus Covarrubias

Affiliation (i.e. organization, resident, business):

Address:

14423 Amar Rd Apt D

Phone/Cell:

626-343-9374

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Jesus Signature

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

JESUS DANNY DUARTE

Affiliation (i.e. organization, resident, business):

Address:

502 S CASITA ST. ANAHEIM

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X

Signature

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jesús Duarte

Affiliation (i.e. organization, resident, business):

2436 W. Greenleaf Dr.

Address:

Anaheim Ca. 92801

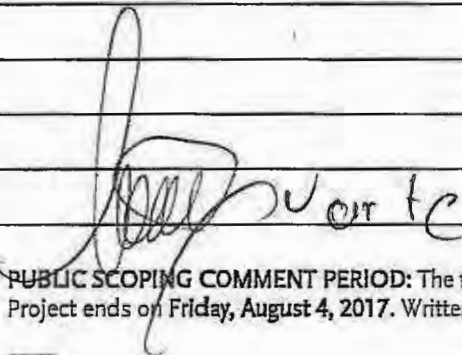
Phone/Cell:

714 458 3816

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of BELLFLOWER. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of BELLFLOWER.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 08 2017

Name:

Jesus Hernandez

Affiliation (i.e. organization, resident, business):

Address:

849 1/2 W. 104th St. Inglewood CA 90303

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
SIGNATURE

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jesus Martinez

Affiliation (i.e. organization, resident, business):

Resident

Address:

10284 Beverly St., Bellflower, CA 90706

Phone/Cell:

213-700-4612

Email:

JesusMyu@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

We are in support of **GRADE SEPARATION!**

The tracks must be separated from the ground in order to ensure my safety, and the safety of the children in my community. On top of my safety, traffic will be held up and backed up with a train coming in every 15 minutes.

Please build on elevation so my community won't be hurt!

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jesus Perez

Affiliation (i.e. organization, resident, business):

Address:

7812 Florence St

Phone/Cell:

Email:

408/300@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Jesus Perez

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jesus Portillo

Affiliation (i.e. organization, resident, business):

Address:

12260 Mercer St 91324

Phone/Cell:

323-216-5868

Email:

Jportillo4418@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jesus Vidar

Affiliation (i.e. organization, resident, business):

Address:

2340 Borkett rd El Monte CA, 91732

Phone/Cell:

626-409-7749

Email:

0904 jesse@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Jesus Vidar
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

JIM COKER

Affiliation (i.e. organization, resident, business):

RESIDENT

Address:

10507 MYRTLE ST F Downey CA

Phone/Cell:

Email:

JIM@HOLLYWOODSPARTS.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city of Bellflower.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Jim R Brown

Affiliation (i.e. organization, resident, business):

14002 Carfax

Address:

Bellflower CA 90706

Phone/Cell:

562 659 4291

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Jim R Brown
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jimmy Cardona

Affiliation (i.e. organization, resident, business):

Address:

12639 Felipe St

Phone/Cell:

(626) 512-1455

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Jimmy Cardona
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 08 2017

Comment Sheet

Name: Jimouf Castellanos
Affiliation (i.e. organization, resident, business):
Address: 477 Aristotle St. Simi Valley CA. 93065
Phone/Cell: 213-200-6149
Email: knox2089@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Jan Padilla

Affiliation (i.e. organization, resident, business):

Address:

1908 E Kay St Compton CA 90220

Phone/Cell:

714 824 3950

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Jan Padilla
SIGNATURE

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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is James Shin 441, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Joe Sextro

Affiliation (i.e. organization, resident, business):

Sextro Electrical

Address:

209 Huntington St. #18, CA 92618

Phone/Cell:

714 401-2791

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Joe Sextro
X [Signature]
SIGNATURE

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Project Manager, Metro
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Joey Lujan

Affiliation (i.e. organization, resident, business):

Address:

43 Ximeno Ave #2 Long Beach, CA 90801

Phone/Cell:

(661) 507-1529

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Joey Lujan
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

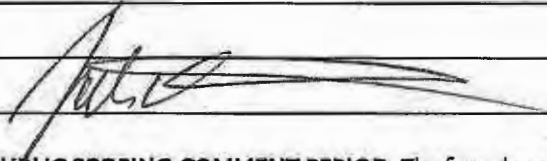
Comment Sheet

RECEIVED AUG 03 2017

Name: Johavi Beltran
Affiliation (i.e. organization, resident, business): HSP
Address: 11030 Amery Ave, South Gate
Phone/Cell: 562-923-9398
Email: N/A

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

John Hoy

Affiliation (i.e. organization, resident, business):

Address:

5362 Hendrick Dr Huntington Beach CA 926

Phone/Cell:

714 401 0313

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower

ADD COMMENT:

X
SIGNATURE

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

John Klarin

Affiliation (i.e. organization, resident, business):

Address:

26707 east vale rd

Phone/Cell:

808 631 8001

Email:

John.Klarin@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Jonathan Torres
Affiliation (i.e. organization, resident, business): _____
Address: 836 E 70 Place
Phone/Cell: _____
Email: [Redacted]

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT: _____

X Jonathan
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jonathan Hernandez

Affiliation (i.e. organization, resident, business):

Address:

707 S Butler Ave

Phone/Cell:

(310)-678-7204

Email:

Jhernandez0630@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X / JH
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jonathan Lehallof

Affiliation (i.e. organization, resident, business):

Address:

8243 Calhoun Ave.

Phone/Cell:

562 505 6752

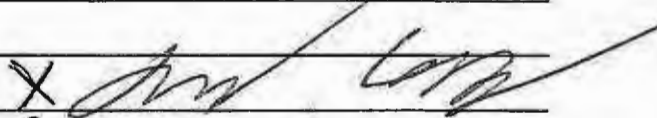
Email:

John.lehallof16@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X 
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jonathan Patino

Affiliation (i.e. organization, resident, business):

customer

Address:

821 Bridewell St. Apt #D

Phone/Cell:

(323) 392-2501

Email:

vnholypancatiz1@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Jonathan P.
Signature

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Jonathan Tjan
Affiliation (i.e. organization, resident, business): Airsoft player
Address: 26068 Twain pl
Phone/Cell: 889 83 7727
Email: jonathanster@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Jonathan Vasquez

Affiliation (i.e. organization,
resident, business):

Hollywood Sports

Address:

9342 Danby Ave. Santa Fe Springs CA 90670

Phone/Cell:

(562) 262-1247

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in
the city OF Bellflower.

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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is JONI DAIRIKI, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

 # 436

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jorge Estrada

Affiliation (i.e. organization, resident, business):

Address:

710 S. Lyon St Santa Ana CA

Phone/Cell:

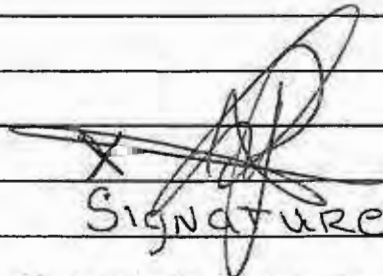
(714) 308-9063

Email:

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ADD COMMENT:


Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

George Gutierrez

Affiliation (i.e. organization, resident, business):

Address:

1548 E 48th PL LA, CA 90011

Phone/Cell:


323) 535 6732

Email:

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ADD COMMENT:

X 
SIGNATURE

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Joseph Perez

Affiliation (i.e. organization, resident, business):

Member S.U.K

Address:

1701 S. Avalon Blvd Ste #384

Phone/Cell:

(310) 878-7448

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower

ADD COMMENT:

X [Signature]
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Jorge Sanchez
Affiliation (i.e. organization, resident, business): Player
Address: 1022 W 223rd St
Phone/Cell: (310) 967-3254
Email: Sanchez.jorge310@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Jorge Sanchez

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Project Manager, Metro
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Los Angeles, CA 90012



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jorge Valdez

Affiliation (i.e. organization, resident, business):

1302 Walnut Ave Apt 202

Address:

Tustin CA 92780

Phone/Cell:

714 ~~448~~ 902-3027

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of BELLFLOWER. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of BELLFLOWER.

Jorge V.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

JOSE A. HERNANDEZ

Affiliation (i.e. organization, resident, business):

HOLLYWOOD SPORTS PARK

Address:

601 S. CRANE COMPTON, CA 90221

Phone/Cell:

424-266-2337

Email:

antonytony10@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

Jose Hernandez

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jose Als

Affiliation (i.e. organization, resident, business):

Customer

Address:

4600 Grage Ave. Apt. 31 Bell, C.A. 90201

Phone/Cell:

(323) 915-0266

Email:

josc.als162@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

TO D COMMENT: Great place to come have fun and also the best!!

X *Jose Als*
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

JOSE LUIS TENOROS

Affiliation (i.e. organization, resident, business):

Address:

2301 E. MARICET, ST. APT. #20

Phone/Cell:

Email:

LUIGUIPOST@GMAIL.COM

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ADD COMMENT:

X [Signature] SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Jose Osuna

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

13523 Flatfish Ave. Norwalk Ca, 90650

Phone/Cell:

Email:

jreyosuna7009@hotmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jose Pedilla

Affiliation (i.e. organization, resident, business):

Sscape Trading Corp.

Address:

9605 N. Lima St. Whittier CA 90603

Phone/Cell:

562.458.1847

Email:

jmpedilla@mscscapetrading.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jose Plascencia

Affiliation (i.e. organization, resident, business):

11572 Jacalene Ln

Address:

Garden Grove CA 92840

Phone/Cell:

562-991-7724

Email:

Josep71@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

[Handwritten Signature]
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Joseph Drake

Affiliation (i.e. organization,
resident, business):

Address:

4624 Fir St Pico Rivera CA 90660

Phone/Cell:

562 232 6298

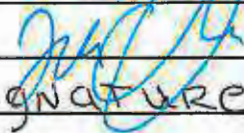
Email:

Drake-mitchel91@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Joseph Salas

Affiliation (i.e. organization,
resident, business):

Address:

Phone/Cell:

126 391 9295

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X of Joseph
SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Joseph SUAZO

Affiliation (i.e. organization, resident, business):

Address:

8559 Cord Ave.

Phone/Cell:

562-325-0637

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT: Stop.

X/Signature

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Project Manager, Metro
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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Joseph Tanner III

Affiliation (i.e. organization, resident, business):

Address:

214 S Main Compton CA 90221

Phone/Cell:

323 702 9493

Email:

dejah007@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X [Signature] Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Joseph Valadez

Affiliation (i.e. organization, resident, business):

Address:

8743 McCallum St Downey CA

Phone/Cell:

562 250 7964

Email:

jvaladez310@gmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Josh Jordan

Affiliation (i.e. organization, resident, business):

Resident

Address:

15920 S Orchard Ave

Phone/Cell:

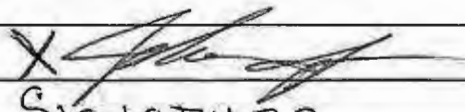
310 619-0288

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

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Fanny Pan
Project Manager, Metro
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Los Angeles, CA 90012



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name:

JOSH VELEZ

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

(562) 243-7306

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X [Signature]
SIGNATURE

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Los Angeles, CA 90012



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July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is Joshua Alolajane, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Resident of Tokyo Villa in Little Tokyo

#243

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Joshua Mayes

Affiliation (i.e. organization, resident, business):

Hollywood Sports Park

Address:

10000 Imperial Hwy

Phone/Cell:

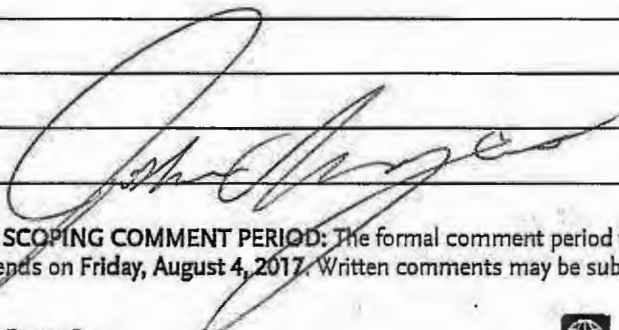
562 319 9261

Email:

Jimayeskid2@gmail.com

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I am demanding grade seperation in the city OF Bellflower.



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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Joshua White

Affiliation (i.e. organization, resident, business):

Dico 3-187IN

Address:

6234 bear AVE

Phone/Cell:

(323) 308-8740

Email:

ARCJ024@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Josie Ochoa

Affiliation (i.e. organization, resident, business):

Hollywood Sports Park

Address:

1206 S. Girardell Ave. Compton CA 90220

Phone/Cell:

(562) 826-9949

Email:

josiechoa63@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

X Josie Ochoa

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Public Scoping

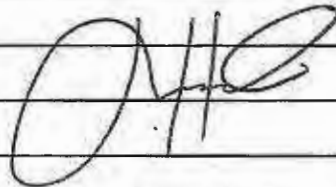
Comment Sheet

RECEIVED AUG 03 2017

Name: JOSUE HERNANDEZ
Affiliation (i.e. organization, resident, business): HOLLYWOOD SPORTS PARK
Address: 13516 CARFAX AVE. BELLEFLOWER, CA
Phone/Cell: (562) 215-7020
Email: blujayy05@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Belleflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

JUAN BAUTISTA

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

949-297-2435

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X JB
SIGNATURE

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jesun Carlos Vargos

Affiliation (i.e. organization, resident, business):

Customer

Address:

11930 Shoemaker Whittier CA

Phone/Cell:

Email:

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ADD COMMENT:

[Handwritten Signature]
SIGNATURE

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Juan Cruz

Affiliation (i.e. organization, resident, business): _____

Address: 173 N CASTLEGATE AVE COMPTON CA 90221

Phone/Cell: 310 678 0465

Email: 121191216@gmail.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

[Handwritten Signature]
 SIGNATURE

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 Los Angeles, CA 90012

 wsab@metro.net
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet ' RECEIVED AUG 03 2017

Name:

Juan Factor

Affiliation (i.e. organization, resident, business):

Address:

8757 Hooper Ave Los Angeles CA 90002

Phone/Cell:

(323) 337-5496

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X
Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

JUAN GALICIA

Affiliation (i.e. organization,
resident, business):

~~Resident~~ Hollywood Sports

Address:

3927 - G LOS ST

Phone/Cell:

Inglewood CA

Email:

N/A

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in
the city OF Bellflower.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Juan Gonzalez

Affiliation (i.e. organization, resident, business):

Address:

3832 Albury Ave Long Beach Ca 90808

Phone/Cell:

(323) 392-9627

Email:

CubanJm.Gonzalez@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

XJ
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 08 2017

Comment Sheet

Name:

Juan Gutierrez

Affiliation (i.e. organization, resident, business):

MONYWOOD SPORTS

Address:

10118 Bellflower Ln

Phone/Cell:

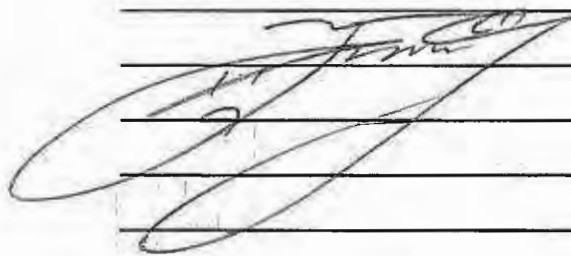
(562)-469-0021

Email:

ju@monywood.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Juan R Zuniga

Affiliation (i.e. organization, resident, business):

Address:

2326 E 6th St.

Phone/Call:

323-719-4504

Email:

jr Zuniga81@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X [Signature]
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Yvonne S. Lee

Affiliation (i.e. organization, resident, business):

Address:

728 Acadia St Las Vegas, Nevada

Phone/Cell:

213-768-3441

Email:

—

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

~~Please do not send this metro official come to play with emails Sunday please keep me safe~~

X

Signature

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Proyecto de Metro West Santa Ana Branch Transit Corridor

Alcance Público

Hoja de Comentarios

RECEIVED AUG 07 2017

Nombre: Julia Bermejo
Afilación (ej. organización, residente, negocio): Resident of Little Tokyo
Domicilio: 231 E 3rd st #522
Teléfono/Celular: 213) 909-6025
Correo Electrónico: _____

Gracias por su interés en el Proyecto de Metro West Santa Ana Branch Transit Corridor. Sus comentarios son bienvenidos.

En mi opinion es preferible que el metro corra por bajo tierra y que baya sobre la calle santa fe, por el alto impacto que tendria si vaya por Alameda.

PERÍODO DE COMENTARIOS PÚBLICOS: El período de comentarios formales para el Proyecto de Metro West Santa Ana Branch termina el viernes, 4 de agosto de 2017. Los comentarios por escrito pueden ser presentados en las reuniones o vía:



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



wsab@metro.net



metro.net/wsab

Los comentarios enviados a través de las páginas de medios sociales del proyecto o de la línea de ayuda no formarán parte del registro público oficial. Envíe todos los comentarios por correo, correo electrónico y el sitio web del proyecto (como se indica arriba).



Metro

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Julia Meza

Affiliation (i.e. organization, resident, business):

customer

Address:

1813 La Colondrina Ave. Alhambra CA 91803

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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[Handwritten signature]

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July 27, 2017

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

RECEIVED AUG 02 2017

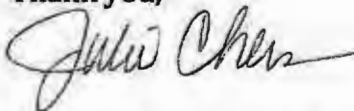
Dear Fanny Pan,

My name is Julie Chen, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



#238

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

From: Julie Crisp [<mailto:jcrisp@c2repro.com>]
Sent: Tuesday, July 25, 2017 8:09 PM
To: WSAB
Cc: Gary Crisp; Carter Crisp
Subject: Metro Rail West Santa Ana Branch Corridor

To whom it may concern,

My family about 1 year ago purchased a condo in the Savoy building on Alameda for over 700,000.

Our biggest deciding factor in our purchase was the proximity to Little Tokyo and the Arts District as well as the beautiful view out our 4th floor window.

Our view is now being threatened by your proposal for the for option A Pacific/Alameda and Option C Alameda. I understand the Option B Pacific/ Vignes and Option D Alameda Vignes will not be going in front of our condo building. If you put the elevated rail right in front of our building you will significantly impact the value of our condo as well as disturb our peace and wellbeing due to your lack of vision and sensitivity to the community you are hired to serve. I have a hard time understanding why you would even propose such a poor option in the first place. Where is the vision and forward thinking of your agency?

We at the Savoy have been living with the building of the Metro station across the street being built 24/7 now it's going to go on even longer if you decide to put at station on Alameda. At least build it underground if you decide to put it on Alameda.

If this plan goes forward for a elevated rail in front of our building you give the homeowners no option but the fight the proposal all the way!!! We are planning to do so at this time and I highly suggest you go back to the drawing board and come up with a better plan that serves our community and area rather than congestion, reduced home values and stress due to the noise and congestion.

I look forward to seeing a better plan and vision for the West Santa Ana Branch Corridor.

Sincerely,

Julie Crisp

Julie Crisp
Executive Vice President
CRISP IMAGING

p. 714.545.2743 x1205
c. 949.433.1275
e. jcrisp@crispimg.com
w. www.crispimg.com



No to Alameda route WSAB!!

RECEIVED AUG 01 2017

To whom it may concern:

Hello, my name is Julie and I am a fellow resident at 100 South Alameda Street, and I am writing because I **strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.**

I am a resident of this area for over 5 years now. I have grown **deeply attached to this neighborhood** and wish nothing but to see this area flourish yet remain true to its character.

After reading about this project, I passionately protest against the construction of this transit at the Alameda junctions and these are the reasons why:

1. Due to the current construction (underground railway on 1st and Alameda) I have seen many stores go out of business OR are going out of business soon such as Replika vintage, Sewing Machine, Toshi, Osso, One Eyed Gypsy, Cosmo, and their neighboring stores. Furthermore, as a patron of many other stores around my neighborhood, it can be viscerally felt that the construction has caused less people to come to this area and is thus hurting businesses. I have asked many employees of local stores/restaurants and the consensuses have been consistent: There are less people coming to this area because of construction. It's taking a financial toll on their business and their ability to stay open in little Tokyo. They have all said that they do not know how much longer they can stay here. How many more years of construction does our neighborhood have to endure and how many more stores have to go out of business? **This proposal will unequivocally HURT LOCAL businesses.**

2. I am opposed to this construction due to the **health concerns that will arise as a result of this project.** We are already enduring the plume of dust, chemicals and other particulate matter as a result of many constructions already in our neighborhood. This will be adding to the problem.

Please
Read!!!

Don't destroy our neighborhood!!!

3. **Worsening traffic.** I am not sure how aware you are but Alameda is a highly congested but vital route for LA commuters and trucks. Millions of cars use this street as a main route to get to their destinations. I cannot express in words how important this street is for cars especially big rig trucks. Construction of the proposed routes on Alameda will create unimaginable traffic equivalent to an unnecessary commuter's Armageddon for years to come. What will be the remedy for these cars that depend on this route on the daily basis?

I understand the goal of this proposed transit is to increase accessibility to public transportation. However, **there are better alternatives** that are more effective in achieving this goal rather than going through Alameda. Please consider the other routes/streets that are less congested and away from residential businesses and homes.

Thank you for taking the time to listen to my concerns. I hope that you will do what's best for this community and reject the Alameda routes for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julie Ngo', written in a cursive style.

Julie Ngo

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Jullian Little

Affiliation (i.e. organization, resident, business):

Member

Address:

432 S Norton Ave #211

Phone/Cell:

(Costa Mesa, CA) (917-754-2176)

Email:

jullian.little@icloud.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

[Handwritten Signature]
SIGNATURE

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



wsab@metro.net



metro.net/wsab



Metro

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July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is Jung 'Leon' Lee, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Resident of Tokyo Villa in Little Tokyo

 #208

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

June Perillo

Name:

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

Email:

514 / 300 9803

616 W 50th St LA 90033

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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab

[Handwritten signature]



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

JUSTIN CANIZ

Affiliation (i.e. organization, resident, business):

Address:

6064 NORCO DR. PICO RIVER

Phone/Cell:

(510) 309 1969

Email:

canizjustin@yahoo.com

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ADD COMMENT:

Multiple horizontal lines for adding comments.

X [Signature] SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Justin Griffin

Affiliation (i.e. organization, resident, business):

HSP

Address:

5715 Spahn ave Lakewood Ca 90713

Phone/Cell:

(562) 324-9749

Email:

razorbacks45@gmail.com

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I am demanding grade separation in the city of Bellflower.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Justin Perez

Affiliation (i.e. organization, resident, business):

Address:

11452 E Havenwood Dr

Phone/Cell:

(562) 968-4232

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

[Handwritten Signature] SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

JUSTIN SAKA

Affiliation (i.e. organization, resident, business):

API SBP

Address:

231 E 3rd STREET

Phone/Cell:

310-210-9196

Email:

JSAKA@APISBP.ORG

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

1) WE DO NOT WANT ANY AERIAL ROUTES RUNNIN
DOWN ALAMEDA.

2) I PREFER OPTION B: PACIFIC VIGNES WITH S
MODIFICATIONS.

A) TRANSITION MOVED FROM VIGNES TO CENTER
DO NOT USE VIGNES ST.

B) DO NOT USE THE NISHI LOT AS A
LAUNCH SITE.

3) NO TO OPTION D BECAUSE IT AFFECTS MARYKIN

4) HAVE THE BIF EXTEND TO ALL LT BUSINES
AFFECTED BY ROAD CLOSURES.

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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Justine Buchanan

Affiliation (i.e. organization, resident, business):

Address:

11003 El Rancho Dr. La Habra CA 90631

Phone/Cell:

562 704 9134

Email:

JustineBuchanan45@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

Justine Buchanan

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Vance Trejo

Affiliation (i.e. organization, resident, business):

World Oil

Address:

9002 PACE Blvd

Phone/Cell:

(373) 111-1111

Email:

bigcrack@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Vance Trejo

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wsab@metro.net



metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is Kanako Echeverria, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,

 #418

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Karina Menjivar

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

(626) 410-5781

Email:


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Karl Pecero
Affiliation (i.e. organization, resident, business): _____
Address: 12771 Hoyt Circle 92646
Phone/Cell: 714-496-9703
Email: Kmpccro@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

IF you get HSP away I would polar-star the workers, JK don't get rid of HSP

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Project Manager, Metro
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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Karla Poallo

Affiliation (i.e. organization, resident, business):

Address:

1930 W. Ave 51 LA CA 90042

Phone/Cell:

323-286-3612

Email:

varelaKarla86@yahoo

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Karla Poallo

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Katherine Montanez

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

(714) 269-2638

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Katherine Montanez
SIGNATURE

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



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is KATSUNORI KONDO, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Resident of Tokyo Villa in Little Tokyo

 #304

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is KAZUICHI MORI, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Kazuki N. Mori #323
Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name: Kazuko Ono
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm
Address: 1273 W 23RD ST #A San Pedro CA 907
Phone/Cell: 323 - 383 - 8599
Email: kazuko@live.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Kazuko Ono 7/30/17

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



wsab@metro.net



metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is KEIKO SAKAGUCHI, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

#408

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Kenneth Godina

Affiliation (i.e. organization, resident, business):

Address:

19135 Pricetown Ave.

Phone/Cell:

1 323 633 6629

Email:

kennysgodina@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city of Bellflower.

I want the community around hollywood sports park to be safe and sound and not have to worry about not having a lobby or having to loose their homes. There are different ways to get what is desired.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Kenny Castellanos

Affiliation (i.e. organization, resident, business):

Address:

926 e 76th Pl

Phone/Cell:

Email:

~~_____~~

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Kenny Castellanos
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name: Kent Hori
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community
Address: 222 S. Hewitt Street; Los Angeles, CA 90012
Phone/Cell: 424-221-3022
Email: khori19@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes, Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area. Furthermore, we have a Gold Line station, Little Tokyo/Arts District, which services our neighborhood well. Too many train lines in our area is not good for Little Tokyo/Arts District, and an additional line is one too many.
Kent Hori

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Kentrell Collins
Affiliation (i.e. organization, resident, business): business
Address: 9401 La Salle Ave
Phone/Cell: 310-387-0528
Email: Kentrellcollins2016@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X. Collins
Signature

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Kevin Herrera

Affiliation (i.e. organization, resident, business):

member/customer

Address:

4327 1st ave st

Phone/Cell:

(727) 629-6907

Email:

Kevin.julio@hotmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

TO DO COMMENT: WTF! This park is here to stay fucker st

X
Signature *[Handwritten Signature]*

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One Gateway Plaza, M/S 99-22-4
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July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is Kevin HISAMUNE, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,

Kevin Hisamune #441

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Kevin Lewandowski

Affiliation (i.e. organization, resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community

Address:

505 S. San Pedro St #613 LA. CA. 90011

Phone/Cell:

562-528-2593

Email:

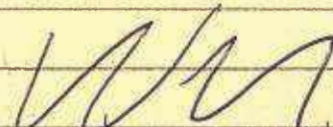
kevinlewandowski247@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed

the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

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Kevin Lewandowski

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Kevin Luna

Affiliation (i.e. organization, resident, business):

Address:

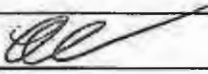
8649 cypress ave south gate

Phone/Cell:

Email:

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

KEVIN MORTIMER

Affiliation (i.e. organization, resident, business):

Address:

118 N. KROEGER ST

Phone/Cell:

714 381 257

Email:

POIARBEAR-54@LIVE.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Khayla Williams

Affiliation (i.e. organization, resident, business):

HOLLYWOOD SPORTS PARK

Address:

10453 ARTESIA BLVD. #218 BELLFLOWER, CA 90706

Phone/Cell:

562)822/3036

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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Handwritten scribbles at the bottom of the page.

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Khoi Nguyen

Affiliation (i.e. organization, resident, business):

Customer

Address:

14611 Sail St

Phone/Cell:

714-383-1892

Email:

KhoiSolidworks@gmail.com

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

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July 27, 2017

RECEIVED AUG 02 2017

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


Dear Fanny Pan,

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Thank you,

 Pm. 432

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

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Thank you,



Rm # 323

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Kimberly Bermudez

Affiliation (i.e. organization, resident, business):

Address:

1101 East 113th St LA CA 90057

Phone/Cell:

(323) 600-7574

Email:

kbermud9121620@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city of Bellflower.

[Handwritten signature]

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is KIMIKO ORIBA, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Kimiko Oriba #308

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is *Kimiko Mae Williams*, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Kimiko Mae Williams #225
Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name: Kira Reiko Burch
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm
Address: _____
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area. Metro trains may be popular and convenient, But intruding on common territory isn't the best idea, considering that some of my family have taken a large part in progressively building up the church. Building -underneath- the church and other Buildings may cause buildings to collapse in a natural disaster occurrence such as landslides, earthquakes, and other Natural situations. I take part in the Japanese American community along with many others.



PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Kolton Ruvalcaba

Affiliation (i.e. organization, resident, business):

Address:

2203 1/2 Torrance Blvd

Phone/Cell:

559-786-2794

Email:

Koltonruv@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

RECEIVED AUG 02 2017

Name: Konami Yao
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm
Address: 429 W. Andrix St. Monterey Park CA 91754
Phone/Cell: 323-726-0716
Email: kty716@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Sincerely,
Konami Yao

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Kristofer Salakh

Affiliation (i.e. organization, resident, business):

Address:

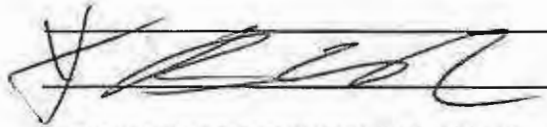
3658 Barham Blvd Apt P219 Los Angeles CA 90068

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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One Gateway Plaza, M/S 99-22-4
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

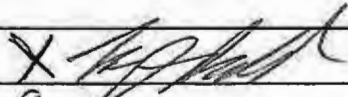
RECEIVED AUG 03 2017

Name: Krystal Rodden
Affiliation (i.e. organization, resident, business): resident
Address: 7035 Santa Irene Circle #41, Buena Park, CA 90620
Phone/Cell: (714) 337-8089
Email: krystalrodden@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Kyle Mond-Hunter

Affiliation (i.e. organization, resident, business):

Address:

2632 Mount Rose Road

Phone/Cell:

Email:

supernova1003@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Lyle Perro

Affiliation (i.e. organization, resident, business):

Address:

18711 Hoyt Circle 92616

Phone/Cell:

714-655-5839

Email:

matthewl@300@lve.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

TO DO COMMENT:

X

Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Kyle Tetsuo Izumihara

Affiliation (i.e. organization, resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Commu

Address:

231 E 3RD ST. APT 525, L.A., CA, 90013

Phone/Cell:

(213) 503-0195

Email:

kyleizumi@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Kyle Izumihara

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Londan Gray

Affiliation (i.e. organization, resident, business): _____

Address: 12026 Wilshire Blvd.

Phone/Cell: 503 937 9670

Email: Flowers4Londan@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Londan

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One Gateway Plaza, M/S 99-22-4
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Laura Cota
Affiliation (i.e. organization, resident, business): 1302 Walnut Ave Apt 302
Address: Justin CA 92780
Phone/Cell: 700 879 8220
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name: Laura Velazquez
Affiliation (i.e. organization, resident, business): Local Employee
Address: 6753 Gannota Ave Long Beach CA 90805
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a Bellflower Resident, I am concerned about the proposed light rail system traveling through our town at street level for several reasons. They include the safety of pedestrians, bicycles and vehicles as they interact with a system that travels at ground level. Also, why stop the traffic on the streets as many as 24 times an hour so that the light rail system can go by? Think of the pollution caused by all of the stopped vehicles. It makes more sense to design the system so that the various modes of transportation do not interact and all of them can move on their way at the same time. The constant horn noise from the train.

I also expect that you will preserve the city's new bike and pedestrian paths. These would provide good, healthy access to our local train station.

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Lauren Duarte

Affiliation (i.e. organization, resident, business):

Address:

2430 W - Greenleaf Ave. Anaheim 928

Phone/Cell:

714-875-0068

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of BELLFLOWER. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of BELLFLOWER.

[Handwritten signature]

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



Fanny Pan
Project Manager, Metro
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

LAWRENCE SINGSON

Affiliation (i.e. organization, resident, business):

Address:

10640 COLIMAR APT 113

Phone/Cell:

(562) 777-9219

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
Signature

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Fanny Pan
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Lawrence Trigueros
Affiliation (i.e. organization, resident, business): Hollywood Sports Park
Address: 303 E 6th Long Beach CA 90805
Phone/Cell: 562-294-8825
Email: trigueroslawrence@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in
the city of Bellflower.



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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 08 2017

Comment Sheet

Name:

Lazar Salguero

Affiliation (i.e. organization, resident, business):

POWERS

Address:

13505 Ramsey Dr. La Merada CA 90638

Phone/Cell:

914 920 3291

Email:

lasmelida@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in
the city OF Bellflower.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Leo Paschian
Affiliation (i.e. organization, resident, business):
Address: 310 E Elmwood
Phone/Cell: 818-288-7030
Email: leo.paschian@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Leonard Castorena

Affiliation (i.e. organization, resident, business):

Address:

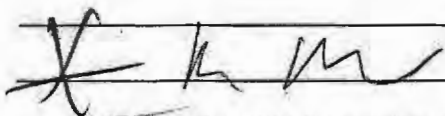
Phone/Cell:

Email:

1646 Laguna Ave Wilmington CA
(310) 518-5942

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Leonel Melgar

Affiliation (i.e. organization, resident, business):

Member

Address:

9053 Willis Ave Panorama City

Phone/Cell:

310-694-1210

Email:

Leon151@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

~~X~~
Signature

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Levell Davis

Affiliation (i.e. organization, resident, business):

Address:

2243 S. Redondo Blvd

Phone/Cell:

310 719-5922

Email:

L.DAVIS.JR423@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

XPRJ
SIGNATURE

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



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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

Email:

Liliana Alvarez
12998 Fiorwood Overharrow Ca 90250 CA

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Liliana Alvarez

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Project Manager, Metro
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Lisa Barish
Affiliation (i.e. organization, resident, business):
Address: 4144 Jackson Ave Culver City CA 90232
Phone/Cell: 310 951 2980
Email: barish-family@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the
train tracks!

My community needs to be safe, and our children
could be hurt if a train is not elevated. The traffic
will always be backed up with trains passing every
15 minutes!

Please help our community by building elevated train tracks

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Lisa Ferinac

Affiliation (i.e. organization, resident, business):

Address:

1439 e everett Pl

Phone/Cell:

Orange Ca 928167

Email:

binggeli19@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

led

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Livia Orlay

Affiliation (i.e. organization, resident, business):

Address:

6876 Los Verdes Dr #6 RPV CA 90275

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Orlay
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Lorceluna Crump

Affiliation (i.e. organization, resident, business):

Savoy - owner of condo

Address:

100 S. Alameda St. Unit 406, 90012

Phone/Cell:

310.403.9748

Email:

lorceluna@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am opposed to the Metro Santa Ana light rail going down Alameda St. As a unit owner, this light rail would disrupt the beauty and community at Savoy. Please build the light rail down Vignes or another alternate route.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name:

Louis Cerant

Affiliation (i.e. organization, resident, business):

HOLLYWOOD SPORTS

Address:

1760 E 107th Street

Phone/Cell:

310-430-2035

Email:

louis.cerantjr@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in
the city OF Bellflower.

[Handwritten signature]

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 08 2017

Comment Sheet

Name: Louis Tomeo Jr.
Affiliation (i.e. organization, resident, business): Nickerson, Amazon Prime
Address: 3360 Heirloom Rose Place
Phone/Cell: 407-280-8657
Email: louis_tomeo_legit@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

People enjoy this place. Veterans and adults only

have this place to practice. Don't take that

away. Think about that. Congrats, you played yourself

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Lucas Estagian

Affiliation (i.e. organization, resident, business):

Address:

534 Danmere Way Los Angeles CA

Phone/Cell:

310-889-8253

Email:

lucas.estagian@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Luis Carranza
Affiliation (i.e. organization, resident, business):
Address: 1713 north rose ave Compton CA 90221
Phone/Cell:
Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:
[Empty lines for additional comments]

X Luis Carranza
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Luis Cortes

Affiliation (i.e. organization, resident, business):

Address:

1132 S. Cambridge St. Anaheim CA

Phone/Cell:

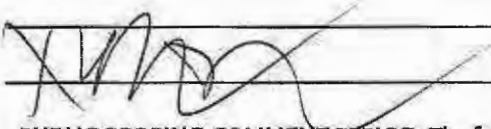
(714) 874 6244

Email:

ybcortesmusic@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Belflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Belflower.


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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Luis Mora

Affiliation (i.e. organization, resident, business):

customer

Address:

12700 Elliott Ave #514 El Monte CA 91732

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

M. CAMPDELL

Affiliation (i.e. organization,
resident, business):

Address:

116616 WOODRUFF APT #4

Phone/Cell:

323-347-9987

Email:

SEANCAMMERR@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Mabini Permejo

Affiliation (i.e. organization, resident, business):

41 S. Gramercy St. LA, Ca

Address:

Phone/Cell:

Email:

424 521 5480

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name: Magdalen Suzuki 7-9-17

Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm

Address: 114 Park Ave; South Pasadena, CA 91033

Phone/Cell: _____

Email: _____


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed ^{to} the Alameda Vignes route. This route is proposed to go underground directly under/next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.


I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes, Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.


I am particularly concerned because you will be constructing in an area which contains buildings of unreinforced concrete: are you guaranteeing that our structures will remain safe for usage by our community? Furthermore while you do your construction, will u

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meeting buildings. Our church is ^{the only Catholic center that caters to the Japanese and Japanese American Catholics in Los Angeles, and}

 [Fanny Pan](mailto:Fanny.Pan@metro.net)
Project Manager, Metro
1000 Wilshire Plaza, M/S 99-22-4
Los Angeles, CA 90017

 wsab@metro.net

 [metro.net/wsab](https://www.metro.net/wsab)

M **Historically** helped our community to survive the internment period and welcomed our re-entry into the area's public life.

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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is Maki Kaneko, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Manuel Aguilar Rodriguez

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

Email:

626 607 6494

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Mara Burroughs

Affiliation (i.e. organization, resident, business):

USA BMX member

Address:

14000 Van Buren

Phone/Cell:

(714) 797-7384

Email:

mara-burroughs@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

marcella Landeroo

Affiliation (i.e. organization, resident, business):

Address:

15221 Prichard St. La Puente CA 91744

Phone/Cell:

626 606 7500

Email:

landeros.marcella@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in
the city OF Bellflower.

Marcella Landeroo

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

X Name: Maria Pacheco

Affiliation (i.e. organization, resident, business): Hollywood Sports

X Address: 8112 Ramona St, Bellflower, CA 90706

X Phone/Cell: (310) 404-4230

X Email: maria.pacheco28@icloud.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Maria Pacheco
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Maria T. Bandoles

Affiliation (i.e. organization, resident, business):

Hollywood Sports Park

Address:

Phone/Cell:

Email:

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 07 2017

Name: Mariko Koda (MARIKO KODA)
Affiliation (i.e. organization, resident, business): Senior Resident
Address: 231 E 3~~rd~~ ST. LA CA 90013
Phone/Cell: _____
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I would like to see an underground option and closer to ARTS DISTRICT instead of an above ground in Little Tokyo. We have had over 3 years of construction in the neighborhood and don't want more.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Marina Sanchez

Affiliation (i.e. organization, resident, business):

HOLLYWOOD SPORTS

Address:

14118 BELLFLOWER BLVD. APT. H

Phone/Cell:

(562) 291-4424

Email:

marina0597@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

Marina Sanchez

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Maria Gonzalez

Affiliation (i.e. organization, resident, business):

Address:

912 E Hyde Park Blvd #2 Inglewood CA 90302

Phone/Cell:

(323) 621-8082

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: MARK Binder

Affiliation (i.e. organization, resident, business): _____

Address: 227 W Palm Ave, Apt. 5

Phone/Cell: _____

Email: _____

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT: _____

X Mark Binder
Signature

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Mark McAnaney

Affiliation (i.e. organization, resident, business):

Address:

3738 Moore St Los Angeles, CA

Phone/Cell:

Email:

mmc@ananey15@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

MARK NUNLEY

Affiliation (i.e. organization, resident, business):

Bike Track

Address:

23215 Magnolia Ave. Ontario, CA,

Phone/Cell:

(909) 292-5492

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safer, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Mark Ruiz

Affiliation (i.e. organization, resident, business):

Address:

421 Rose Place Long Beach CA 90802

Phone/Cell:

(562) 502-0455

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Mark Ruiz
Signature

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project
Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Masako Fujiya

Affiliation (i.e. organization,
resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Commu

Address:

910 W SHORR ST #G ALHAMBRA CA 9180

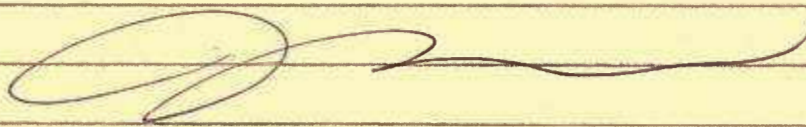
Phone/Cell:

626 905 9280

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.



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Los Angeles, CA 90012



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July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is MASAKO HAMAGUCHI, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Masako Hamaguchi # 203

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Matt Deltler

Affiliation (i.e. organization, resident, business):

Address:

5108 Aubrey Ave. Lakewood CA 90712

Phone/Cell:

562 685 1855

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
Signature

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Matt Geiger

Affiliation (i.e. organization, resident, business):

Address:

19301 Archfield Lane

Phone/Cell:

714-745-2898

Email:

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Matt Geiger

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: MATT HAWIT

Affiliation (i.e. organization, resident, business): RESIDENT

Address: 4412 SHADEWAY ROAD LKWD 910713

Phone/Cell: 714 943 6132

Email: ISSUES4211@GMAIL.COM

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I am in support of GRADE SEPARATION of the train tracks!


My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!


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[Handwritten signature]

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Project Manager, Metro
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Los Angeles, CA 90012

 wsab@metro.net

 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Matthew Herrera

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

4802 Fidler Ave.

Phone/Cell:

562-706-2655

Email:

matherrera1233@aol.com

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I am demanding grade separation in the city of Bellflower.

Matthew Herrera

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Matthew Lebovich

Affiliation (i.e. organization, resident, business):

20133 Halsted St

Address:

HEATHS WORTH CA 91311

Phone/Cell:

323 849 2333

Email:

mattlich28@gmail.com

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ADD COMMENT:

X
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Matthew Loy

Affiliation (i.e. organization, resident, business):

Address:

16707 Shenandoah ave

Phone/Call:

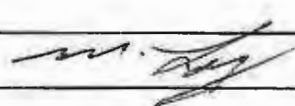
(562) 991-3494

Email:

mloy892@gmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Matthew Savage

Affiliation (i.e. organization, resident, business):

Resident

Address:

7035 Santa Rosa Circle Buena Park ca

Phone/Cell:

714 3877263

Email:

M.savage12@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Maverick Knight

Affiliation (i.e. organization, resident, business):

Member

Address:

916 Huntington St.

Phone/Call:

714 8561604

Email:

hbhorkeydunnie97@me.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can freely throughout the city of Bellflower.

Empty lined area for additional comments.

Handwritten signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Michael Bank

Affiliation (i.e. organization, resident, business):

Address:

822 N Orange Dr. LA, CA 90038

Phone/Cell:

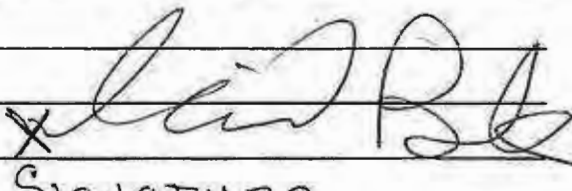
323-274-6883

Email:

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ADD COMMENT


SIGNATURE

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Michael Champion

Affiliation (i.e. organization, resident, business):

Address:

5031 West Park Dr

Phone/Cell:

407 575 1825

Email:

michaelcampion02@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Michael Gallegos

Affiliation (i.e. organization, resident, business):

Hollywood Sports Bar Employee

Address:

8408 Armington Ave, Pico Rivera CA, 90660

Phone/Cell:

(562) 832-2513

Email:

gallegos.michaels@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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X [Signature]

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

M

MICHAEL GUERRERO

Affiliation (i.e. organization, resident, business):

~~MB Organization~~ MB Organization

Address:

222 S. PROMISOR ST. ANAHEIM, CA 92804

Phone/Cell:

714 782-7744

Email:

michaelguerrero20@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

TO DO COMMENT:

Michael Guerrero
SIGNATURE

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RECEIVED AUG 03 2017

Comment Sheet

Name:

MICHAEL MASABINGA

Affiliation (i.e. organization, resident, business):

Address:

1445 W. 152 St.

Phone/Cell:

310-292-7312

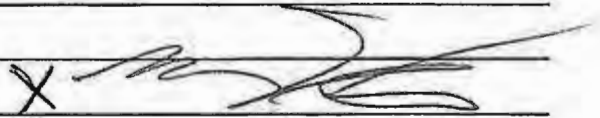
Email:

MASABINGA@YAHOO.COM

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ADD COMMENT:

X 
Signature

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RECEIVED AUG 03 2017

Comment Sheet

Name:

Michael McElroy

Affiliation (i.e. organization, resident, business):

BMX rider

Address:

10419 Slater Ave F.V.

Phone/Cell:

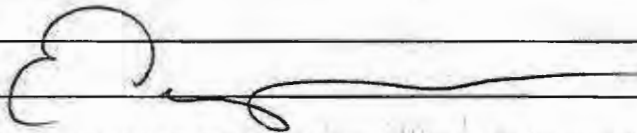
714 767-7795

Email:

mike.mcelroy22@yahoo

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Public Scoping

Comment Sheet

RECEIVED AUG. 03 2017

Name:

Michael Moreno

Affiliation (i.e. organization, resident, business):

Address:

1010 N. Daisy Ave.

Phone/Cell:

(714) 824-2636

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X Michael Moreno
Signature

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Comment Sheet

RECEIVED AUG 03 2017

Name:

MICHAEL TURNER

Affiliation (i.e. organization, resident, business):

HOLLYWOOD SPORTS PARK

Address:

6102 FIDLER AVE LAKEWOOD 90712

Phone/Cell:

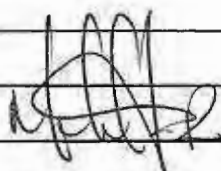
562 290 3942

Email:

N/A

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RECEIVED AUG 03 2017

Comment Sheet

Name:

Michael Wilson

Affiliation (i.e. organization, resident, business):

Hollywood Spent

Address:

1228 W 95th St

Phone/Cell:

(323) 213-5025

Email:

Mike Wilson Jr @ Yahoo.com

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Michelle Williams
Affiliation (i.e. organization, resident, business): Bellflower BMX
Address: 12334 Kayak St
Phone/Cell: Eastvale, CA 91752
Email: 909-957-8680 michellestring@hotmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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RECEIVED AUG 03 2017

Comment Sheet

Name:

Miguel Cardenas

Affiliation (i.e. organization, resident, business):

Address:

2428 Flintwood Drive

Phone/Cell:

951 232 2993


Email:

miguelb@comcast


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ADD COMMENT:

X 
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net
 metro.net/wsab



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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Miguel Lopez

Affiliation (i.e. organization, resident, business):

Customer

Address:

5727 W 74th St.

Phone/Cell:

(310) 944-8498

Email:

miguel.lopez957@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Miguel Lopez
Signature

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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Miguel Lugo

Affiliation (i.e. organization, resident, business):

Address:

15008 Beckler St La Puente CA 91744

Phone/Cell:

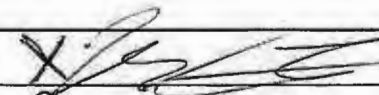
626 917 7856

Email:

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ADD COMMENT:


SIGNATURE

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Miguel Ojeda

Affiliation (i.e. organization, resident, business):

2243 Avenida Long Beach

Address:

Phone/Cell:

562-706-6695

Email:

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Mikayla Vaughan

Affiliation (i.e. organization, resident, business):

/

Address:

10272 Delano Drive Cypress CA

Phone/Cell:

(657) 255-1322

Email:

mitaylaVaughann@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Mikayla Vaughan
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

MIKE HERRERA

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

251 2408457

Email:


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ADD COMMENT:

X MH
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Mike Holmes

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

3190 Cedar Ave.

Phone/Cell:

(562) 544-6713

Email:

mholmes562@gmail.com

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X *Mike Holmes*

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Mike Litavus

Affiliation (i.e. organization, resident, business):

Customer

Address:

5911 1/2 wacker st

Phone/Cell:

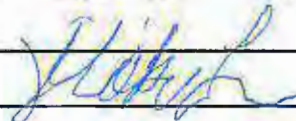
813 581 0952

Email:

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ADD COMMENT:

X 
Signature

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Mike Moore

Affiliation (i.e. organization, resident, business):

Address:

3018 Spruce Place Fullerton CA 928

Phone/Cell:

714-469-4148

Email:

Scotrscotty@Tolero.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF BELLFLOWER.

[Handwritten signature]

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Mike Vaughn

Affiliation (i.e. organization, resident, business):

10272 Delano DR

Address:

Cypress CA 90630

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Mina Saldívar

Affiliation (i.e. organization, resident, business):

Address:

10302 Trabuco St. Balaclava, CA 90706

Phone/Cell:

(562) 566-2917

Email:

saldivarqui@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name: MIRIAM NAGASHIMA
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Commu
Address: 4046 COLLIS AVE. LOS ANGELES, CA 90032
Phone/Cell: 323-633-0332
Email: miriamnagashima@earthlink.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Miriam Nagashima
7/29/17

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Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Miniam R. Mercado

Affiliation (i.e. organization, resident, business):

Address:

1210 W. Bennett St.

Phone/Cell:

(424) 266-1282

Email:

jellmaria214@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

I would really appreciate not loosing a fun place to play at and I dont want any residents to be in blanger of loosing their homes. I want everyone to stay happy here.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Mirna Ortiz

Affiliation (i.e. organization, resident, business):

Resident

Address:

9510 Wilmington Ave (A) CA 90002

Phone/Cell:

323 382-2040

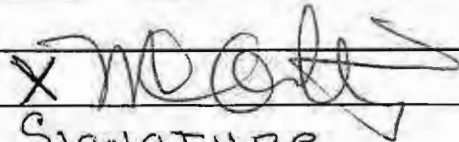
Email:

chawerylove@rocketmail.com

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Mishell Guevara

Affiliation (i.e. organization, resident, business):

Address:

1222 e. 53rd St. Long Beach Ca. 9080

Phone/Cell:

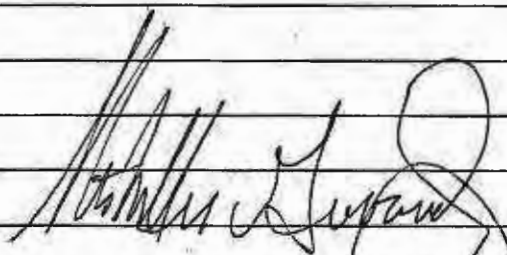
(562) 423-2373

Email:

MT1572@aol.com

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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is Mohamed Saleem, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Moises Lopez

Affiliation (i.e. organization, resident, business):

Address:

14146 Los Angeles St. Baldwin Park CA 91706

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X M Lopez
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Moses Behran

Affiliation (i.e. organization,
resident, business):

organization

Address:

5804 2nd Ave
(323) 830-8525

Phone/Cell:

Email:

Mosesb387@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

X Moses Behran

Signature

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Mothers of East Los Angeles

3122 East 3rd Street

Los Angeles California 90063

RECEIVED AUG 01 2017

Metro One Gateway Plaza

M/S 99-22-4

Los Angeles, CA 90012

Re: West Santa Ana Branch Transit Corridor

I write this letter on behalf of the Mothers of East Los Angeles. Since our beginning over the struggle of the citing of a State Prison in East LA in the 1980's we have been concerned about the environment and its impact on the eastside.

We would like to add our voice to the proposed Santa Ana Corridor. Our one concern is that the portion of Boyle Heights that is encompassing the proposed Sears development and the emerging Wyvernwood development in excess of 4,000 units be adequately served. This seems like a very good time to connect the line with possible users at the intersection of Soto Street and Olympic.

All the best,

Terri Marquez

Teresa Marquez, President

Mothers of East Los Angeles

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

MR & MRS. TAMAGAWA

Affiliation (i.e. organization,
resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm

Address:

573 S. BOYLE AVE L.A., CA 90033

Phone/Cell:

(323) 261-7626 H

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Takeshi Yasuda

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Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name: MR & MRS. TAKESHI YASUDA
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm
Address: 880 PERRY AVE MONTEBELLO, CA 9064
Phone/Cell: (323) ~~721~~ - 273 721 - 5100
Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Takeshi Yamaguchi

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Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Mycah Mitchell

Affiliation (i.e. organization, resident, business):

Address:

126 S. Mopango Ave.

Phone/Cell:

1(313) 992-4330

Email:

~~mmitchell@~~ mmitchell090799@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X^m-Mitchell
Signature

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Myrin Mejia

Affiliation (i.e. organization, resident, business):

Address:

1227 S Central Ave #211

Phone/Cell:

Glendale CA 91204 323 237 2266

Email:

mejia.myrin@gmail.com

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Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Nancy Leon

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

(714) 678-7726

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower

ADD COMMENT:

X Nancy Leon
Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is Nao Marukawa, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

#230

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Natalie Solano

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

690 South 5th St MTD CA 90640

Phone/Cell:

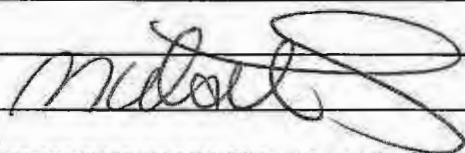
(323) 336-2456

Email:

NatalieSol144@gmail.com

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I am demanding grade separation in the city of Bellflower.



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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Nataly Nunez

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

12615 Elmcrest Ave

Phone/Cell:

(572) 964-8761

Email:

nuneznataly96@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

[Handwritten signature] 7/22/17

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Klaci n, Nicholas

Affiliation (i.e. organization, resident, business):

Address:

26707 Eastvale

Phone/Cell:

924-2631885

Email:

Nick.klaci n674@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city of Bellflower. If this place says people would lose their jobs and people enjoy coming here

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July 27, 2017

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

RECEIVED AUG 02 2017

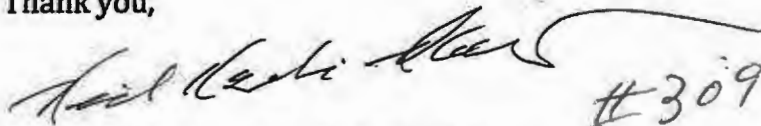
Dear Fanny Pan,

My name is NICK KAZUKI NAKANO, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,



#309

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: Nick Marquez
Affiliation (i.e. organization, resident, business): ~~resident~~ private
Address: 3360 E. 64th Street
Phone/Cell: (562) 334-0788
Email: marquezrob343@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

X Nick Marquez

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Lladymy NICO PEVEZ

Affiliation (i.e. organization, resident, business):

Hollywood Sports Park

Address:

6228 NVE SE Commerce CA 90040

Phone/Cell:

962-334-8020

Email:

chatmexicanguyynico@hotmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

[Handwritten signature]

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping • RECEIVED AUG 03 2017

Comment Sheet


Name: Nicolas E Danna III
Affiliation (i.e. organization, resident, business): Employee at Hollywood Sports Park
Address: 13516 Carfax Ave. Bellflower CA.
Phone/Cell: 902 229 8801
Email: dannanicolai50@gmail.com



Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

[Handwritten signature]

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Los Angeles, CA 90012

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

NICOLE MENDIBLES

Affiliation (i.e. organization, resident, business):

HOLLYWOOD SPORTS

Address:

5601 GARDENDALES

Phone/Cell:

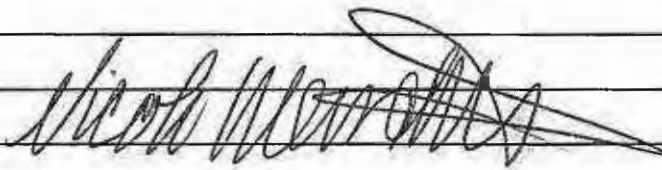
562-712-9757

Email:

MENDIBLES.713@GMAIL.COM

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I am demanding grade seperation in the city OF Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Nicole Mendez

Affiliation (i.e. organization,
resident, business):

Address:

736 Keenan St. Montebello, CA 90640

Phone/Cell:

(323) 989-9940

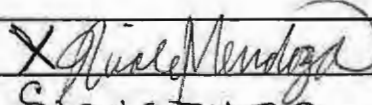
Email:

nm.nicolemendez01@gmail.com

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ADD COMMENT:


Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name: NICOLE R. (SUZUKI) BURCH
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm
Address: 308 S. ALBERTSON AVE. COVINA CA 91722
Phone/Cell: _____
Email: NSUZUKI3BURCH3@GMAIL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

AS JAPANESE AMERICANS MY GRANDPARENTS WERE SOME OF THE FIRST PEOPLE TO START THIS CHURCH. IT REPRESENTS MANY THINGS IN MY LIFE, A TIME LINE OF SORTS. MANY FAMILY IMPORTANT EVENTS HAPPEND AT THIS CHURCH. MANY THINGS I CAN NOW SHARE! PASS DOWN TO MY CHILDREN. THIS CHURCH SERVES AS A GREAT FOUNDATION IN MY FAMILY... IN MY LIFE.

Nicole Burch

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: NIKO LE

Affiliation (i.e. organization, resident, business): _____

Address: 1295 COOPER ST

Phone/Cell: 714 864 1427

Email: GREYHUNTER@GMAIL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Abraham Coric

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

2806 Tel Aviv Blvd Lakewood

Phone/Cell:

562-941-6648

Email:

AbrahamCoric@gmail.com

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I am demanding grade separation in the city of Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Noah de Guzman

Affiliation (i.e. organization,
resident, business):

Address:

4030 Somerset Blvd, Bellflower, CA 90706

Phone/Cell:

714 855 8653

Email:

Noah2713@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the
train tracks!

My community needs to be safe, and our children
could be hurt if a train is not elevated. The traffic
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You're not wanted here

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Ocean Howard

Affiliation (i.e. organization, resident, business):

Player

Address:

29413 Plymouth Road, Castaic CA

Phone/Cell:

=

Email:

=

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Octavio Rodriguez

Affiliation (i.e. organization,
resident, business):

Address:

10302 Trabuco St. Bldg/Flower Ca 90706

Phone/Cell:

(562) 455-9865

Email:

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train tracks!

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ORSA

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Octavio Montes Gonzalez

Affiliation (i.e. organization, resident, business):

HSP

Address:

726 N. Dillon St

Phone/Cell:

(818)693-4193

Email:

montes18gonzalez@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

x Octavio Montes Gonzalez

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Odette G. Muniz

Affiliation (i.e. organization, resident, business):

Address:

518 N Rose Ave Compton 90221

Phone/Cell:

323 916 3621

Email:

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[Handwritten signature]

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Omar Solorzano

Affiliation (i.e. organization, resident, business):

Address:

1250 S. Euclid St Apt #5210

Phone/Cell:

Email:

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Omar Solorzano

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name:

Occur Funez

Affiliation (i.e. organization, resident, business):

Address:

2131 N Juan Bernardino Rd

Phone/Cell:

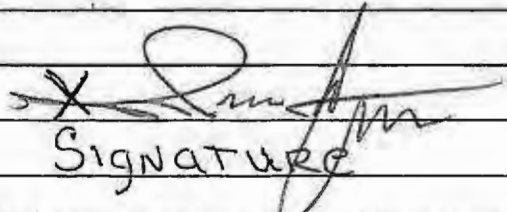
(626) 804-4175

Email:

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TO DO COMMENT:


Signature

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Otto Bmorgls

Affiliation (i.e. organization, resident, business):

Meister Works USA BMX member

Address:

4676 San Bruno Dr

Phone/Cell:

(415) 797-7384

Email:

webmeister@gmail.com

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RECEIVED AUG 03 2017

Comment Sheet

Name:

OTRO Rodriguez -

Affiliation (i.e. organization, resident, business):

6639 E base ave Commerce CA 90040

Address:

Phone/Cell:

(714) 323-8975

Email:

leonelr44@hotmail.com

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ADD COMMENT:

XO [Signature] SIGNATURE

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Project Manager, Metro
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metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Pablo Perez

Affiliation (i.e. organization, resident, business):

Address: 7812 Florence St Lamont, CA

Phone/Cell: (562) 348-9928

Email: hubcitycompton52@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Pablo Perez

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Pablo Suarez

Affiliation (i.e. organization, resident, business):

Address:

121 W 15 St

Phone/Cell:

(562) 218-5316

Email:

PabloSR2X@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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



wsab@metro.net



metro.net/wsab



Metro

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X Pablo Suarez



RECEIVED JUL 25 2017

Eddie Marquez
Director, Government, Public, and Community Affairs
14700 Downey Avenue
Paramount, CA 90723

July 1, 2017

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

Re: West Santa Ana Branch Transit Corridor Rail Project

Dear Ms. Pan:

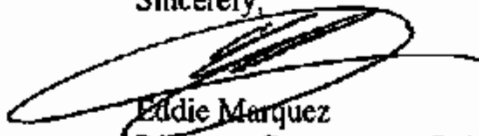
On behalf of Paramount Petroleum Corporation ("Company"), and in response to the Los Angeles County Metropolitan Transportation Authority's ("MTA") invitation for comments regarding environmental scoping for the Project, Company is providing the MTA with its comments concerning the Project, and in particular, as it relates to Company's ongoing business operations.

The Company owns and operates a refinery located at 14700 Downey Avenue, Paramount, CA 90723 ("Refinery") which is currently producing renewable jet fuel and diesel. Raw materials are received at the Refinery almost daily by way of a section of heavy rail track service located at refinery and are a critical component to Refinery's operations. Refinery has utilized heavy rail as part of its operations for over 75 years. MTA has announced plans to implement a light rail service connecting downtown Los Angeles to areas of South East Los Angeles known as the West Santa Ana Branch Transit Corridor Rail Project (the "Project").

Upon review of the Project plans, it appears that sections of the new light rail track and associated easements would run alongside sections of heavy rail located behind the Refinery. Given that Company consists of residents and stewards of this great city, naturally, we are excited about the Project and what this service will do for the residents and business operators located in the area. That said, Company respectfully expresses some concern over the status of the heavy rail service currently in use and how the Project could impact such use at the Refinery. In the event Refinery was unable to receive feedstock materials currently being received over the heavy rail service at Track Nos. 717; 718; 719; 721; 722; 723, at or near Crutcher, Los Angeles County, CA (Circ 7: AS014, Yard 55, Mile Post: 12.12, Paramount Ind Ld Subdivision), it would undoubtedly have a devastating impact on operations, and would likely result in Company's inability to operate the Refinery.

During preliminary public statements by a representative of the MTA, it was stated "Heavy rail and light rail can coexist." This statement by the MTA gives comfort that the MTA has and is giving thought to these issues, and given the risks, Company looks forward to receiving additional information throughout the process. The MTA's consideration of Company's comments concerning the Project is greatly appreciated. If you have any questions regarding the contents of this letter, please do not hesitate to contact me at 562-531-2829.

Sincerely,

A handwritten signature in black ink, appearing to read "Eddie Marquez", is written over a circular stamp or seal. The signature is fluid and cursive.

Eddie Marquez
Director, Government, Public, and Community Affairs
Paramount Petroleum

cc: James Ranspot
Delek US, formerly Alon USA Energy, Inc.

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Patricia Gorman

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

3637 Norton Ave Lynwood CA, 90262

Phone/Cell:

(310) 850-1186

Email:

PatriciaGorman909@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

[Handwritten signature]

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Patrick Darby

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

1113 Califa St N Hollywood CA 91601

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

Patrick Darby

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Paul Bunyan

Affiliation (i.e. organization, resident, business):

resident

Address:

N/A

Phone/Cell:

N/A


Email:

Paul149@yahoo.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
Signature

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name:

Paul Gutierrez

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

714 830 9762

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT

X Paul Gutierrez
SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

PAUL ISHII

Affiliation (i.e. organization, resident, business):

ST FRANCIS XAVIER CHURCH

Address:

2451 FRANCES AVE LA CRESCENTA, CA 91214

Phone/Cell:

818 632-2408

Email:

paulishii@sbcglobal.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

OPTION D: ALAMEDA-VIENES TUNNEL IS NOT PRACTICAL. IT CUTS THRU THE CENTRAL AREA OF ARTS DISTRICT. THERE ARE 100 yr buildings, residential Apts, AND SMALL BUSINESSES WHO WILL BE AFFECTED BY INCREASED POLLUTION, NOISE + CONGESTION

STAY WITH THE OPTION A ALAMEDA 2 to 4th st. connection.

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Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED JUL 03 2017

Name:

Paul Martinez

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

9070 Florence ave. #18

Phone/Cell:

(562) 965-8534

Email:

Paul-echo33@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

Paul Martinez

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

PAUL REXEISEN

Affiliation (i.e. organization, resident, business):

Address:

10538 SEMORA STREET

Phone/Cell:

BELLFLOWER, CA 90706

Email:

562-484-4309

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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[Handwritten signature]

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Ms Pauline C. Takahashi

Affiliation (i.e. organization, resident, business):

1704 Bridge Street
St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm

Address:

1704 Bridge Street Los Angeles, Calif 90033

Phone/Cell:

323-221-6921

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Pauline Takahashi

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Pedro Galindo

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

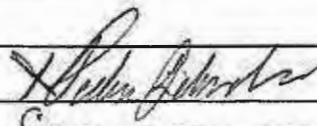
362 507 5072

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT


SIGNATURE

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

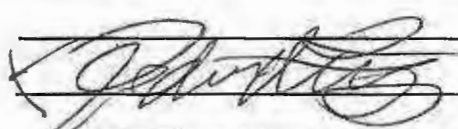
RECEIVED AUG 03 2017

Comment Sheet

Name: Pedro Martinez
Affiliation (i.e. organization, resident, business): _____
Address: 518 N ROSE Ave Compton Ca
Phone/Cell: (323) 916 3649
Email: PMartinez100@student.hbvhsd.edu

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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Project Manager, Metro
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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 15 2017

Name:

Peter Berkman

Affiliation (i.e. organization, resident, business):

St. Francis Xavier Church/Japanese Catholic Center/neighborhood school

Address:

Little Tokyo community

Phone/Cell:

914-993-7100

Email:

Peter.Berkman@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

In order to properly connect downtown Los Angeles to the rest of LA County, you must consider the connection to the people living there, and their history. The Japanese Catholic community that had begun before the American Internment camps of Japanese citizens in World War II, grew into the church of St. Francis Xavier — one of very few ~~of~~ Catholic churches in the United States to offer Mass in the Japanese language.

The proposed train route of Alameda-Vignes is ~~is~~ situated to transform this traditional community by running underneath the church as well as other old, historic buildings in Little Tokyo which remain unreinforced structures.

I also must oppose the routes — Alameda, Pacific/Alameda, Pacific/Vignes, & Alameda/Vignes on the grounds that they would divide Little Tokyo from historical Little Tokyo, and from its people & their history: a uniquely American history worth preservation.

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One Gateway Plaza, M/S 99-22-4
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metro.net/wsab



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Place
Stamp
Here

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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 01 2017

Name:

Peter Choi

Affiliation (i.e. organization, resident, business):

Resident

Address:

100 S Alameda St. #377

Phone/Cell:

(213) 624-6181

Email:

pchoi74@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

We've had too much construction with our Metro Regional connector project for 5 years, I do not want another project to congest my neighborhood

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



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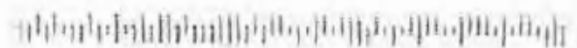
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NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



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



July 27, 2017

RECEIVED AUG 02 2017

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


Dear Fanny Pan,

My name is PETER CHUNG, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you.

 411
Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 08 2017

Name: PHALLA AING
Affiliation (i.e. organization, resident, business): resident
Address: 853 W cedar st Bellflower CA. 90706
Phone/Cell: 714 883-9365
Email: phalla12@yahoo.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city OF Bellflower. To keep pedestrians safe and free OF harm and hazardous areas. I am also requesting the MTG Tracks to be elevated so traffic can flow freely throughout the city OF Bellflower.

ADD COMMENT:

_____ X phalla
Signature

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Philippe Aguerre

Affiliation (i.e. organization, resident, business):

Address:

Phone/Call:

(909) 945-7989

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Philippe Aguerre
SIGNATURE

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Project Manager, Metro
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Los Angeles, CA 90012



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Rachel Chambers

Affiliation (i.e. organization, resident, business):

Customer

Address:

1390 W. 15th St. Upland, CA 91786

Phone/Cell:

909-294-4146

Email:

rchambers09@qu.edu

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

[Handwritten signature]

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Rafael Aguirre

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

424-488-4238

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:

XRA
SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Rafael GARCIA

Affiliation (i.e. organization, resident, business):

Address:

12611 Artesia Blvd #433, Cerritos, CA 90703

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in
the city of Bellflower.

Rafael Garcia

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Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Ruth Crousbugan

Affiliation (i.e. organization, resident, business):

Address:

10265 DEBILLO ST

Phone/Cell:

BELLFLOWER CA 90706

Email:

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

PLS I GET A DISCOUNT FOR MY SIGNATURE !!

X [Signature] Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Remi B. Nozari

Affiliation (i.e. organization, resident, business): Customer

Address: 1153 Alameda Ave Grobe CA

Phone/Cell: _____

Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

RANDY CHEW

Affiliation (i.e. organization, resident, business):

Address:

12575 BROOKLAKE ST

Phone/Cell:

LA CA 90066

Email:

(310) 991-6090 CHEWONTHIS5@GMAIL

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

RAQUEL MOLINAR

Affiliation (i.e. organization, resident, business):

Address:

6867 Leland St, Riverside Ca 92506

Phone/Cell:

310-324-2450

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Belflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Belflower.

Raquel Molinar

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: RAUL ORTEGA
Affiliation (i.e. organization, resident, business):
Address:
Phone/Cell: 628 3291192
Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:
[Handwritten signature]
SIGNATURE

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

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metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Paul Torres

Affiliation (i.e. organization,
resident, business):

Address:

705 S Maple Ave, APT. B Montebello, CA 90640

Phone/Cell:

(323) 236-1889

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Randell Pounds
Affiliation (i.e. organization, resident, business): Hollywood Sparks
Address: 11110 VAN BUREN / 9030 HAYWARD AVE
Phone/Cell: 562 454-4607
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

Randell Pounds

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Raymond Dominguez

Affiliation (i.e. organization, resident, business):

Address:

2210 Civic Center Plaza Santa Ana CA 92703

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of BELLFLOWER. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of BELLFLOWER.

ADD COMMENT:

[Handwritten Signature] Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

RENDELL DARIO

Affiliation (i.e. organization, resident, business):

Address:

408 SUE TREE, IRVINE, CA 92605

Phone/Cell:

(949) 679-0036


Email:

rendell.dario@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of BELLFLOWER. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of BELLFLOWER.

ADD COMMENTS

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: Rene Castellanos

Affiliation (i.e. organization, resident, business): _____

Address: 876 E 76th Pl Los Angeles, CA

Phone/Cell: (323) 681-9067

Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.


I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.


ADD COMMENT:


X Rene Castellanos

SIGNATURE

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

 wsab@metro.net

 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Rene Zepeda

Affiliation (i.e. organization, resident, business):

14103 Donaldale St.

Address:

La Puente CA 91746

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature] SIGNATURE

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Los Angeles, CA 90012



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is RENKO NABEWARI and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Renko Nabewari #140

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Reynaldo Arevalo

Affiliation (i.e. organization, resident, business):

Address:

5525 W York Blvd CA LA 90042

Phone/Cell:

(323) 345-3915

Email:

reynaldoarevalo57@outlook.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Reynaldo Arevalo
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Ricardo Espinoza

Affiliation (i.e. organization, resident, business):

Address:

1215 E 84th St Los Angeles CA 90007

Phone/Cell:

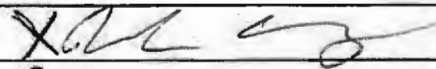
(323) 821-7969

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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ADD COMMENT:


Signature

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Ricardo Hernandez

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

(909) 767-0382

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
SIGNATURE

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Project Manager, Metro
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Ricardo Salgado

Affiliation (i.e. organization, resident, business):

Hollywood Sports Park

Address:

4617 S Normandie Ave LA, CA 90037

Phone/Cell:

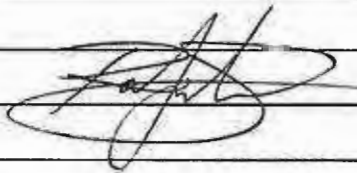
213 835 7055

Email:

an+amy.salgado.321@gmail.com

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I am demanding grade seperation in the city of Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

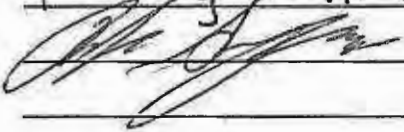
Comment Sheet

RECEIVED AUG 03 2017

Name: Richard Solorzano
Affiliation (i.e. organization, resident, business): _____
Address: 754 1/2 N Sabina St Anaheim Ca 92805
Phone/Cell: _____
Email: _____

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Richard Alvarez

Affiliation (i.e. organization, resident, business):

Customer

Address:

31791 Coop Ave Moreno Valley CA

Phone/Cell:

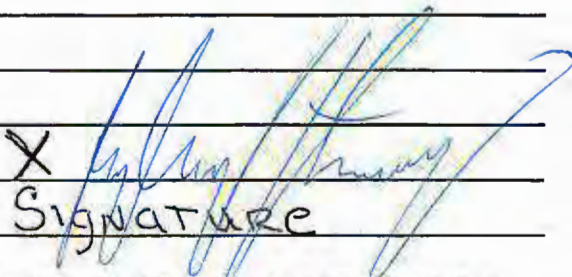
(951) 841-3699

Email:

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ADD COMMENT:

X 
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Richie Carl

Affiliation (i.e. organization, resident, business):

Address:

2223 San Marco Dr.

Phone/Cell:

716 907 353

Email:

rjcarl@gmail.com

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Rick Grims

Affiliation (i.e. organization, resident, business):

Address:

7026 ~~1405~~ Fernhill drive

Phone/Cell:

310-726-9474

Email:

RICK GRIMS @ gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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[Signature]

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

RIMDAN WILLIAM BRIONES

Affiliation (i.e. organization, resident, business):

ORGANIZATION NISHU HONGSUKARJI BUDDH.

Address:

515 E. 1ST ST.

Phone/Cell:

(714) 680-9130

Email:

~~mailto:~~ malik615@msn.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- 1) NO AERIAL ROUTES - UNDERGROUND
- 2) NO VIGNES ROUTE
- 3) RECOMMEND REROUTING VIGNES ROUTE TO EAST SIDE OF CENTER ST

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Rob Nazaryan

Affiliation (i.e. organization,
resident, business):

Address:

1155 Raymond Ave

Phone/Call:

818 653 2227

Email:

Robnazaryan@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Robert Armendariz

Affiliation (i.e. organization, resident, business):

Address:

9610 Raville Drive, Sunnyvale, CA, 94086

Phone/Cell:

Email:

armendariz.robert92@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Robert Cheung

Affiliation (i.e. organization, resident, business):

Address:

4606 Talisman St. Torrance, CA 90503

Phone/Cell:

310-634-2294

Email:

robert.cheung06@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Robert Green

Affiliation (i.e. organization, resident, business):

Resin

Address:

4754 N. Vincent Ave # C Covina CA

Phone/Cell:

N/A

Email:

bobsg108@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

[Handwritten signature]

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

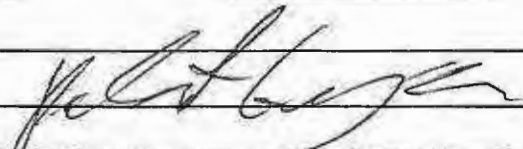
RECEIVED AUG 03 2017

Comment Sheet

Name: Robert Guzman
Affiliation (i.e. organization, resident, business): Customer
Address: 6128 Rockne Ave unit A
Phone/Cell: (62) 762-2981
Email: robertguzman2010@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 01 2017

Name: ROBERT JASPER
Affiliation (i.e. organization, resident, business): RESIDENT
Address: 15337 CABELL AV. BELLFLOWER, CA 90706
Phone/Cell: (562) 866-4377
Email: rbtjasper@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I BELIEVE THAT THIS PROJECT (IF DONE PROPERLY) COULD BE A LARGE BENEFIT FOR BELLFLOWER, THE SURROUNDING CITIES, AND THE CITIES ALONG THE LINE. THIS PROJECT COULD ALSO BE A DISASTER FOR LOCAL TRAFFIC, SAFETY FOR MOTORISTS, PEDESTRIANS, AND CYCLEISTS IF THIS LINE IS PUT IN AT GRADE LEVEL.

IF THIS PROJECT IS GOING TO BE DONE, IT MUST BE ELEVATED OVER EXISTING STREETS. THIS METHOD COULD ALSO PRESERVE THE EXISTING BIKE AND WALKING PATHWAY. YES, I KNOW IT WOULD BE MORE COSTLY TO ELEVATE THIS LINE, BUT DO IT THE PROPER AND SAFE WAY, OR DO NOT DO IT AT ALL.

Robert Jasper

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



wsab@metro.net



metro.net/wsab



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Mr. Robert D. Jasper
15337 Cabell Ave
Bellflower, CA 90706

Fold Here

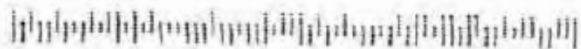
SANTA ANITA, CA 91357

19 JUL 2007 11:21



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

90012-374599



Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Robert Keal

Affiliation (i.e. organization, resident, business):

Address:

12 Bridlewood Circle

Phone/Cell:

(909) 218 8430

Email:

rkeal@mac.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Robert Keal

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Roger Pons-Sanchez
Affiliation (i.e. organization, resident, business): Hollywood Sports Palace
Address: _____
Phone/Cell: (323) 206-1653
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Roger Pons Sanchez

Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 08 2017

Comment Sheet

Name:

Rolando Lopez

Affiliation (i.e. organization, resident, business):

Address:

3267 Josephine St 90262 Lynwood

Phone/Cell:

567 991 8353

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

TO DO COMMENT:

X Rolando Lopez
SIGNATURE

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Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name: POLLY HIBIONADA

Affiliation (i.e. organization, resident, business): Bike TRACK

Address: 12565 215TH ST. LAKEWOOD, CA 90711

Phone/Cell: 562-308-8747

Email: PollyH12@gmail.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.


I am in support of GRADE SEPARATION of the train tracks!


My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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

 wsab@metro.net

 metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

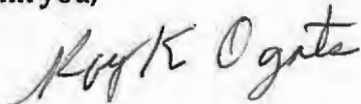
Dear Fanny Pan,

My name is ROY OGATA, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



Resident of Tokyo Villa in Little Tokyo

211

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Rubén Faria Sr.

Affiliation (i.e. organization, resident, business):

Address:

124305 THORSON AVE. COMPTON CA. 90221

Phone/Cell:

(710) 707-8685

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

Rubén Faria Sr.
SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Ruben Navarro

Affiliation (i.e. organization, resident, business):

Address:

11725 168th St Artesia 90701

Phone/Cell:

Email:

562 370 4458

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Ruben Navarro
Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Rusty Shackelford

Affiliation (i.e. organization, resident, business):

Customer

Address:

6537 Woodward Ave. #E

Phone/Cell:

(323) 317-1903

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

The metro is a scam.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Ryan Baker

Affiliation (i.e. organization, resident, business):

Address:

16829 Hayter Ave Bellflower CA 90706

Phone/Cell:

714 822 7375

Email:

yz5r1rider.rb@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Ryan Garcia

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

8401 Dallen St.

Phone/Cell:

310-509-3580

Email:

ryangarcia9503@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

-Ryan Garcia

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Public Scoping

RECEIVED AUG 08 2017

Comment Sheet

Name:

Ryan McCOMB

Affiliation (i.e. organization, resident, business):

Unknown

Address:

552 Water View Rd

Phone/Cell:

516 424 8009

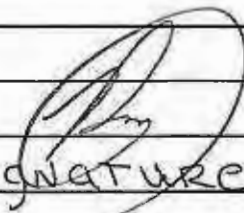
Email:

Rmccomb27@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
Signature

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Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: RYAN WATSON
Affiliation (i.e. organization, resident, business): BIKE TRAIL
Address: 3220 W 76th St
Phone/Cell: 323 547-9468
Email: datrain@pacbell.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is SADAO DAIRIKU, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Resident of Tokyo Villa in Little Tokyo

436

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

Name:

SADAO DAIRIKI

Affiliation (i.e. organization, resident, business):

Address:

222 S. CENTRAL AVE, LOS ANGELES

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

MAKE RENTAL ROUTES SUBWAY TO SURFACE ROUTES

DO NOT NEED TO BE CHANGED IN FUTURE YEARS.

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One Gateway Plaza, M/S 99-22-4
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Salathiel Hill
 Affiliation (i.e. organization, resident, business): Strait pipe plumbing
 Address: 12240 Birch St Hawthorne
 Phone/Cell: 5174 221-1431
 Email: Salathiel Hill @ yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:
me and my son play

Salathiel Hill
 SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Sandy Bravo

Affiliation (i.e. organization, resident, business):

4819 W. 98th Street

Address:

Inglewood CA 90301

Phone/Cell:

(310) 743-5700

Email:

sbravo0680@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature] SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Sara ROBERTSON

Affiliation (i.e. organization, resident, business):

Resident

Address:

14077 BELLFLOWER Blvd.#9 BELLFLOWER

Phone/Cell:

562 552 5920

Email:

SARAKAY720@GMAIL.COM

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of grade separation to keep pedestrians safe and free of harm and hazardous areas. I am also requesting the inter tracks to be elevated so traffic can flow freely throughout the city.

[Handwritten signature]

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name:

Sarah Kim

Affiliation (i.e. organization, resident, business):

Sovoy Condo Resident

Address:

100 S. Alameda St. #469

Phone/Cell:

213 255 8479

Email:

kyhcalifornia@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

These 4 all options are not really ideal for the Little Tokyo Community.

As we all know, there is a gold line station right on Alameda already. Now Metro try to add another transit here in Little Tokyo.

Two of your proposals ~~will~~ influence our community, especially our condo, very very negatively because it will pass right in front of the condo and, cause the noise ~~and~~ and block the view of downtown.

It will affect our condo value and the quality of our condo.

Definitely Metro ~~can~~ cannot build the Santa Ana Branch Transit here on Alameda.

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



wsab@metro.net



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Other two opt also affects us negatively



Metro

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Please, consider our opinion seriously.

~~Please,~~
I know we need better public transportation.
However, In 'small little Tokyo'
already have the big hub station
Sincerely, Sarah Kim

Fold Here

Place
Stamp
Here

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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 07 2017

Name:

Setoufa / Tom

Affiliation (i.e. organization, resident, business):

SENIOR RESIDENT

Address:

231 E, 3th Los Angeles 90013

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I support a light rail option that is below ground because little Tokyo cannot withstand more negative construction impact. I prefer an option that stays more in the Arts District area.

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Saul Soto

Affiliation (i.e. organization, resident, business):

Address:

29641 Jura Ct, Menifee

Phone/Cell:

(951) 746-4169


Email:

Ssulosoto49@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
Signature

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet


RECEIVED AUG 02 2017



Name: Scott K Kaneko
Affiliation (i.e. organization, resident, business): Resident
Address: 222 S. Central Ave 417, Los Angeles, CA 90012
Phone/Cell: _____
Email: scottykaneko@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a resident in the heart of Little Tokyo and owner, I strongly oppose the four options for the Metro for the West Santa Ana Branch Transit Corridor. I'm sure higher up executives want this, but you have to listen to the residents that live here! All of my neighbors oppose this and would greatly affect us as we directly face Alameda St! This would affect our health and well being as ~~a~~ residents! Not to mention other consequences; like property value, noise, traffic, obstructing the great view of the downtown area! If they ~~to~~ wanted to build a Metro in front of your house you would not go along with that... I'm positive of that! To myself and my family (aunts, uncles, grandparents, etc.) Little Tokyo is a historic community for us and this complex included, the WSAB would ~~be~~ ^{have} a destructive impact directly on me as a resident/owner and the community

Metro needs to pursue and research alternatives that would not have
PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor ~~th~~
Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:

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

 wsab@metro.net
 metro.net/wsab

resident
Little To



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July 27, 2017

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

Dear Fanny Pan,

My name is Scott K. Kaneko, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

~~Mr~~ Scott Munster

Affiliation (i.e. organization, resident, business):

Bike TRACK

Address:

2530 E 2nd St Duarte CA 91010

Phone/Cell:

818 674-8025

Email:

tedpools@hotmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Scott Spaully

Affiliation (i.e. organization, resident, business):

Address:

10212 VIRGIL CIR. CYPRESS, CA 90630

Phone/Cell:

714-995-1333

Email:

greenthink@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Sott Sheets

Affiliation (i.e. organization, resident, business): _____

Address: 1501 N. GATEWAY 8001 Somerset Apt. 62 Paramount

Phone/Cell: (714) 724-3673

Email: ssheetssc@comcast.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

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



wsab@metro.net



metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

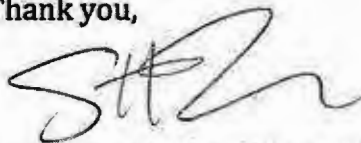
Dear Fanny Pan,

My name is SCOTT TAMURA, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



#238

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Scott Williams

Affiliation (i.e. organization, resident, business):

Address:

12334 KAYAK ST Eastvale CA 91752

Phone/Cell:

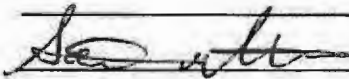
909-238-0077

Email:

Scott.williams65@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.



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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

SEAN BUCKLE

Affiliation (i.e. organization, resident, business):

LOCAL RESIDENT

Address:

Phone/Cell:

714-588-2184

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:


SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Sean Feiring

Affiliation (i.e. organization, resident, business):

Address:

500 N Prossmore Ave Apt 202 Los Angeles CA 90012

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Shane O'Neill

Affiliation (i.e. organization, resident, business):

Bellflower BMX City of Bellflower, CA

Address:

245 30th St

Phone/Cell:

(310) 906-6285

Email:

Shane@theooneills.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

[Handwritten signature]

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Shannan Romo

Affiliation (i.e. organization, resident, business):

Customer

Address:

1401 Keenore St. LA Habra 90631

Phone/Cell:

(562) 201-0800

Email:

S.romo3@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

[Handwritten Signature]

Signature

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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Shaquan Jackson

Affiliation (i.e. organization, resident, business):

Hollywood sports

Address:

12735 Marcelle St. Paramount CA 90723

Phone/Cell:

(562) 530-0345

Email:

shaquanjackson841@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.



PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is Sharon Ogata, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Sharon Ogata #421

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

Email:

Shea Alvarez
[Handwritten signature and address lines]

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 07 2017

Name:

SHIGE KOKAUCHI

Affiliation (i.e. organization, resident, business):

Senior Resident

Address:

231 E 3RD ST AT 214

Phone/Cell:

2A CALIF 90013

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I would like to see an option that is underground if it goes on Alameda and near Ligner. And prefer an option that is closer to Arts District like Santa Fe area. We already have the Regional Connector station in Little Tokyo. We don't need more.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Shirley Alvarez

Affiliation (i.e. organization, resident, business):

Address:

12998 Hornwood Ave Hawthorne

Phone/Cell:

90250

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

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Project Manager, Metro
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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: SIRFREDRICK BUTLER III
Affiliation (i.e. organization, resident, business): LOCAL MEMBER
Address: 870 E 53ST L.A. CA 90011
Phone/Cell: 310) 956 7620
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

[Handwritten signature]

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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Som Sovankesa

Affiliation (i.e. organization, resident, business):

Hollywood sports paintball park

Address:

1434 Rose Ave Long Beach CA 90813

Phone/Cell:

(562) 537-4219

Email:

Sovankesa@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in the city OF Bellflower.

[Handwritten signature]

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Stephanie Carey

Affiliation (i.e. organization, resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm

Address:

25 W. State St.

Phone/Cell:

(626) 674-3209

Email:

scareygal@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

This church has alot of history for America and the Japanese American community in Los Angeles. Tunnelling under the church would possibly compro the buildings and other structural support.

The community will be broken and historical location would be missed. Please consider the the history of church and the meaningfulness it holds for the Japanese American Community...

Stephanie Carey
PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Stephanie Cervantes

Affiliation (i.e. organization, resident, business):

CITY OF BELLEFLORE

Address:

9215 Somerset Blvd.

Phone/Cell:

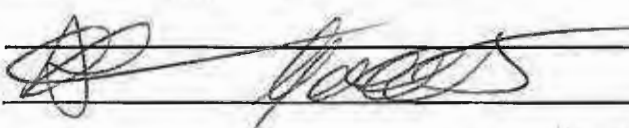
562-367-1308

Email:

Stephanie.blue2414@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city OF Belleflore.



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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Stephanie Montanez

Affiliation (i.e. organization, resident, business):

Address:

Phone/Call:

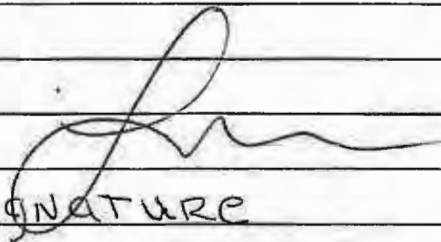
(714) 561-7816

Email:

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Steve Venard

Affiliation (i.e. organization, resident, business):

1305 #107

Address:

Tustin CA 92780

Phone/Cell:

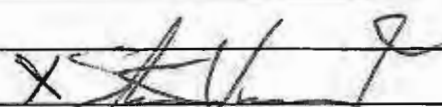
(714) 360-3970

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

TO DO COMMENT:

X 
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Steven Gardencabal
 Affiliation (i.e. organization, resident, business): Pro BMX Racer
 Address: 27662 Aliso Creek Rd #7126
 Phone/Cell: (949) 413-4858
 Email: gardencabal@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

It's in best interest of children all around LA, OC and Riverside County to keep the park open. Do Not forget our youth! Thank you!

[Handwritten signature] Notion #3
Not Pro

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Steven Le

Affiliation (i.e. organization, resident, business):

Paintball

Address:

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT

X Steven Le
SIGNATURE

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Steven Riner

Affiliation (i.e. organization, resident, business):

Address:

823 E Grand Ave, Alhambra, 91801

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature] Signature

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

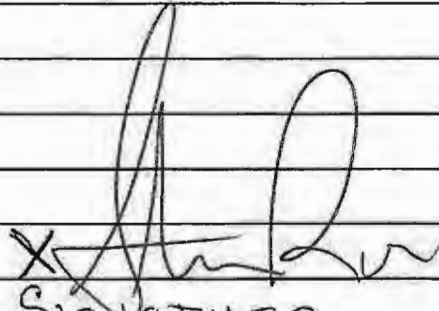
RECEIVED AUG 03 2017

Name: Steven Rosen
Affiliation (i.e. organization, resident, business): member
Address: 14175 Estate Way Victorville CA
Phone/Cell: 323-736-8884
Email: Jaden91708@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:


Signature

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 07 2017

Name:

Sue Sosabee

Affiliation (i.e. organization, resident, business):

Casa Herma Resident

Address:

231 E 3rd St Apt 52,

Phone/Cell:

Los Angeles, CA 90013.

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I want the light rail to be underground, away from Little Tokyo's
less impact for residents & businesses.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Sullivan Fitzgerald

Affiliation (i.e. organization, resident, business):

Address:

3854 Inglewood Blvd. Apt. 6, LA, CA 90066

Phone/Cell:

716-940-7272

Email:

smtfitzgerald3d3@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

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



wsab@metro.net



metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is SUSAN AKAHOSHI, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED JUL 10 2017

Comment Sheet

Name: Suzanne Matsumoto

Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Community

Address: 21128 Northview Dr, Walnut CA 91789

Phone (Cell): 909 489 3254

Email: Suziemats@hotmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

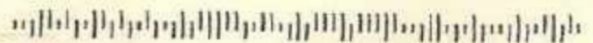
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Fold Here



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

9001233745 0057



July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is Take Tada, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,


Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Tammy Estes

Affiliation (i.e. organization, resident, business):

BEAUFLOWER Bldg Resident

Address:

11834 View Park Ave Bldg

CITY OF
Bell Pl

Phone/Cell:

(562) 716-0487

Email:

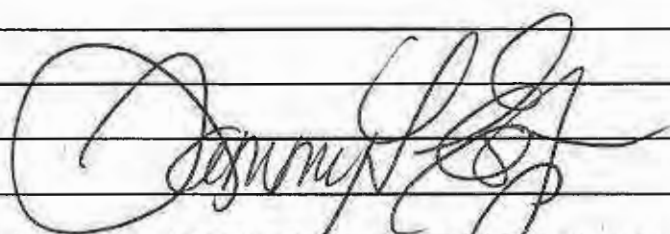
tandye007@msn.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safer, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks



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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Tasi Imaizumi

Affiliation (i.e. organization, resident, business):

Address:

1655 W. Tampus Ln. Anaheim CA 92802

Phone/Cell:

(714) 306-9590

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]

Signature

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Los Angeles, CA 90012



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name:

Taylor Leon

Affiliation (i.e. organization,
resident, business):

Hollywood Sports

Address:

629 E 93rd Street Los Angeles CA 90002

Phone/Cell:

213-440-3156

Email:

Taylor.Leon@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in
the city OF Bellflower.

[Handwritten signature]

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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Project Manager, Metro
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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

TAYLOR MORGAN

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

923 775 4233

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature] SIGNATURE

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name: Teri Larsen
Affiliation (i.e. organization, resident, business): Resident, Home Owner, Local Business Owner
Address: 17532 Du Barry Dr, Bellflower
Phone/Cell: _____
Email: TLarsen@property-taxes.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

- Having the light rail at ground level would cause major traffic hold ups at street crossings
- Ground level train traffic would pose more risk to pedestrians, cyclists, + auto traffic
- Ground level train tracks would disrupt use of walking paths + bike paths that use the same corridor in Bellflower.
- An elevated track would make more sense
- If there will be a station on Bellflower Blvd how will the already congested streets handle the new traffic?
- I live very near the corridor, will there be noise + vibration?

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Theresa Garcia

Affiliation (i.e. organization, resident, business):

Address:

12611 Artesia Blvd #433, Cerritos, CA 90703

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

Theresa Garcia

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Theresa Vaughan

Name:

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

Email:

10272 Delano Drive, Cypress CA 90630
714-(326)-7381
paxilgunL@aol.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X
SIGNATURE

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July 27, 2017

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

RECEIVED AUG 02 2017

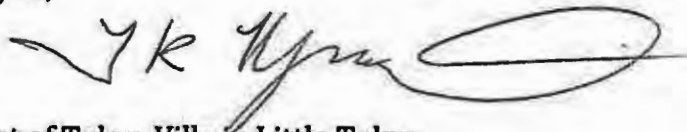
Dear Fanny Pan,

My name is THOMAS K NAGANO, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 30, 2017

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

RECEIVED AUG 03 2017

RE: **Official Comment for West Santa Ana Branch Transit Corridor**

Dear Fannie Pan:

As President of the Savoy Community Association, I am writing on behalf of the 303 owners and over 600 residents of the Savoy condominium building located at 100 South Alameda Street. While the Board of Directors questions the need for any of the options proposed for the West Santa Ana Branch Transit Corridor, the Savoy Community Association Board of Directors strongly opposes the Pacific-Alameda and Alameda options.

As homeowners, in one of only two residential buildings on Alameda in the Northern Alignment area, we have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of our building as well as significantly devalue our property. The west-facing units also stand to lose privacy; have their views of the city permanently altered; and will be exposed to increased noise and visual pollution.

The Savoy Community has also been dealing with traffic congestion, pedestrian barriers, detours, and construction noise and environmental pollution at all hours due to the Regional Connector project. By the time the Regional Connector is completed, Savoy residents will have lived through over 10 years of Metro construction for the Gold Line Extension and the Regional Connector combined. It is inappropriate for Metro to continue to subject this community to several more years of construction, noise, detours, and congestion.

If the West Santa Ana Branch Transit Corridor Project must move forward, the Savoy Community Association's Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Best Regards,



Thomas Pokladowski
President
Savoy Community Association

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

Tibet Ergül

Affiliation (i.e. organization, resident, business):

Address:

415 White Cap Lane

Phone/Cell:

949 295 2622

Email:

tiber.ergul@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

Do not build the metro over Hollywood Sports or I will shoot you guys with assault guns.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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metro.net/wsab



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July 27, 2017

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Project Manager, Metro
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Los Angeles, CA 90012

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



#222

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is TOM MIKE, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

TOM Qwertz

Affiliation (i.e. organization, resident, business):

Address:

714A Wardlow Rd. Long Beach CA 90808

Phone/Cell:

562-481-1875

Email:

TOMqwerty149@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the train tracks!

My community needs to be safe, and our children could be hurt if a train is not elevated. The traffic will always be backed up with trains passing every 15 minutes!

Please help our community by building elevated train tracks

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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

July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is TOMI FUKAZAWA, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

 202
Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Tony Price

Affiliation (i.e. organization, resident, business):

Address:

6779 Obispo Ave, Long Beach, CA 90805

Phone/Cell:

714 - 501 - 9549

Email:

tya40103.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

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Los Angeles, CA 90012



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Tom Tin

Affiliation (i.e. organization, resident, business):

7500 Avelly Ter

Address:

Stamton Ct Norco

Phone/Cell:

714 888 1372

Email:

[Handwritten mark]

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

[Handwritten Signature]
SIGNATURE

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



wsab@metro.net



metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is Tony Tomita, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,


Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

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

RECEIVED AUG 02 2017

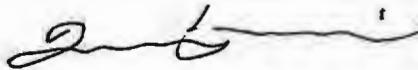
Dear Fanny Pan,

My name is TORY I GARASHI, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,



Resident of Tokyo Villa in Little Tokyo

#324

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is Toshi Ogata, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,



Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED JUL 17 2017

Name: Toshitada Sugiyama
Affiliation (i.e. organization, resident, business): St. Francis Xavier Church Japanese Catholic Center (Maryknoll School)/ Little Tokyo Community
Address: 712 N. Juarez St., Montebello, CA 90640
Phone/Cell: (323) 724-1828-Home (323) 369-2453-cell
Email: toshimitsu@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

As a member of St. Francis Xavier Church and the Little Tokyo Community,
I am opposed to the Alameda Vignes route. This route is proposed to go
underground directly under/next to the church and is in close proximity
to our other buildings that are historic to the history of Los Angeles,
Little Tokyo and World War II internment of the Japanese Americans.
These buildings are unreinforced masonry.

I am also opposed to all four route proposed: Alameda, Pacific Alameda,
Pacific Vignes The Alameda, Alameda/Vignes, Pacific Alameda Routes as
they would divid Historic Little Tokyo from the Little Tokyo area.

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



wsab@metro.net



metro.net/wsab



Metro

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Frances & Tosh Sugiyama
 712 N. Juarez St.
 Montebello, CA 90640-2523

Fold Here

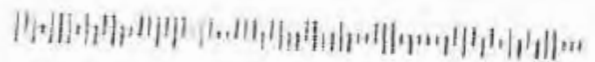
SANTA ANA CA 92705

13 JUL 2012 PM 6 L



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

90012-974599



Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Traui Roberts

Affiliation (i.e. organization, resident, business):

(714) 271 6575

Address:

Phone/Cell:

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Traui Roberts
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Tyler McKee
Affiliation (i.e. organization, resident, business): N/A
Address: 1745 Maple Ave #47 Torrance, CA 90803
Phone/Cell: (310) 795-8285
Email: trickstar39@hotmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am in support of GRADE SEPARATION of the
train tracks!

My community needs to be safe, and our children
could be hurt if a train is not elevated. The traffic
will always be backed up with trains passing every
15 minutes!

Please help our community by building elevated train tracks

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wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping Comment Sheet

RECEIVED AUG 03 2017

Name: TYRON MORLAN
Affiliation (i.e. organization, resident, business): _____
Address: _____
Phone/Cell: (902) 499-7996
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Tyron
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Ulysses Samanigo

Affiliation (i.e. organization, resident, business):

15210 W SHERMAN WAY

Address:

VAN NUYS, CA 91405

Phone/Cell:

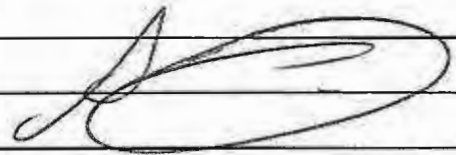
310-698-4745

Email:

Ulysses@USTRAUCKIANservices.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade seperation in
the city OF Bellflower.



PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Vance A. Weinstein

Affiliation (i.e. organization, resident, business):

4038 Via Solano

Address:

Phone/Cell:

4224 254 6819

Email:

vman2001@icloud.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.

Vance Weinstein

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Vanessa Rojas

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

(323) 892 6675

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Vanessa Rojas

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July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is *Yvonne Sisk*, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,

Resident of Tokyo Villa in Little Tokyo

#141

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Victor Gonzalez

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

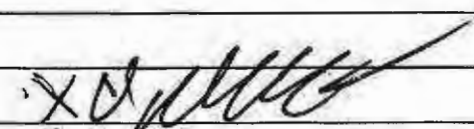
562-587-8102

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:


SIGNATURE

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Vincent Catano

Affiliation (i.e. organization, resident, business):

Address:

7001 Crafton Ave

Phone/Cell:

323 608 2928

Email:

VincentCatano@yahoo.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower

ADD COMMENT:

X [Signature] Signature

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



wsab@metro.net



metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is VINCENT TSUI, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,

Resident of Tokyo Villa in Little Tokyo

#125

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

Name: VINCENT TSUI

Affiliation (i.e. organization, resident, business): TOKYO VILLA RESIDENCE

Address: 222 S. CENTRAL AVE, LOS ANGELES, CA

Phone/Cell: (213) 222 8829

Email: 5135259@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comment

please see attachment. Thank you!

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

WAYNE NASON

Affiliation (i.e. organization, resident, business):

Address:

5909 GRANDVIEW AVE.

Phone/Cell:

714 660 4990

Email:

wnason@earthlink.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X [Signature]
SIGNATURE

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Fanny Pan
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
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wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 08 2017

Name:

WENDI SHAW

Affiliation (i.e. organization, resident, business):

Address:

11821 BLACKMER ST, GA CA 93845

Phone/Cell:

(714) 209-1562

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

Wendi Shaw

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



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Wilfredo Muñoz Jr

Affiliation (i.e. organization, resident, business):

Address:

5850 FOSTORIA ST - BELL GARDENS CA 90201

Phone/Cell:

913 210 6644

Email:

wilfredo.munoz@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can freely throughout the city of Bellflower.

[Handwritten signature]

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



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10/10/17 10:00 AM

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED JUL 25 2017

Comment Sheet

Name:

WILLIAM W SORENSON

Affiliation (i.e. organization, resident, business):

RESIDENT (67 YEARS)

Address:

9409 NICHOLS ST BELFLORES CA 907

Phone/Cell:

362-866-2822

Email:

wsove@verizon.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I JUST HAVE A FEW COMMENTS:

1- HOPEFULLY THE RAIL SYSTEM WILL BE ELEVATED TO KEEP TRAFFIC OBSTRUCTION TO A MINIMUM.

2- HOPEFULLY IT WILL ALLOW THE BICYCLES AND PEDESTRIAN WALKWAY TO REMAIN AVAILABLE.

3- HOPEFULLY THE RAIL SYSTEM WILL BE PLEASING TO THE EYE.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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SORENSEN
9409 NICHOLS
BELLEVUE, CA 94706

Fold Here

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



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

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping
Comment Sheet

RECEIVED AUG 03 2017

Name:

Xavier Bernal

Affiliation (i.e. organization, resident, business):

Address:

Phone/Cell:

676 291 8660

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X Bernal
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on **Friday, August 4, 2017**. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Yesenia Pinto

Affiliation (i.e. organization, resident, business):

Address:

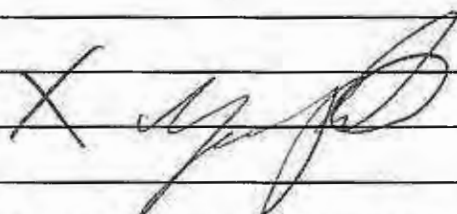
Phone/Cell:

714 864 8802

Email:

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Los Angeles, CA 90012



wsab@metro.net



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

Yoko Kawaguchi

Affiliation (i.e. organization, resident, business):

UTSC

Address:

231 E 3rd St

Phone/Cell:

626 221 8928

Email:

ykawaguchi@UTSC.org

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

No Aerial 1 Period

No transition in between tempo & commercial

Please do due diligence to look & study community of Little Tokyo in every corner. People do live, learn business. This is the only few J-tor exist in US. It is historical community that you can't replace. Metro is not connecting anyone by doing this project, rather dividing this community, destroying entirely. There have been in construction for more than 6 yrs and it will be another 15 yrs makes more than 20 yrs. There is definite economic impact, there are more than 10 business casualties, regardless they said of BIF. Hear our voice

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Project Manager, Metro
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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



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July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is YOKO Tada, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

Tokyo Villa is a condominium complex with over 300 residents, many who are elderly and long time residents of Little Tokyo. Many of the condominium units face Alameda Street where two of the alternative routes are proposed. The noise from the train and the obstruction of the view will adversely affect the property values not to mention the health and well being of the Tokyo Villa residents.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Yoko Tada #117
Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Yoko Imai

Affiliation (i.e. organization, resident, business):

1905

Address:

1905 Fynmore Ave RB CA 90298

Phone/Cell:

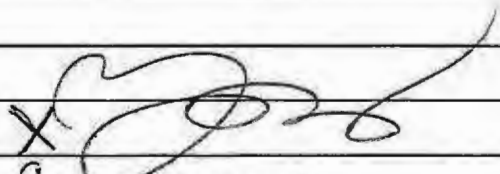
(310) 669 4369

Email:

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I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

ADD COMMENT:

X 
SIGNATURE

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. Written comments may be submitted at the meetings or via:



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



wsab@metro.net



metro.net/wsab



Metro

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July 27, 2017

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

RECEIVED AUG 02 2017

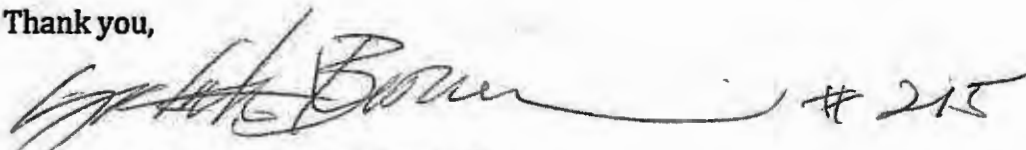
Dear Fanny Pan,

My name is YOSHIKO BROWN, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

 # 215

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

July 27, 2017

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

RECEIVED AUG 02 2017

Dear Fanny Pan,

My name is YOSHIKO EHARA, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Yoshiko Ehara #316

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

RECEIVED AUG 02 2017

Name: YOSHIKO HASHIMOTO
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Commu
Address: 325 S. Byle Ave L.A. CA 90033
Phone/Cell: (323)262-1229
Email: _____

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles , Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes , Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Yoshiko Hashimoto

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



wsab@metro.net



metro.net/wsab



Metro

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July 27, 2017

RECEIVED AUG 02 2017

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

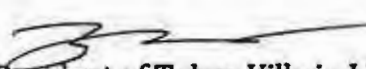
Dear Fanny Pan,

My name is Y. Imada, and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo - such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

 #423
Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

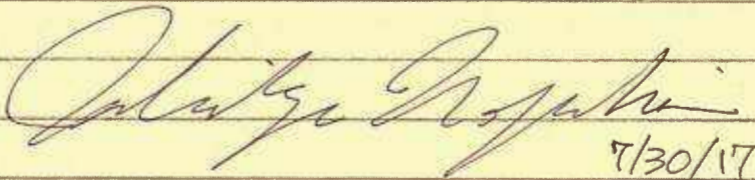
Metro West Santa Ana Branch Transit Corridor Project
Public Scoping
Comment Sheet

RECEIVED AUG 02 2017

Name: Yukikazu Nagashima
Affiliation (i.e. organization, resident, business): St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Comm
Address: 4046 Collis Ave., Los Angeles, CA 90032
Phone/Cell: 323-578-8899
Email: nagashima@earthlink.net

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes, Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.


7/30/17

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



wsab@metro.net



metro.net/wsab



Metro

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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name: Yukio and Tomoko Mori
Affiliation (i.e. organization, resident, business): resident
Address: 100 S. Alameda St. #278, Los Angeles CA 90012
Phone/Cell: Phone: 1-213-628-3284
Email: tomomarina32@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

Dear Sir,

July 31, 2017

We live at 100 South Alameda St., and we are writing because we strongly oppose the Pacific-Alameda options of the West Santa Ana Branch Transit Corridor project.

As ^{Y&T} residents, in one of only two residential buildings on Alameda in the Northern Alignment area, we have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of our building as well as significantly devalue our property. We are concerned about losing privacy; having our views of the city permanently altered; and being exposed to increased noise and visual pollution. Thanks.

Yukio Mori *gmb*

Tomoko Mori *T Mori*

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



wsab@metro.net



metro.net/wsab



Metro

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July 27, 2017

RECEIVED AUG 02 2017

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

Dear Fanny Pan,

My name is Yuko Kioa (#115), and I am writing on behalf of Tokyo Villa, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a resident in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway or a fully underground route (subway) connecting to the regional connector.

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Thank you,

Resident of Tokyo Villa in Little Tokyo

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 02 2017

Name:

YURIKO K. LIVINGSTON

Affiliation (i.e. organization, resident, business):

St Francis Xavier Church - Japanese Catholic Center / Maryknoll School / Little Tokyo Commu

Address:

1546 LUPINE AVE, MONTELEONE PARK, CA. 91755-

Phone/Cell:

(626) 288-8960

Email:

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments. As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed ^{to} the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes, Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Yuriko Livingston
7/14/17

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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet


RECEIVED AUG 08 2017

Name: ZAC levine
Affiliation (i.e. organization, resident, business): _____
Address: 335 N. MAPLE DRIVE #240, BEVERLY HILLS, CA. 90210
Phone/Cell: 310 801 1468
Email: ZAC8814@jmtire.com


Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.



I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the MTA tracks to be elevated so traffic can flow freely throughout the city of Bellflower.

TO DO COMMENT:

X 
SIGNATURE

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

 wsab@metro.net
 metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

Comment Sheet

RECEIVED AUG 03 2017

Name:

Zachary Garcia

Affiliation (i.e. organization, resident, business):

Hollywood Sports

Address:

12611 Artesia Blvd. Cerritos, CA 90703

Phone/Cell:

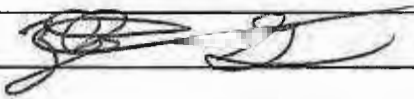
562-324-9722

Email:

Zachg326@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower.



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Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



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Metro West Santa Ana Branch Transit Corridor Project

Public Scoping

RECEIVED AUG 03 2017

Comment Sheet

Name:

Zuqeyy Marnet

Affiliation (i.e. organization, resident, business):

Address:

1372 Penryn Ln Tustin CA 92780

Phone/Cell:

714-737-1894

Email:

zuqeyy15@gmail.com

Thank you for your interest in the Metro West Santa Ana Branch Transit Corridor Project. We welcome your comments.

I am demanding grade separation in the city of Bellflower. To keep pedestrians safe and free of harm and hazardous areas. I am also requesting the mtg tracks to be elevated so traffic can freely throughout the city of Bellflower.

[Handwritten signature]

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



wsab@metro.net



metro.net/wsab



Metro

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Appendix K.2

Comments Received by Email

From: Michael Kodama [<mailto:mkodama@eco-rapid.org>]

Sent: Friday, June 16, 2017 6:50 PM

To: 'Eddie Marquez'

Cc: Pan, Fanny; Brown, Julia; Wong, Teresa; Lillian Burkenheim Silver; jmoreno@paramountcity.com

Subject: RE: West Santa Ana Branch-Eco Transit

Mr. Marquez,

Thank you for your note. I assume you are referring to the active freight rail line in the corridor and its need to provide service to Paramount Petroleum. I am copying our Metro Project Manager, Fanny Pan and Metro staff on this note. As you mentioned, I think it is important to get this into the scoping meeting process and I encourage you to formally respond and make sure this is included in this part of the environmental process.

Michael R. Kodama, Executive Director

Eco-Rapid Transit

16401 Paramount Boulevard

Paramount CA 90723

Tel: (562) 663-6850 - Fax: (562) 634-8216

Cell: (818) 468-8593



Orangeline Development Authority – ECO-RAPID TRANSIT

www.eco-rapid.org

From: Eddie Marquez [<mailto:EMarquez@ppcla.com>]
Sent: Friday, June 16, 2017 10:27 AM
To: mkodama@mkplanners.com
Subject: West Santa Ana Branch-Eco Transit

Dear Mike,

Good morning. I attended the scoping meeting yesterday in Bellflower. As John explained below, we rely on the extant heavy rail line for daily deliveries. What is the plan for freight/heavy lines when you build light rail? Can they exist side by side? Is there room in this case? City had indicated you might double deck the light above the heavy?

If you have any information on this would appreciate the info. Do we need to go on record and formally submit documentation relaying our desire for the freight/heavy line to stay in place?

Thank you in advance for your assistance?

Eddie Marquez
Director
Government, Public, and Community Affairs
AltAir Paramount
Office: 562-531-2060 X2829

From: mkodama@mkplanners.com [<mailto:mkodama@mkplanners.com>]
Sent: Wednesday, March 15, 2017 7:47 AM
To: 'John Moreno' <JMoreno@paramountcity.com>; Eddie Marquez <EMarquez@ppcla.com>
Cc: 'Kevin Chun' <KChun@paramountcity.com>; Lillian Burkenheim Silver <lburkenheim@gmail.com>
Subject: RE: Introduction

Eddie,

Happy to work with you and let you know what is happening.

Michael R. Kodama, Executive Director

Eco-Rapid Transit

16401 Paramount Boulevard

Paramount CA 90723

Tel: (562) 663-6850

Fax: (562) 634-8216

Cell: (818) 468-8593



Orangeline Development Authority – ECO-RAPID TRANSIT

www.eco-rapid.org



From: John Moreno [<mailto:JMoreno@paramountcity.com>]

Sent: Tuesday, March 14, 2017 5:55 PM

To: Mike Kodama <mkodama@mkplanners.com>; Eddie Marquez <EMarquez@ppcla.com>

Cc: Kevin Chun <KChun@paramountcity.com>

Subject: Introduction

Hi Mike, I'd like to introduce you to Eddie Marquez of Paramount Petroleum.

Hi Eddie, please meet Mike Kodama of Eco Rapid Transit.

Mike,

Eddie was interested in hearing more about the proposed Eco Rapid Transit line, as the refinery still relies on rail deliveries to their plant.

Thanks gentlemen and good luck.

John

John Moreno

City Manager

City of Paramount

(562) 220-2222

www.paramountcity.com

Subject: FW: Question

From: Kim Harabedian, Young-Gi [<mailto:YKimHarabedian@bos.lacounty.gov>]
Sent: Thursday, June 15, 2017 4:48 PM
To: Brown, Julia; Pan, Fanny
Subject: Question

Hello Julia/Fanny,

Would you please help address the concern below?

Thank you.

--

This is a potential trail/bikeway corridor that Trails4All identified as part of our "Coyote Creek Trail" Master Plan Study a few years back. It can provide a regional link between Orange and LA Counties and is identified as part of the "OC Loop".

Metro is considering it for a new light rail line, and is holding scoping meetings over the next couple of weeks, beginning tonight (6/15) in Bellflower.

The area that is adjacent to the Los Angeles River Trail & Bikeway in the City of Paramount, is of particular concern to Trails4All, and also to the Lower Los Angeles River Revitalization Plan (AB530) Working Group of which we are a member.

It is our understanding that the locations of transit hubs/stations have not been determined, so it is important that we participate in hope of influencing decisions favorable to the goals of our Revitalization Plan and, of course, our Multi-Use trails community.

Looking at the attached map, it appears that the proposed route will turn north at the UP "Harbor Line", so any stations east of Garfield Ave. and/or north of the 105 Freeway would have minimal impact on the LA River Bikeway or Multi-Use Trail. However, if a station is planned on the west side of Garfield Ave. and south of the 105 Freeway, it would have a huge negative impact on future gateway, trailhead and habitat restoration opportunities associated with our Revitalization Plans.

Please try to attend or submit written comments.

Young-Gi Kim Harabedian
Sr. Transportation Deputy
213.974.4444
ykimharabedian@bos.lacounty.gov



Appendix K.3

Comments Received by Website Comment Form Submission

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, June 28, 2017 7:29 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#30]

Name *	Aileen Uyeda
Email (you@email.com) *	ayuyeda@gmail.com
Phone Number	(626) 968-3867
Select a Subject *	Comment and/or Question
Comment and/or Question *	I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda ; 2) Option C: Alameda; 3) Option B: Pacific/Vignes. Again, I oppose Option D: Alameda/Vignes.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, June 24, 2017 7:38 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#17]

Name * Andrew Fox

Email aef24@georgetown.edu
(you@email.com)

*

Phone Number (310) 729-4020

Select a Subject Comment and/or Question

*

Comment and/or Question *

Regardless of what alternative is chosen, the route into Union Station should be designed so that the line can, in the future, be extended and loop around through central/northern Downtown LA and then west along Santa Monica Blvd., Pico Blvd. or some other western route. Providing a third East/West route in central LA is critical because right now the distance between the Purple Line and the Expo line is too large.

WSAB should be designed in a way that would permit the route to be continued on the other side of Union Station to provide that critical third East/West route through the densest part of Los Angeles county. In addition to providing a valuable East/West connection, this later addition would also permit effective intra-downtown LA transit from the southeast part of downtown (e.g. 7th/Alameda stop) to other parts of downtown LA without the need to transfer.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Tuesday, June 20, 2017 12:02 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#4]

Name * Andrew Fox

Email andrew.ellis.fox@gmail.com
(you@email.com)

*

Phone Number (310) 729-4020

Select a Subject Comment and/or Question

*

Comment and/or Question *

I have four comments:

1. WSAB should NOT share multiple stations with the Blue line. There is benefit to expanding the footprint of Metro Rail and by having WSAB share multiple stations with the Blue line, Metro misses the opportunity to bring additional homes/businesses within walking distance of Metro Rail. While the occasional shared station is appropriate to allow transfers, running the two lines next to each other for any stretch does not bring additional people into the system. As a result, Metro should explore a route that connects with the Blue line at Washington, but then veers East to Pacific/Vernon rather than a route that follows the Blue line to the Blue Line Vernon station.

2. Metro should try to MAXIMIZE the number of stations in downtown LA. This is the densest part of Los Angeles County and so there should be multiple stations that are close to each other. As a result, none of the Norther Alignment options are ideal and Metro should explore looking at new alternatives, including one that stops at Union Station, Little Tokyo, Arts District, 7th/Alameda and somewhere south of 7th/Alameda and before you get to the Washington stop.

3. The 7th/Alameda stop is by far the most important new stop on this line and should be in the final,

selected project. This stop will drastically increase ridership by opening a whole new portion of downtown LA to Metro Rail (Toy/Industrial/Central districts), which is growing at a substantial rate.

4. The Little Tokyo station is extremely important here because it will allow transfers to the Expo Line without the need to go all the way to Union Station. As a result, while none of the current options is ideal, the best of the current options is the Alameda option because it contains the two most important stops, the Little Tokyo stop and the 7th/Alameda stop.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, June 23, 2017 3:55 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#11]

Name *	Brendan Colvert
Email (you@email.com) *	brendancolvert@gmail.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>The Alameda alignment seems to be the best option because it provides the best connectivity with other Metro Rail lines. As a downtown rail rider, I appreciate the ability to choose from multiple routes to get through downtown based on my experience of different transfer patterns and wait times. Having the Blue and WSAB providing transfers seems the most logical approach since it provides two legitimate and robust routes for people traveling through downtown, depending on whether they want to go to the Financial District or via the Arts District.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, June 28, 2017 10:55 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#41]

Name *	Cathleen Lee
Email (you@email.com) *	cathleenlee@hotmail.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>Regarding the Northern Alignment Options, I oppose Option D: Alameda/Vignes.</p> <p>My order of preference, most favorable first, is 1) Option C: Alameda; 2) Option A: Pacific/Alameda; 3) Option B: Pacific/Vignes.</p> <p>Again, I oppose Option D: Alameda/Vignes. Thank you.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, June 29, 2017 4:34 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#43]

Name *	David Osako
Email (you@email.com) *	dosako@aol.com
Phone Number	(818) 894-3179
Select a Subject *	Comment and/or Question
Comment and/or Question *	I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes. Again, I oppose Option D: Alameda/Vignes.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, June 29, 2017 8:58 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#44]

Name *	Denise Hatakeyama
Email (you@email.com) *	saanchem@hotmail.com
Phone Number	(562) 943-3248
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>This comment concerns a proposed rail running under Francis Xavier Church, an important landmark symbolizing the diversity of Los Angeles. There are options for running the rail: Option A: Pacific/Alameda; Option B: Pacific/Vignes; Option C: Alameda; D: Alameda/Vignes</p> <p>I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes.</p> <p>Again, I oppose Option D: Alameda/Vignes</p> <p>Thank you very much.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, June 29, 2017 3:58 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#42]

Name *	Elaine Taiyoshi
Email (you@email.com) *	ekt999@hotmail.com
Phone Number	(213) 620-1496
Select a Subject *	I have a suggestion
Comment and/or Question *	<p>I oppose:</p> <p>Option A--Pacific/Alameda which would go through Little Tokyo and</p> <p>Option D--Alameda/Vignes which would go under our parish church St. Francis Xavier Chapel.</p> <p>I would prefer Option C--Alameda.</p> <p>Thank you,</p> <p>Elaine Taiyoshi Little Tokyo Arts & Gifts 317 E. First Street Los Angeles, CA 90012</p> <p>and</p> <p>parishioner of St. Francis Xavier Chapel 222 South Hewitt Street Los Angeles, CA 90012</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, June 28, 2017 9:03 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#40]

Name *	Gene Lew
Email (you@email.com) *	genelew@aol.com
Phone Number	(818) 203-8175
Select a Subject *	Comment and/or Question
Comment and/or Question *	I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes. Again, I oppose Option D: Alameda/Vignes

Name *

Genevieve Lew

Email ([you@email.com](#)) *

ghlew@aol.com

Phone Number

(818) 988-3840

Select a Subject *

Comment and/or Question

Comment and/or Question *

I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes.
Again, I oppose Option D: Alameda/Vignes

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, June 27, 2017 1:30 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#20]

Name *	Geoffrey Yamamoto
Email (you@email.com) *	geoffreyyamamoto@gmail.com
Phone Number	(626) 786-4564
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes.</p> <p>Again, I oppose Option D: Alameda/Vignes</p> <p>thank you,</p> <p>G Yamamoto</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, June 29, 2017 2:08 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#45]

Name *	George Ono
Email (you@email.com) *	georgesono@aol.com
Phone Number	(323) 665-6563
Select a Subject *	Comment and/or Question
Comment and/or Question *	I oppose option D Alameda/ Vignes tunnel.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, June 28, 2017 7:06 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#37]

Name *	James Uyeda
Email (you@email.com) *	james@uyedalaw.com
Phone Number	(213) 489-6873
Select a Subject *	Comment and/or Question
Comment and/or Question *	I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes. Again, I oppose Option D: Alameda/Vignes

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Tuesday, June 27, 2017 8:09 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#27]

Name *	Jane Dote
Email (you@email.com) *	hon_kiyo@yahoo.com
Phone Number	(562) 926-7550
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>I am an alumnae of Maryknoll School and a member of St. Francis Xavier Chapel Japanese Community Center on Hewitt Street. I am opposed to Option D (Alameda/Vignes). My first option is Option C (Alameda). 2nd option is Option A (Pacific/Alameda). 3rd option is Option B (Pacific/Vignes). Please take my choice into consideration when making your decision for the route.</p> <p>Thank you.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, June 28, 2017 8:54 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#31]

Name *	JoAnne Naka
Email (you@email.com) *	joanneasako@sbcglobal.net
Phone Number	(310) 539-2692
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes.</p> <p>Again, I oppose Option D: Alameda/Vignes</p> <p>Our church and community center would be severely negatively impacted by option D:Alameda/Vignes</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Tuesday, June 27, 2017 9:01 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#28]

Name *	John Murakami
Email (you@email.com) *	heebo126@aol.com
Phone Number	(626) 221-7744
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>To whom it may concern</p> <p>I am strongly against building the Alameda/Vignes option D. The disruption it would cause to our church would be devastating. Maryknoll is the only Japanese Catholic Church left. To build this tunnel underneath would disrupt a legend amongst Japanese Catholics around the world. I prefer options A, C , and B in that order.</p> <p>Sincerely</p> <p>John H. Murakami</p> <p>Maryknoll Class of 1971.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, June 28, 2017 9:00 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#32]

Name *	John Okita
Email (you@email.com) *	jfommy@yahoo.com
Phone Number	(310) 838-5402
Select a Subject *	Comment and/or Question
Comment and/or Question *	I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes. Again, I oppose Option D: Alameda/Vignes

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, June 23, 2017 7:16 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#14]

Name *	Jordan Riesenberg
Email (you@email.com) *	jriesenberg3@gmail.com
Phone Number	(415) 530-8603
Select a Subject *	Comment and/or Question
Comment and/or Question *	I would like to submit my support for the western "purple" route for the West Santa Ana Branch. The City of Vernon should not receive a stop unless they agree to an aggressive up zoning plan, and the eastern proposed routes would be redundant with any future Red/Purple HRT extension into the Arts District. A connection between the West Santa Ana Branch and the Blue line will allow network effect efficiencies.

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, June 23, 2017 2:10 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#5]

Name * Jose Gonzalez

Email ([you@email.com](#)) * calimike@outlook.com

Select a Subject * I have a suggestion

Comment and/or Question * I'm from Woodland Hills, CA. I suggest Gold Line expansion to Knott's Berry Farm and then go to Disneyland in Buena Park.

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, June 27, 2017 6:04 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#24]

Name *	Jose Rivera
Email (you@email.com) *	riverajn@hotmail.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>I oppose Option D: Alameda/Vignes; My order of preference, most favorable first, is</p> <ol style="list-style-type: none">1) Option A: Pacific/Alameda;2) Option C: Alameda;3) Option B: Pacific/Vignes. <p>Again, I oppose Option D: Alameda/Vignes</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, June 29, 2017 5:56 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#47]

Name * Justin Saka

Email jsaka@apisbp.org
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I work in Little Tokyo and am in constant contact with the small business owners and residents. I do not think it is appropriate for Metro to start yet another construction project in the Little Tokyo Neighborhood. The negative impact on small businesses and residents is apparent and acute. I suggest that Metro run the West Santa Ana corridor OUTSIDE of Little Tokyo. Please do not subject this neighborhood to another disrupting construction period. Little Tokyo has endured enough with the Regional Connector construction.

My question is: What other corridor alternatives are available that do not affect Little Tokyo?

Thank you.

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, June 23, 2017 2:47 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#7]

Name *	Kal Baker
Email (you@email.com) *	lilyb500@gmail.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	Option 1 – alameda vignes alternative serves as a better option as it doesn't overlap portion on MBL.

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, June 23, 2017 2:52 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#8]

Name *	Kary Lopez
Email (you@email.com) *	lkal_1@yahoo.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	Either pacific alignment would work best as it gives people another option to MBL.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, June 23, 2017 3:30 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#9]

Name * Katharine Tepper

Email katharine.tepper@gmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I think that the Pacific/Alameda route option of the northern West Santa Ana Branch alignments being considered. I think that the value of the Arts District station and connection to the Little Tokyo/regional connector out way the portions of the line that pass through more industrial areas. Given the boom in development of areas like the Arts District and Fashion district which were fairly industrial until recently, I think it is fair to assume that in the longer term that trend could continue south of the 10. Also I think that duplicating the blue line service for three whole stops will not in the long term alleviate the over crowding issues that the blue line is facing. Thank you!

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, June 28, 2017 1:07 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#35]

Name * Kathy Masaoka

Email ([you@email.com](#)) * yokan@aol.com

Phone Number (323) 665-5616

Select a Subject * Comment and/or Question

Comment and/or Question * How much disruption does Little Tokyo need to endure – from the camps, to redevelopment, to the Gold Line extension and now another project under the Arts District/Little Tokyo?! I am opposed to this disregard for a long time institution, Maryknoll, if MTA was to choose Plan D (Alameda and Vignes). Do we really need another rail line running through Little Tokyo?

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Tuesday, June 27, 2017 6:29 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#25]

Name *	Kayleigh Wade
Email (you@email.com) *	kayleigh@cbeval.org
Phone Number	(323) 723-5634
Select a Subject *	I have a suggestion
Comment and/or Question *	<p>Hi, I am a Youth Organizer in Huntington Park. I am here with several youth from our program. We have expressed concern in the presence of a Metro Rail in our community. We witnessed the gentrification that occurred, and continues to occur in Highland Park. We've embraced the white flight that occurred in this city, and have turned the city into something that is very unique to our Latinx immigrant experiences.</p> <p>Please reconsider the impact that a presence such as the West Santa Ana branch will have in our neighborhood. Feel free to contact me at 323-723-5634.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, June 29, 2017 3:15 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#46]

Name *	Kei Teramoto
Email (you@email.com) *	keiteramoto@yahoo.com
Phone Number	(626) 576-8177
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>I oppose Option D: Alameda/Vignes and Option A: Pacific/Alameda. My order of preference is 1) Option C: Alameda; 2) Option B: Pacific/Vignes.</p> <p>Again, I oppose Options A & D.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, June 23, 2017 10:07 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#16]

Name * Kevin Schwarzwald

Email ks905383@gmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

In terms of network development, the Alameda option seems to clearly be the best – it gives WSAB riders an easy (faster) transfer to the massively growing South Park area and Blue Line riders an easy transfer to the also rapidly growing Arts District. This option, at little cost difference from the others (and even cheaper and easier, by the AA report, than the Pacific/Alameda option, which misses a major opportunity to improve the network as a whole), significantly increases present (but especially future) access to jobs, entertainment, etc. for a given travel time for riders on both the Blue Line and the WSAB. It's true that Vernon would be less well served, but that could be mitigated by better bus service.

The transfer to the Regional connector should also certainly be in Little Tokyo and not at Union Station (in other words, I'm surprised the Alameda/Vignes option made it to the last round)! Again, it would be a capital mistake to miss the network connection to the Eastside gold line, especially given the growth of the arts district and the fact that travel demand to there (also from the Eastside) will likely increase.

Relatedly, I'm not always convinced the generally used ridership forecast models accurately model network effects...

Thank you for your time and your hard work in making a better transit system for Angelenos a reality!

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, June 23, 2017 3:49 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#10]

Name *	Kyle Jenkins
Email (you@email.com) *	krljenkins@gmail.com
Phone Number	(949) 280-7410
Select a Subject *	I have a suggestion
Comment and/or Question *	Please select the Alameda (purple) route! The stop at 7th/Alameda is needed now and will only become more appropriate as development moves in that direction. Also, a connection at Little Tokyo is a must!

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, June 27, 2017 3:13 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#21]

Name * Marilyn Oba

Email ([you@email.com](#)) * marilynoba@yahoo.com

Phone Number (714) 846-7054

Select a Subject * Comment and/or Question

Comment and/or Question *

I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes.
Again, I oppose Option D: Alameda/Vignes

Thank you for your consideration.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Tuesday, June 27, 2017 4:17 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#22]

Name *	Mark Shinoda
Email (you@email.com) *	burgerset@hotmail.com
Phone Number	(323) 295-0212
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes.</p> <p>Again, I oppose Option D: Alameda/Vignes</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, June 27, 2017 7:19 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#26]

Name *	Maureen Poon Fear
Email (you@email.com) *	Neekatave@aol.com
Phone Number	(310) 614-0030
Select a Subject *	Comment and/or Question
Comment and/or Question *	I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes. Again, I oppose Option D: Alameda/Vignes

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, June 28, 2017 12:45 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#34]

Name *	Michael Kametani
Email (you@email.com) *	mkame@hotmail.com
Phone Number	(626) 570-0973
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is</p> <ol style="list-style-type: none">1) Option A: Pacific/Alameda;2) Option C: Alameda;3) Option B: Pacific/Vignes. <p>Again, I oppose Option D: Alameda/Vignes</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, June 23, 2017 5:03 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#12]

Name *	Nirad Gupta
Email (you@email.com) *	nirad@nirad.com
Phone Number	(323) 252-4686
Select a Subject *	I have a suggestion
Comment and/or Question *	Consider interfacing with LA City Planning as the Community Plan update for Downtown is currently under discussion. The addition of a new rail line could open up some new possibilities for upzoning.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, June 23, 2017 2:44 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#6]

Name *	Oscar Gake
Email (you@email.com) *	oscarhgake@sbcglobal.net
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>The Alameda option should be chosen for the WSAB Northern Alignment. As the data shows, it would attract more riders than other options which would cost more. The station would also be important for population growth. There are two highrise towers standing 700 feet tall planned for the Alameda and 7th. A station at that corner would serve this large development and hopefully encourage the construction of more highrises nearby as well.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Tuesday, June 27, 2017 11:15 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#29]

Name *	Rachel Noble
Email (you@email.com) *	rachelmnooble@gmail.com
Phone Number	(323) 536-4983
Select a Subject *	Comment and/or Question
Comment and/or Question *	Commenting on the potential paths for the West Santa Ana branch: Due to the existing issues that were exacerbated by the Blue and Expo lines sharing a segment of tracks, I would rather see the West Santa Ana branch have its own dedicated track for the entire length, rather than sharing segments with the Blue or Gold lines.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, June 30, 2017 8:48 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#48]

Name * Reed Alvarado

Email reedalvarado@gmail.com
(you@email.com)

*

Phone Number (973) 652-1776

Select a Subject Comment and/or Question

*

Comment and/or Question *

Hi, I am a resident of DTLA. I live on 8th and Santee St. I find that the most useful solution to the growing attractions of the fashion/warehouse districts would be the pink or brown proposal. I feel very strongly that we must invest in good transit for the whole of downtown. City Market South, The Row, and several other projects are within walking distance or a short bike ride from this potential stop. We currently have no way of accessing The Row with any mass transit other than the 760 and 60. For such a large development there need to be more connections in the works. This will aid the arts district community living in the 7th and santa fe area but also people like me in the fashion district. With metabike stations properly placed, accessing a 7th and alameda stop will be very easy for anyone in this large part of downtown.

A 7th and alameda stop is essential. Thank you for your time.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, June 24, 2017 11:53 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#18]

Name * Ric Loya

Email casheric@aol.com
(you@email.com)

*

Phone Number (323) 791-5731

Select a Subject Comment and/or Question

*

Comment and/or Question *

Just got home from your meeting in Huntington Park. I agree with those that complained about the notification process. I only found out about it by chance and I am a former Mayor of HP. WHY not get cities and other agencies to include notice in their water bills or electric bills so the word really goes out. We have no real local paper in HP anymore. City newsletter is often after the fact.

Concerns: 1-my wife and i are former teachers at Huntington Park High along Ranndolph. we have safety concerns for the rail along Randolph. Need to make sure fencing, signals, etc. Work with schools on such. And remember that too many kids don't look at the signals or signs as they walk to and from school;

2. Florence-California-Salt Lake is a traffic mess. You really need to stand on the intersection a peak use times and incorporate what you find. Good location yes but need to deal with all the bad traffic now.

3. Atlantic-Firestone is even worse than Salt-Lake mess. Traffic is terrible at times now as everyone comes and goes plus all the Freeway just East of Atlantic. Again, need to monitor and then decide;

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, June 26, 2017 2:39 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#19]

Name * Richard Bourne

Email rpbourne@gmail.com

[\(you@email.com\)](#)

*

Phone Number (410) 963-9887

Select a Subject Comment and/or Question

*

Comment and/or Question *

With the Alameda option having the best ridership, lowest cost, and the least risk I think it should be a clear favorite. The connection to the Blue line at Washington and the Gold line at Little Tokyo are key.

Still I wonder, with the Pacific alignments getting more new riders, that must have to do with the missing station at Pacific and Vernon. Why not create an alternative that runs up Pacific to Vernon at-grade and then jogs west to Long Beach ave in an elevated alignment to meet the Blue Line and have an interchange at Vernon or Washington(or both). That way the elevated slauson station can remain elevated and where it is, south of Slauson, a new station can be opened at Pacific/Vernon, the line can enjoy the ridership boost of meeting the blue line and the operational flexibility that could bring, and the whole line could be at grade or elevated to save costs and reduce risks.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, June 23, 2017 6:58 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#13]


Name *	Shannon Broden
Email (you@email.com) *	shannonemuir@gmail.com
Phone Number	(213) 910-2545
Select a Subject *	Comment and/or Question
Comment and/or Question *	Regarding the Santa Ana comment: the company I work for will be relocating to 7th and Santa Fe in early 2018. I completely use public transit and others currently use it in our current Burbank location. I feel the eastern side of the Arts district could be better served, as well as help people access the upcoming Viaduct project. Thank you.

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, June 23, 2017 7:46 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#15]

Name *	Stefani Barro
Email (you@email.com) *	sbarro@me.com
Phone Number	(213) 446-3219
Select a Subject *	Add me to the mailing list
Address	 1024 S 4th St Montebello , Ca 90640 United States
Comment and/or Question *	interested in metro activities.

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, June 27, 2017 5:10 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#23]

Name *	Susan Nakamura
Email (you@email.com) *	Nakamura_Susan@att.net
Phone Number	(951) 750-7322
Select a Subject *	Comment and/or Question
Comment and/or Question *	I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes. Again, I oppose Option D: Alameda/Vignes

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, August 04, 2017 12:44 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#210]

Name *	Doreen Calderon
Email (you@email.com) *	doheadjoy@hotmail.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.</p> <p>The Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.</p> <p>NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, August 03, 2017 11:17 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#209]

Name * Jane Dote

Email hon_kiyo@yahoo.com
(you@email.com)

*

Phone Number (562) 926-7550

Select a Subject Comment and/or Question

*

Comment and/or Question *

I submitted a comment on June 27, 2017. However, since that time, additional information about the problems that will be caused by all the options, have been brought to my attention. 1) It is my understanding that the Little Tokyo Community expressed the need for the Alameda portion of the West/Santa Ana light rail to be underground, NOT aerial. The noise would be detrimental to the community and businesses. 2) The current Vignes options need to be located EAST OF CENTER ST. The impact of the current Vignes options would be devastating to the temple on 1st and Vignes and other businesses, like Fukui Mortuary, which are vital to LTCC. 3) The members of the St. Francis Xavier Japanese Catholic Community (of which I am a member) are requesting that NO rail station or path be approved on 3rd Street between Traction and Garey. The impact of construction would be devastating to the churches, residences, and businesses. A rail station would present a significant safety hazard for parishioners and residents. Please understand our concerns.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, August 04, 2017 4:28 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#211]

Name * Jessica Lin

Email lin.jessica.sophia@gmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is the Pacific-Vignes option. This option would least disturb businesses and residents in the historic Little Tokyo area.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, August 03, 2017 10:48 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#208]

Name * Junko Yamaguchi

Email junkoa20s@hotmail.com
(you@email.com)

*

Phone Number (213) 265-7575

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option".

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, August 04, 2017 9:41 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#215]

Name *	Stan Sumi
Email (you@email.com) *	shs68flh@aol.com
Phone Number	(626) 912-0960
Select a Subject *	Comment and/or Question
Comment and/or Question *	Stop tearing down communities that have been there for years, it's really sad to tear up the church's that keep the neighborhood together. Please reconsider the feeling's of the community

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, August 04, 2017 9:41 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#215]

Name *	Stan Sumi
Email (you@email.com) *	shs68flh@aol.com
Phone Number	(626) 912-0960
Select a Subject *	Comment and/or Question
Comment and/or Question *	Stop tearing down communities that have been there for years, it's really sad to tear up the church's that keep the neighborhood together. Please reconsider the feeling's of the community

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, August 04, 2017 8:50 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#212]

Name *	Susan Akahoshi
Email (you@email.com) *	sakahoshi1@gmail.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.</p> <p>B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.</p> <p>C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.</p>

From: Bobby Garza [<mailto:bobbygarzajr@yahoo.com>]
Sent: Thursday, August 03, 2017 10:23 PM
To: WSAB
Subject: WSAB proposed routes

Hello,

I am a resident of the Savoy, 100 S. Alameda St. #371. I have lived here for over 11 years and most of that time has been spent under Metro construction. In fact, by the time the WSAB is finished, if one of the current proposed routes is accepted, I would have lived 20 plus years alongside Metro Rail construction. But that's not the worst part of this proposed route, because I feel I should deal with it if it's best for the community in the long run, the WSAB is just NOT good for the community. These routes, especially the aerial along Alameda, divide our community, compromises our buildings privacy, altered city views, noise pollution from trains running at almost all hours, congestion, and property devaluation.

Little Tokyo is a small community and has no need for a train route and station in addition to the Regional Connector. That is what Union Station is for. I have been supportive of the Eastside Extension and of the Regional Connector, but I cannot get behind the WSAB traveling through Little Tokyo.

I stand with the LTCC and oppose all four current options.

P.S. I am not okay with a subway option, underneath Alameda, as some have suggested.

Thank you,
Bobby Garza

From: Ervin, Michael [<mailto:MErvin@bos.lacounty.gov>]
Sent: Thursday, August 03, 2017 8:53 AM
To: WSAB
Subject: Please add to email alerts

Thank you!

Michael Ervin
Assistant Deputy for Transportation
Supervisor Janice Hahn
Los Angeles County, Fourth District

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, August 04, 2017 8:59 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#213]

Name *	Nelson Flores
Email (you@email.com) *	nflore89@calstatela.edu
Select a Subject *	I have a suggestion
Comment and/or Question *	<p>On the first phase Lakewood, Bellflower, and Rosecrans are all good candidates for stops using the old PE ROW. For the last phase I would like to see the Alameda alignment. Combining with the Blue Line is good to skip the the roundabout route. Blue Line can continue to Pasadena and in the far future WSAB can hook to the left and take Pico or Venice.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, August 04, 2017 9:00 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#214]

Name * Robert Chen

Email rob.s.chen@gmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 10:07 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#218]

Name *	George Ono
Email (you@email.com) *	georgesono@aol.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	Re: Metro Line West Santa Ana Corridor Project I oppose an aerial light rail line on Alameda Street. Also I oppose a rail station being planned on Third St. Thank you.

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 10:16 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#219]

Name *	Brandy Heyde
Email (you@email.com) *	brandyheyde@hotmail.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	<p>Please do not build on the Alameda/Vignes route. Our church, Maryknoll, is a very special place to us and full of history. It's a peaceful haven in the middle of what is growing to be a very congested area. This route will have an extremely negative impact on the church and the community it is beginning to build.</p>

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 9:47 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#216]

Name * Gary Calvin

Email gary.calvin@gmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 721-6845

Select a Subject Comment and/or Question

*

Comment and/or Question *

I write to join the growing chorus of those who are very concerned about above-ground light rail along Alameda in the Little Tokyo/Arts District neighborhood. Any such line should be underground, in order to preserve the vital and historic area. In addition to the many businesses in the area, there are a number of historic churches and Buddhist temples that would be adversely impacted by the construction, and then the ongoing noise of operation.

Also, a station in the 3rd Str/Traction/Garey area is not needed (with another station just a few blocks away at 1st/Central) and would be terribly disruptive to the neighborhood.

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 10:38 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#221]

Name * Grace Amemiya

Email spiral32@sbcglobal.net

you@email.com

*

Phone Number (213) 712-0538

Select a Subject Comment and/or Question

*

Comment and/or Question *

Little Tokyo has a long history in Los Angeles. Keep the integrity of Little Tokyo, it's residence and strongly take in list of the community concerns.

An aerial light rail on Alameda will divide, destroy the integrity of the community create noise and visual blight.

Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, August 04, 2017 10:24 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#220]

Name * Kim Hayashi

Email kimbear10@aol.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I appreciate the work of Metro, but I do have to make sure that we are honoring the aware of the impact to the communities in which you plan to reside. I'm sure you've received these requests for many others, but hope that there is a collaborative solution to be able to make both sides happy with the outcome. Thank you for your consideration of this request.

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 10:06 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#217]

Name * Mirna Hamamoto

Email bjtm@msn.com

[\(you@email.com\)](#)

*

Phone Number (626) 401-9521

Select a Subject Comment and/or Question

*

Comment and/or Question *

Please do not make a metro line that will jeopardize the Maryknoll Catholic center community.

Our understanding is that you are planning to make a metro line adjacent to our cultural center and church, and I am writing to you to please do not so. This is a place where our children learned values of faith, community, traditions from their ancestors, etc. This is a place where older Japanese Americans, youth, and all people of different diversity meets for generations. Please do not disrupt this important place of gathering for our community.

Thanking you in advance for your kind consideration.

Mirna Hamamoto on behalf of my husband
and our two children.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#162]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Wednesday, August 02, 2017 12:50 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#162]

Name * Adam Rossetti

Email adam_rossetti@hotmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Adam Rossetti

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#142]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 31, 2017 9:40 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#142]

Name * Adriana Tang

Email tang.adriana@gmail.com

[\(you@email.com\)](#)

*

Phone Number (626) 524-8043

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#179]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 12:51 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#179]

Name * Aileen Uyeda

Email ayuyeda@gmail.com

[\(you@email.com\)](#)

*

Phone Number (213) 407-2763

Select a Subject Comment and/or Question

*

Comment and/or Question *

As a member of the St. Francis Xavier Church , 222 South Hewitt St. Los Angeles for over 70 years I would like to voice my comment on your plans for light rail construction in the area.

A. NO aerial light rail on Alameda--The noise and visual blight would be detrimental to our community.

B. Vignes options need to be located east of Center St. The impact on the Temple at 1st and Vignes and business vital to LTCC would be devastating.

C. NO light rail station or path on 3rd St. between Traction and Garey. The existence of a rail station would present a

significant safety hazard for parishioners and residents.

Aileen Uyeda

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#153]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, August 01, 2017 9:40 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#153]

Name * Andrew Lee

Email koolee@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#187]


From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 2:36 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#187]

Name *	Angel Leon
Email (you@email.com) *	aleonmartell@gmail.com
Phone Number	(562) 381-5133
Select a Subject *	Add me to the mailing list

Address	 8122 McKinley avenue Paramount's United States
----------------	---

Comment and/or Question * Very excited about this project. I think the community will be better served if the route does not follow a portion adjacent to the Blue line. I live in Paramount and my father has worked in Vernon and my family in Cudahy. I would like to see this line with a stop in the Arts district as is where I spent most of my time in downtown. Thank you. Moreover, I hope you can help the cities of Bellflower and Paramount to begin implementing their Active Transportation and Bicycling plan

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#136]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Sunday, July 30, 2017 11:59 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#136]

Name * Anthony Stoffella

Email ajstoffella@gmail.com
(you@email.com)

*

Phone Number (772) 216-9205

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street.As a architect/resident and I am writing because I strongly support the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I look forward to the significant impact of aerial light rail on Alameda. Aerial light rail on Alameda will serve to the character of my building as well as significantly increase my property value thanks to the close proximity. I welcome the ability to travel around a LA in

public transportation; increasing my views of the city from a new perspective; and not being bothered to increased noise and visual pollution, using the train on 1st street as a example to not have grave concern.

Best,

Anthony

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#193]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 2:58 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#193]

Name * Antonio Pacheco

Email ([you@email.com](#)) * pachectonio@gmail.com

Phone Number (314) 566-3899

Select a Subject * I have a suggestion

Comment and/or Question * Please pursue the Santa Fe alignment through the arts district and make it grade separated. Grade separation is key for this line.

Also, please include a complementary study of east-west options to compliment WSAB, including grade-separated light rail down Slauson in both directions!

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#148]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Monday, July 31, 2017 2:55 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#148]

Name * Bangyu Chan

Email bonnie888@gmail.com
(you@email.com)

*

Phone Number (323) 899-5988

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#176]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, August 03, 2017 11:35 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#176]

Name * Bert Kawahara

Email (you@email.com) * bertkawahara@hotmail.com

Phone Number (213) 250-1989

Select a Subject * I have a suggestion

Comment and/or Question *

We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

Your Vignes option should be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

There should be no rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on my church would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#183]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, August 03, 2017 1:35 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#183]

Name * Breanna Larsen

Email blarsenhome@yahoo.com

(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I am very excited about the idea of the light rail system from Artesia to Paramount... but I am also VERY concerned about the current plans to have it at ground level. With the number of trains expected during rush hour periods, this could pose an extreme danger to the well used pedestrian and bike paths in cities such as Bellflower. This also would GREATLY increase the traffic throughout the main thoroughfares in all of the cities along the path.

Please, please, for the safety of both the citizens and the visitors to these cities, vote to implement this rail system ELEVATED from the ground. This would both allow for the continued safety of families, bike-riders, and joggers who use the paths, and keep our streets from excess congestion and possible auto accidents.

Thank you for your time.

Subject: RE: West Santa Ana Branch Transit Corridor Project

From: Brenda Chism [<mailto:bchism77@gmail.com>]
Sent: Thursday, August 03, 2017 1:48 PM
To: WSAB
Subject: West Santa Ana Branch Transit Corridor Project

Hello,

I have several comments to be submitted for this project.

1. Homeowners in the Bellflower Agriculture Estates known as "Somerset" between the 91 Frwy to the south and Alondra Blvd.

to the north and Woodruff Avenue over to the San Gabriel Riverbed will need to maintain access to the back exit of their properties along the train corridor.

2. We have to have access for Delivery of Animal feed trucks, veterinary services, horse shoers, horse trailers etc. Also,

this is the right of way where we ride our horses and ponys.

3. We need a safe place to cross the train tracks over to Caruthers Park, which has the bellflower riding trail put in by the city along the riverbed for people to ride their horses in the Agricultural area.

Thank-you,

Brenda Chism

10229 Walnut St.
Bellflower, Ca. 90706

Subject: FW: Feedback - West Santa Ana Branch Transit Corridor [#198]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 4:20 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#198]

Name * Carolyn Carrera

Email carolyn.carrera@gmail.com

(you@email.com)

*

Phone Number (213) 977-3917

Select a Subject Comment and/or Question

*

Comment and/or Question *

I am writing to oppose the proposed routes of the West Santa Ana Branch Corridor:

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the Buddhist temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

I don't understand why we need additional rails when there already is a Gold Line extension being created that goes to Union Station and beyond. There must be a way to combine both efforts with less disruption. I understand that both rails are independent of each other which seems like someone is reinventing the wheel. Thank you.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#158]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, August 01, 2017 5:09 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#158]

Name * Cayla Harris

Email cayla129@aol.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#169]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 9:02 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#169]

Name * Celeste Hoang

Email celeste.hoang@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Thank you,

Celeste

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#190]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 2:50 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#190]

Name * Christina Sein

Email seiny110@yahoo.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

Dear Ms. Pan:

I previously submitted a comment regarding this project; however, after a presentation by a metro representative at our HOA meeting, it appears as though this project will go forward with one of the four options no matter what the community says. I would like to update my comment to include:

I live at 100 South Alameda Street, and I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Thank you.

Subject: FW: Feedback - West Santa Ana Branch Transit Corridor [#197]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 3:53 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#197]

Name * Christopher Obi

Email obic@usc.edu

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

Dear Fanny Pan,

My name is Christopher Obi and I am writing on behalf of myself, as a private citizen and community member, to be included as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor.

As a member of the Little Tokyo community and a worker in the Arts District, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo and its neighbors – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

The proposed division of Little Tokyo and the Arts District by the routes would have a devastating impact on the local community and business. At a crucial time when neighborhoods are working tirelessly to improve safety, promote art and culture, establish strong community ties, and bolster diversity, the proposition of transit routes that would literally divide communities could not be more inappropriate. Since my childhood, I have seen the changes that have occurred in Little Tokyo; from neglected and forgotten section of Los Angeles to the bustling and walk-able destination that it is today.

I, therefore, stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Christopher Obi

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#154]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, August 01, 2017 11:47 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#154]

Name * Daniel Nakamura

Email danielynakamura@hotmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 625-5810

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#143]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 31, 2017 10:29 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#143]

Name * David Eckinson

Email deckinson@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#199]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 5:13 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#199]

Name * Day Suehiro Hudson

Email dayyh@icloud.com

[\(you@email.com\)](#)

*

Phone Number (310) 838-6380

Select a Subject Comment and/or Question

*

Comment and/or Question *

Please consider the voices of the Japanese American Community which has been here more than 4 generations.

-NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

-NO rail station or path on 3rd St. between Traction and Garey. The impact of construction on the churches, residences, and businesses would be devastating and the existence of a rail station would present a significant safety hazard for

parishioners and residents.

-Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#205]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 9:26 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#205]

Name * Deana Chuang

Email dchuang47@hotmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#177]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, August 03, 2017 11:47 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#177]

Name * Denise Hatakeyama

Email saanchem@hotmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

The Japanese American Community of Little Tokyo and St. Francis Xavier Parish request:

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community. Underground would be best.

B. Vignes options need to be located east of Center St. The impact on the Buddhist temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#159]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, August 01, 2017 8:39 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#159]

Name * Denise Lujan

Email deniselujan2013@gmail.com

[\(you@email.com\)](#)

*

Phone Number (626) 428-2260

Select a Subject I have a suggestion

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#170]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 9:05 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#170]

Name * Denise Richards

Email ([you@email.com](#)) * absolutezero3@gmail.com

Phone Number (213) 510-6540

Select a Subject * Comment and/or Question

Comment and/or Question * The proposed route down Alameda St. is going to create havoc on a major thoroughfare that is already gridlocked at commute hours. This area is dealing with years of construction delays with the current connector at Alameda and 1st St. Further construction is unacceptably affecting quality of life, property values, and business sales in the area. A different route must be chosen.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#132]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Sunday, July 30, 2017 3:27 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#132]

Name * Diana Choi

Email dianayschoi@gmail.com

[\(you@email.com\)](#)

*

Phone Number (213) 700-8222

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#150]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 31, 2017 4:57 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#150]

Name * Ed Kwon

Email edkwon@hotmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: arts district op;tion

From: Eiko Masuyama [<mailto:imasuyam@yahoo.com>]
Sent: Thursday, August 03, 2017 11:01 AM
To: WSAB
Subject: arts district op;tion

OPPOSE: option 2, Pacific/Vignes offer

Vignes/First Streets is so congested as is, this would make it worse. I attend the Los Angeles Nishi Buddhist Temple 815 East First Street. I go to the temple 3-4 times a week and enter the parking lot from Vignes Street.

**Please consider another route.
Thank you for all you do.**

**eiko masuyama
temple member**

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#139]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 31, 2017 6:28 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#139]

Name * Eveline Lee

Email lee_eveline@yahoo.com

[\(you@email.com\)](#)

*

Phone Number (213) 268-9945

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 S Alameda Street, I am writing to STRONGLY OPPOSE the pacific-Alameda and Alameda options of the west Santa Ana branch transit corridor project.

As a resident, in one of the of only two residential buildings on Alameda in the northern alignment area, I have grave concerns about the significant adverse impact of the aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as DEVALUE my property's. I am concerned about losing privacy, having my

views permanently altered; and being exposed to increase crime, noise, and visual pollution.

If the west Santa Ana branch transit corridor project must move forward, my locally preferred alternative is either the Pacific-Vignes option or Alameda-Vignes option.

The noise from gold line and construction from the orange line is already enough for our building to deal with, PLEASE consider another site. Thank you for your consideration.

Concerned resident,

Eveline Lee

234

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#167]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 2:55 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#167]

Name * Florent Lebert

Email florent.us@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#186]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 2:25 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#186]

Name * Frances Inafuku

Email francesinafuku@charter.net

[\(you@email.com\)](#)

*

Phone Number (626) 584-9430

Select a Subject Comment and/or Question

*

Comment and/or Question *

To whom it may concern:

As a concerned Japanese-American citizen and avid advocate of the metropolitan transit system, I am e-mailing you to let you know that I am against an aerial light rail on Alameda, and I feel that Vignes options need to be located east of Center Street. Also there should be no rail station or path on 3rd Street between Traction and Garey, as it would present a significant safety hazard.

These are concerns that I believe should be taken seriously since it involves a community which would be highly impacted

by the decisions made, a community whose very well-being and safety should be of utmost importance to you as decision makers.

I trust you will base your decisions on what is best for the community and not on what is easiest.

Thank you.

Frances Inafuku

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#195]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 3:09 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#195]

Name * Gabriela Contreras

Email gabriela0728@hotmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#152]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, August 01, 2017 9:20 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#152]

Name * Gary Tang

Email gtang98217@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option".

Subject: RE: Alameda/Vignes Proposal

From: Gavin Cha [<mailto:gcha79@gmail.com>]
Sent: Thursday, August 03, 2017 10:06 PM
To: WSAB
Subject: Alameda/Vignes Proposal

Dear Fanny Pan:

I have been a resident of the Arts District/ Little Tokyo area for over (4) years now and would love to see the Alameda/Vignes Station come to pass.

1. The area is already home to many residents and businesses that would greatly benefit from greater metro access
2. Metro station in the area would help alleviate parking and traffic in the area
3. The location is close to the Arts District & Little Tokyo to serve both locations

The other plans that include the other Arts District stations are also nice, but they would be in lesser populated and underdeveloped areas of the Arts District and would be too far to be convenient for both Little Tokyo and Arts District users to use.

Thank you very much and expanding the Metro is great. I hope very much that LA can be more of a pedestrian city where a car is an option and not a necessity in the near future! =)

Sincerely,

Gavin Cha

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#184]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 1:40 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#184]

Name * grace herrera

Email sherrer@calstatela.edu

[\(you@email.com\)](#)

*

Phone Number (818) 257-3905

Select a Subject Comment and/or Question

*

Comment and/or Question *

I would agree with Mr. Yamamoto, Ms. Uyeda, and Mr, Teramoto the Little Tokyo Community Center and others regarding the Regional Connector at 1st & Alameda that:

- A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.
- B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.
- C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the

churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Please consider these options.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#185]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 1:58 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#185]

Name * Hank Fung

Email hank@bleeble.org

[\(you@email.com\)](#)

*

Phone Number (626) 593-7672

Select a Subject Comment and/or Question

*

Comment and/or Question *

Pacific/Vignes and Pacific/Alameda alignments – suggest a station at Olympic to serve transferring customers from Line 66 as well as redevelopment on Sears Boyle Heights site.

San Pedro Branch – add station at Atlantic to serve transferring customers from 260/762 buses.

I-105/Green Line station – there needs to be provision for local access and not make this just a transfer station. Local access to the Green Line has been poor due to fencing around parking, to prevent overflow into neighborhoods, but also discourages walking and biking to the station. The correct solution for parking overflow on residential streets is daytime

parking restrictions and/or overnight parking bans, and not forcing people to walk around for miles (as in the case of the neighborhood south of the Norwalk Green Line station) to access transit.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#165]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Wednesday, August 02, 2017 9:20 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#165]

Name * Hanna Lim

Email limhanna@gmail.com

[\(you@email.com\)](#)

*

Phone Number (818) 903-2524

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project. As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option. – Hanna Lim

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#173]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 11:09 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#173]

Name * Hannah Lee

Email hannahhblee@gmail.com

[\(you@email.com\)](#)

*

Phone Number (213) 222-7293

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#181]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 1:25 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#181]

Name *	Jake Snapper
---------------	--------------

Email (you@email.com) *	lajak310@gmail.com
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Select a Subject *	Comment and/or Question
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Comment and/or Question *	I prefer the Alameda option. Please start this project immediately!
----------------------------------	---

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#135]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Sunday, July 30, 2017 4:18 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#135]

Name * James Bae

Email bae.james@gmail.com
(you@email.com)

*

Phone Number (917) 545-7233

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#164]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Wednesday, August 02, 2017 9:18 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#164]

Name * James Uyeda

Email james@uyedalaw.com

[\(you@email.com\)](#)

*

Phone Number (213) 489-6873

Select a Subject Comment and/or Question

*

Comment and/or Question *

As a member of the St. Francis Xavier Japanese Catholic Center and the Maryknoll Karate Club located at the Center, I oppose the Alameda Vignes route as its construction would close off our 3rd Street driveway from anywhere from 6 months to 2 years. This would make access to the Center very difficult and the noise from the construction would interfere with Mass and our karate classes.

The Alameda route and the Pacific Alameda routes would greatly impact Little Tokyo and would virtually cut off Historic

Little Tokyo (including St Francis Xavier JCC and other businesses) from Little Tokyo, dividing our community into 2 areas. These 2 routes are aerial routes that would cause noise and congestion on Alameda. The noise and congestion would continue after the construction is done and will be present for the life of the transit line. The Little Tokyo Community had previously ask that any Metro projects be below ground, but Metro seems to have ignored this.

Thank you for your consideration of my comments.

Subject:

RE: 8/3/17 comment letter to Fanny Pan re:WSAB project

-----Original Message-----

From: jm dyk [<mailto:jdlittletokyo@gmail.com>]

Sent: Thursday, August 03, 2017 1:21 PM

To: WSAB

Cc: jdlittletokyo@gmail.com

Subject: 8/3/17 comment letter to Fanny Pan re:WSAB project

Dear Fanny Pan,

Attached herein is my comment letter re: WSAB Transit Corridor project. I've sent it to both e-mail addresses I received from you and your colleagues yesterday at the St Francis Xavier (Maryknoll) meeting organized by Kristin Fukushima, Project Manager, Little Tokyo Community Council (LTCC).

Thank you for the opportunity for the public to comment on this important endeavor.

Sincerely,

Jan Fukuhara

Board Member

Teramachi Homeowners' Association

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#133]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Sunday, July 30, 2017 4:12 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#133]

Name * Jason Bae

Email jasonkybae@hotmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 480-2420

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#141]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 31, 2017 9:10 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#141]

Name * Jennifer Tseng

Email sprat107@yahoo.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#151]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, August 01, 2017 6:08 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#151]

Name * jenson chang

Email jenson003@hotmail.com

[\(you@email.com\)](#)

*

Phone Number (626) 616-3735

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Subject: RE: West Santa Ana Branch Transit Corridor Project

From: Jessica Jimenez [<mailto:jjimenez@sogate.org>]

Sent: Monday, June 19, 2017 10:42 AM

To: WSAB

Subject: West Santa Ana Branch Transit Corridor Project

Hi Fanny,

Unfortunately, I cannot attend the South Gate Tuesday meeting at the South Gate Girls Club House. Can you please confirm the link to the live webcast?

Is it www.tinyurl.com/Metroswab?

Will it be recorded after live streaming?

Thank you,

Jessica C. Jimenez
Assistant Planner | Community Development Department
City of South Gate | 8650 California Ave | South Gate, CA 90280
Phone (323) 563-9514 | Email jjimenez@sogate.org

Subject: RE: Comment on WSAB LRT

From: silent_hero_jm [<mailto:pikajesusd8@gmail.com>]
Sent: Thursday, August 03, 2017 3:15 PM
To: WSAB
Subject: Comment on WSAB LRT

Dear Ms. Fanny Pan and Metro,

My name is Jesus Quiroz and I am a resident of the gateway cities, Cudahy in particular. I am very informed on Metro Los Angeles and pushed for the passage of Measure M within my community. The WSAB TCP is the project I'm most excited about. Here are my comments.

1) The right of way should be kept away from the Blue Line to have LRT service expanded to as many places as possible. Going along the Pacific route proposed and connecting to the BLUE and EXPO lines at 1st/Central station should be sufficient connection to the BLUE LINE. I can elaborate more on why the WSAB should not share routes with the BLUE LINE if needed.

2) The station at Firestone should be above-grade. Firestone and Atlantic are both busy streets that the WSAB LRTA will have to cross to get to the Firestone St. Station (or at least where I think it will be placed in between Firestone and Atlantic). It would make sense since an above grade crossing and station will very likely be long enough to cross both streets and help avoid further congestion on both those streets. I can take a picture of the exact place I see the Station placed if needed.

Those are my most concerning comments. My email address if further communication is sought is jesusquiroz@g.ucla.edu or replying to this email address. I love this project and wish to help in anyway i can so please don't hesitate to contact me if anything is needed.

Thank you for your time and for reading

Warmly, Jesus Quiroz

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#192]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 2:57 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#192]

Name *	Joan Nagata
Email (you@email.com) *	joninagata@yahoo.com

Phone Number	(562) 860-4660
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Select a Subject *	Comment and/or Question
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Comment and/or Question *

We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

Also, Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

We do NOT want a rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: Comment on northern terminus

-----Original Message-----

From: John Flores [<mailto:john.flores@podley.com>]

Sent: Thursday, August 03, 2017 4:32 PM

To: WSAB

Subject: Comment on northern terminus

As a resident of the arts district I want to vote for the Vermont corridor.

Not the ones contemplating the use of vignes or traction as a station stop.

Placing a terminus on my door step at Traction and Rose will not help our property values and the noise of tunneling would be horrible to bear.

Alameda is proper location for the tunnel and terminus as the station is there already. Also it is a busy corridor and can handle the noise of tunneling.

Regards,

John Flores

626-429-3300

Sent from my iPhone

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#196]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, August 03, 2017 3:12 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#196]

Name * John Okita

Email ([you@email.com](#)) * jfommy@yahoo.com

Phone Number (310) 838-5402

Select a Subject * Comment and/or Question

Comment and/or Question *

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: General Inquiry- West Santa Ana Branch Transit Corridor Project

From: Jonathan Silva [<mailto:silvajonathan451@gmail.com>]

Sent: Wednesday, August 02, 2017 4:41 PM

To: Pan, Fanny; WSAB

Subject: General Inquiry- West Santa Ana Branch Transit Corridor Project

Dear Fanny Pan,

Good Afternoon!

My name is Jonathan Silva and I am a transportation professional seeking employment. I am very interested in working at **METRO**. Just to share, I have been in the transportation field for over 5 years working for OCTA and METRO. I just finished interning with Jacobsen Daniels Aviation Consultants working on the Landside Access Modernization Program (LAMP) at LAX on 3/7/20217. The disciplines of my transportation career stem from service planning, training/development, customer service, outreach, planning, marketing, and new business development. I am very passionate about all modes of sustainable transportation to build a better environment through other means besides single-occupancy vehicle. Now pursuing a second Master's degree in Sustainable Transportation from the University of Washington. I am interested in all opportunities surrounding the **WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT**. Attached is my Resume and Writing Sample for your viewing. I am dedicated, hardworking and willing to learn. I look forward to speaking to you soon and share my experience and goals.

--

Jonathan Silva

714-383-4916

silvajonathan451@gmail.com

The best preparation for tomorrow is doing your best today.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#146]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 31, 2017 1:15 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#146]

Name * Jordan Su

Email jordan.sciarc@gmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 602-9452

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#191]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 2:50 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#191]

Name * Jordann Turner

Email ([you@email.com](#)) * jordann213@gmail.com

Select a Subject * I have a suggestion

Comment and/or Question * Add station at Imperial Highway to serve adjacent County facilities and Ranchos Los Amigos. Station at Little Tokyo Station and any Arts district area stations should be below ground.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#144]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 31, 2017 10:40 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#144]

Name * Juanito Garlitos

Email jmgarlitos@msn.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#200]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 5:36 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#200]

Name * Jully Lee

Email jullylee@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I am the artistic director of Cold Tofu Improv, an improv comedy troupe that was founded in Little Tokyo as a grass roots organization in 1981, and I have strong concerns regarding the new Metro expansion of the West Santa Ana Branch Transit Corridor.

We are in our 36th year and we continue to perform and provide improv workshops in the community of Little Tokyo, teaching actors and non-actors skills in communication, public speaking, team building and performance in a safe space. We are an organization built on inclusion and representation providing a safe space for members of the community, and I have recently been informed that our homebase venue is in jeopardy due to the expansion of the Metro. We have been

using the space at Maryknoll St. Francis Xavier Catholic Center on Hewitt and 3rd street for over 10 years. Maryknoll has allowed us to thrive by providing us with a home and a space to continue our efforts within the community, and any change that would negatively impact Maryknoll would therefore impact our organization as well. I am strongly urging that the voices from Maryknoll and LTCC be heard.

Specifically, these three points:

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Thank you for your consideration. I would also like to be included on any information that is being disseminated regarding the development of these changes.

Respectfully,

Jully Lee

Artistic Director

COLD TOFU

Subject: RE: WSAB Transit Corridor Project - Attn: Fanny Pan

From: JYKONDO@aol.com [<mailto:JYKONDO@aol.com>]

Sent: Thursday, August 03, 2017 4:40 PM

To: WSAB

Subject: WSAB Transit Corridor Project - Attn: Fanny Pan

Dear Ms. Pan,

Both of the Vignes routes will greatly effect the Temple members due to the heavy traffic, noises and access to attend Nishi Hongwanji Buddhist Temple for services and activities that occur everyday of the week.

Please consider not using Vignes routes for your WSAB project.

Thank you,

June Kondo

Subject: RE: WSAB Scoping Public Comment

From: Kathy Masaoka [<mailto:yokan@aol.com>]

Sent: Wednesday, August 02, 2017 5:06 PM

To: WSAB

Subject: WSAB Scoping Public Comment

The proposed rail lines through Little Tokyo are not acceptable nor has the process been the right one. Why wasn't the community informed much much earlier that this was a possibility? We have had to deal with the Regional Connector and all the disruptions that has caused and now we are being asked to deal with more disruptions. It seems that all this may have been in the planning from the very beginning and now is being doled out little by little as if the concerns of Little Tokyo do not matter.

No, we do not want another rail line through Little Tokyo that simply makes travel convenient for others but does no good for us!

Kathy Masaoka

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#175]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 11:33 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#175]

Name * Kei Teramoto

Email keiteramoto@yahoo.com

[\(you@email.com\)](#)

*

Phone Number (213) 437-0988

Select a Subject Comment and/or Question

*

Comment and/or Question *

Please have some human compassion for the Little Tokyo area. The City and Metro have basically done whatever is you want without taking into consideration all of the history and culture that you will destroy bit by bit. We do not want to stand in the way of progress, but certainly want you to consider our community as we progress forward.

We DO NOT WANT aerial light rail on Alameda St. as it will be very detrimental to the community by way of noise and yet another means of dividing our community with the Churches and businesses east of Alameda.

Relocate the Vignes options to the east of Center Street. The Temple at 1st and Vignes would be horribly effected if this is not done.

We want NO rail station or path on 3rd St. between Traction and Garey. With the ongoing construction now, it is one terrible mess on this corridor. Imagine if Metro compounds this with yet more disruptive construction here. Let the station be on Santa fe.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#163]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, August 02, 2017 8:09 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#163]

Name * Ken Hsu

Email kennthsu@gmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#180]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 1:21 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#180]

Name * Kenny Uong

Email kennymanuong@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

Hello. My name is Kenny Uong and I am from the city of Glendale. I am excited about the West Santa Ana Branch Corridor project, since it will finally provide rail service to the Gateway Cities. As for the proposal, I strongly support the Alameda/Vignes alignment. A station in the Arts District at 3rd/Traction will be wonderful. In addition, if this alignment is chosen, the WSAB Line will provide connections to the Metro Blue Line at Washington, Vernon, and Slauson stations. Also, just for clarification, will the southern terminus be at Bloomfield in Cerritos or Pioneer in Artesia? Thank you and have a wonderful day.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#155]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, August 01, 2017 1:25 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#155]

Name * Kristy Golemac

Email kristygolemac@gmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 218-8279

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#202]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 7:30 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#202]

Name * Laura Chen

Email lauracdancr@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

Hello,

My name is Laura Chen and I currently live at 100 S Alameda Street. I am commenting because I strongly oppose the Pacific Alameda and Alameda options for the West Santa Ana Branch Transit Corridor project. As a resident who will be negatively impacted by this project, I wanted to voice my opinion and concerns. I am concerned about the large increase in noise and visual pollution. This light rail will decrease the value of the property and make it much less desirable to live in.

Furthermore, union station is already walking distance from this area and another station is currently being built.

Therefore, I think it is very unnecessary to construct an additional stop at the Pacific Alameda and Alameda options. If the

West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#178]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 11:48 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#178]

Name * lawrence yamamoto

Email ([you@email.com](#)) * L2yamamoto@hotmail.com

Phone Number (916) 487-6317

Select a Subject * Comment and/or Question

Comment and/or Question *

My classmates at Maryknoll 222 Hewitt St. have asked me to include my objection to the planned construction and how it will affect Little Tokyo a historic center for the Japanese community. Attending church services and parking will be severely curtailed during the period of activity plus the threat of earthquake. I'm sure there are alternative routes that could happen that would be less disruptive.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#174]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 11:16 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#174]

Name * Lloyd Honda

Email ([you@email.com](#)) * lloydhonda@gmail.com

Phone Number (323) 717-6332

Select a Subject * I have a suggestion

Comment and/or Question *

We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: West Santa Ana Public Corridor Comment

From: Lori Spangler [<mailto:dizneydaze@aol.com>]
Sent: Tuesday, August 01, 2017 12:42 PM
To: WSAB
Subject: West Santa Ana Public Corridor Comment

Hello,

Regarding the West Santa Ana Public Corridor project, I am offering my public comment during the open comment period. I am a lifelong resident of Bellflower, CA. Having been born here over 50 years ago. I have seen my share of ups & downs of living here. Most certainly the positives far outnumber any negatives. I believe adding a Metro rail and stop to Bellflower will provide economic benefits as we all find ways to ease our transportation needs going forward.

I am very anxious to see Bellflower become part of this new Metro project. With that in mind, I have seen the artist drawings of the options of elevated vs ground level rail. My preference is for the elevated version.

1. Please do not remove our bike trail. We have not waited decades for this cross town access only to have it be taken away by Metro.
2. The elevated rail plan would suit our city well, due to the desire to keep the trail.
3. The elevated rail plan would also mitigate any safety/pedestrian/traffic issues.

As we move forward, I believe we can keep our smaller hometown feeling while still being connected to other nearby cities.

Thank you,
Lori Spangler
9522 Heiner Street
Bellflower, CA 90706

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#207]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 10:15 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#207]

Name * Maria Saldana

Email maribelpsaldana@yahoo.com
(you@email.com)

*

Phone Number (818) 966-2389

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#157]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, August 01, 2017 3:54 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#157]

Name * Matt Masciandaro

Email matt@esp guitars.com

[\(you@email.com\)](#)

*

Phone Number (213) 760-9142

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#182]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 1:29 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#182]

Name * Maureen Poon Fear

Email Neekatave@aol.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

Please consider the health & safety of the Little Tokyo Community!

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Please locate the Vignes option east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. The impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#204]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 8:18 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#204]

Name * michael lin

Email mike.bc.lin@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#168]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 6:48 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#168]

Name * Mike Izuno

Email (you@email.com) * mrizuno@earthlink.net

Phone Number (323) 420-6091

Select a Subject * Comment and/or Question

Comment and/or Question *

Please stop this insanity. The communities particularly the Japanese American Community in and around this proposed development will be harmful to all. Other means of transportation that are less invasive need to be explored.

The Japanese community has been a stabilizing influence in the area for many years. Please don't disrupt the community.

Mike Izuno

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#171]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 10:47 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#171]

Name * NORIKO CLAUS

Email nclaus@verizon.net

[\(you@email.com\)](#)

*

Phone Number (310) 398-0567

Select a Subject Comment and/or Question

*

Comment and/or Question *

As a member of St. Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes, Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#166]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 2:01 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#166]

Name * Patrice Okabe

Email ([you@email.com](#)) * pokabe7@gmail.com

Select a Subject * Comment and/or Question

Comment and/or Question *

I support the light rail line from Artesia area up to union station. The southern part of the proposed route seems fine.

I oppose the four routes for the northern portion because it will affect Saint Francis Xavier chapel and also the little Tokyo community businesses and residents of the area.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#160]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, August 01, 2017 11:38 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#160]

Name * Philip Obaza

Email (you@email.com) * philip.obaza@gmail.com

Phone Number (610) 324-5878

Select a Subject * Comment and/or Question

Comment and/or Question *

I'm eager for the WSAB corridor project and would like to voice my support for the Alameda option for the northern segment – it will provide the best access connecting to Little Tokyo (the Arts District would be better served with a Red and/or Purple Line extension), as well as tying into the already existing Blue Line. Thanks again for all your service!

Philip Obaza

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#140]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 31, 2017 6:32 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#140]

Name * Raymond Lee

Email ur.uglee@yahoo.com

[\(you@email.com\)](mailto:you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 S Alameda Street, I am writing to STRONGLY OPPOSE the pacific-Alameda and Alameda options of the west Santa Ana branch transit corridor project.

As a resident, in one of the of only two residential buildings on Alameda in the northern alignment area, I have grave concerns about the significant adverse impact of the aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as DEVALUE my property's. I am concerned about losing privacy, having my views permanently altered; and being exposed to increase crime, noise, and visual pollution.

If the west Santa Ana branch transit corridor project must move forward, my locally preferred alternative is either the pacific–vignes option or Alameda–vignes option.

The noise from gold line and construction from the orange line is already enough for our building to deal with, PLEASE consider another site. Thank you for your consideration. PLEASE

Concerned owner.

Subject: RE: I support the West Santa Ana Branch line

From: Richard Kolostian [<mailto:rkolostian@gmail.com>]
Sent: Monday, July 31, 2017 7:49 PM
To: WSAB
Subject: I support the West Santa Ana Branch line

Dear Metro:

I am emailing in support of the West Santa Ana Branch line, from Artesia to LA Union Station.

I work in downtown LA, but live in Cerritos. Parking at the Norwalk Green Line station is gone by 6:30 am, so the rest of us have to take a bus or an Uber to get there. This significantly increases the total commute time for everyone.

I know this is reducing the number of people taking public transportation.

By running a line from Artesia and Cerritos to the Green Line (Paramount), then later to downtown LA, this will allow and encourage more people from southeast LA county to take Metro.

The working-class communities of Artesia, Bellflower, Downey, Bell, and others absolutely need this line, since most of their residents are struggling with ever-increasing rents and the cost of gassing up and maintaining a car.

WSAB will be a godsend for them, and the rest of us as well.

Too many of Metro's projects are in LA, and not enough are down here. The Tony Mendoza Senate bill to increase the Metro board size is very popular down here. I hope the Metro board considers expediting the project to completion sooner, rather than later.

And please keep the proposed station at 183rd and Gridley. There are some fascinating proposals for it by design students, located on the web. You should Google them and look at them.

In conclusion, I do want to say that Metro is doing a FANTASTIC job. The projects completed and underway will help, and we'd like to have one as well. I voted for Measure "M" and urged all my friends to do so on social media--and was proud to do so.

Thanks
Richard Kolostian

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#149]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 31, 2017 2:56 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#149]

Name * Russell Chan

Email russellchan1@gmail.com

[\(you@email.com\)](#)

*

Phone Number (213) 590-2588

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#189]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 2:44 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#189]

Name * Sean Miura

Email spmiura@gmail.com

[\(you@email.com\)](#)

*

Phone Number (973) 477-2941

Select a Subject Comment and/or Question

*

Comment and/or Question *

Hi,

My name is Sean Miura. I currently work as BuzzFeed but also produce Tuesday Night Cafe in Little Tokyo, the nation's oldest Asian American free mic series. Halfway through our 19th year, we've organized two shows a month every year from April to October, bringing in approximately 150-250 people per show on Tuesday nights.

I have also worked with a number of other organizations in the area since 2006. My parents have lived in Little Tokyo since 2015 and my grandfather and grandmother were active in projects such as Nisei Week and the creation of the Japanese American National Museum.

After reviewing the current options, I would like to voice concerns with all. Little Tokyo, along with other communities such as Leimert Park, offers a unique cultural/historical significance that has set Los Angeles apart from many other cities. With the rise of popularity in the area, rents have risen and led to many signature/historic businesses closing. Additionally, the current Regional Connector construction correlated with the closing of at least one restaurant who did not meet the criteria for mitigation from Metro. All these concerns, combined with the context of Little Tokyo seeing its land get stripped away by the city, point toward a bleak future if Metro moves ahead with aerial options or any option that could potentially segment the neighborhood (physically or psychologically).

Option D feels the least impactful, but even that option serves to disrupt residents who live in the Arts District.

As Los Angeles sees an influx of new residents and the Alameda corridor swiftly changes/develops, I hope care will be taken to recognize the impact of building on the preservation/evolution of communities like Little Tokyo. While a more walkable city will ultimately benefit all, it does no one good if the process toward a walkable cities cuts apart the communities at ground level.

Thank you for reading and I hope you will reconsider the current options.

Sean

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#134]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Sunday, July 30, 2017 4:14 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#134]

Name * Shinsil Bae

Email sfayebae@gmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 713-7345

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#156]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, August 01, 2017 1:43 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#156]

Name * sinisha golemac

Email sinishagolemac@gmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 218-8281

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Attachments:

Kizuna Metro Letter - WSAB.pdf

From: Sophie Wang [<mailto:sophie@kizuna-la.org>]**Sent:** Thursday, August 03, 2017 3:31 PM**To:** WSAB**Cc:** Michelle Yamashiro**Subject:** WSAB public comment letter - Kizuna

Dear Fanny and Metro Team,

Attached is a letter from Kizuna's Program Director Michelle Yamashiro urging Metro to consider alternative routes for the WSAB that would not harm the historic and vulnerable Little Tokyo community. Kizuna is a Japanese American youth development organization based right here in Little Tokyo, so we have quite a bit of investment in both the neighborhood and the community that holds it so dear.

Thinking about the possibility of Little Tokyo being bisected by yet another Metro line makes me feel incredibly sad. This community has been through enough already.

Please - we believe in your ability to design an alternative that keeps our community whole.

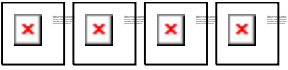
Best,
Sophie

--

Sophie Wang*Marketing and Development Manager*

244 S. San Pedro Street, Suite 306, Los Angeles, CA 90012

T: (213) 973-4465 x 4 E: sophie@kizuna-la.org



Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#145]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Monday, July 31, 2017 11:02 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#145]

Name * Steven Kim

Email sykim612@gmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject:

RE: attn: Fanny Pan Project Manager,Metro

From: susan oiwake [<mailto:soiwake6335@gmail.com>]**Sent:** Thursday, August 03, 2017 3:40 PM**To:** WSAB**Subject:** attn: Fanny Pan Project Manager,Metro

Hello Fanny,

I am a member of the Nishihongwanji Buddhist Temple on First Street.

Construction and the building of lines on Vignes Street would interfere with the affairs of the temple as the temple's parking lot entrances all face this street, and, therefore, I oppose the suggested routes on Vignes Street.

Perhaps, the routes can be re-routed to the east of Vignes. I suggest this as our temple is a vital part of Little Tokyo, and a line, for example running down Alameda, can be a psychological division between it and the rest of Little Tokyo.

Thank you for your consideration for our temple.

Sincerely,
Susan Oiwake

Subject: RE: WSAB Scoping Public Comment

From: Thomas Dromgoole [<mailto:lanykid073146t@gmail.com>]

Sent: Wednesday, August 02, 2017 11:53 AM

To: WSAB

Subject: WSAB Scoping Public Comment

Should all be below ground. Why should residents of L.T.& A.D. suffer so people can come from West Santa Ana to Union Station? The money would be better spent on existing infrastructure.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#161]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, August 02, 2017 12:06 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#161]

Name * Tiffany Lai

Email tiffanylai75@gmail.com
(you@email.com)

*

Phone Number (310) 923-0520

Select a Subject Comment and/or Question

*

Comment and/or Question *

Dear Fanny,

I would like to take this time to alert you of my severe concern over the potential plans for Metro to build an elevated transit line directly in front of the Savoy Condominiums. The expansion of metro and infrastructure in this area with the Regional Connector, while in the long run will positively impact the neighborhood, in the short term has created a number of daily inconveniences that contribute to a lower satisfaction of living conditions currently. Residing in a street facing unit,

I am subjected to constant noise of trucks, equipment and construction going at all hours of the day – early in the morning and well into sundown hours. The added traffic with workers, the dust and pollution construction has brought, as well as the gridlock that occurs when streets are closed during construction has been a constant reality for residents of Little Tokyo the past few years.

While this section of the downtown area has grown, our community has managed to maintain a sense of tranquility and neighborhood quality that families are able to enjoy. There are many differing sections of the downtown area, and for those who have chosen the Arts District/Little Tokyo area as their home the feeling of being in a residential area is important. We enjoy living in the heart of a bustling city, but do not want to be swallowed up in a high rise, concrete jungle.

Adding a skyline of railway tracks with trains constantly running will completely detract from the feeling of this community – not to mention how the traffic and unsightly views would diminish our property values and negatively impact the level of enjoyment living here. There is absolutely no reason the track needs to be built on Alameda and one can only assume that Metro simply wishes to piggy back on construction currently taking place with the regional connector, disregarding completely the already frayed nerves and sensitivities of the residents in this area.

For Metro to show such blatant neglect and indifference to the quality of living for those in Little Tokyo, to further inconvenience the little shop keepers with their constant disruption to their business, is irresponsible and reprehensible.

I, amongst many others in the community, ask that Metro exercise better judgement in their decisions for expansion and that the lives of those who make a living and raise their families in Little Tokyo are considered as more than an inconvenience or afterthought.

Thank you for your time and attention to this matter, I trust you will do what is morally, ethically and compassionately right.

Best,
Tiffany

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#201]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 6:14 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#201]

Name * Tiffany Mualem

Email ([you@email.com](#)) * uripides@aol.com

Phone Number (732) 822-1011

Select a Subject * Comment and/or Question

Comment and/or Question *

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#137]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Sunday, July 30, 2017 3:00 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#137]

Name * Tiffany Yang

Email tiffanyyang121@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#188]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, August 03, 2017 2:43 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#188]

Name * Vicki Porter

Email hbvicki@hotmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

concerning this project –

1. NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.
2. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to Little Tokyo CC would be devastating.
3. NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on our churches, residences, and businesses would be devastating. The existence of a rail station would present a huge safety hazard for parishioners, customers and residents.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#172]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 10:53 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#172]

Name * Walter Claus

Email wpclaus@gmail.com

[\(you@email.com\)](mailto:you@email.com)

*

Phone Number (310) 391-4325

Select a Subject Comment and/or Question

*

Comment and/or Question *

As a member of St Francis Xavier Church and the Little Tokyo Community, I am opposed the Alameda Vignes route. This route is proposed to go underground directly under next to the church and is in close proximity of to our other buildings that are historic to the history of Los Angeles, Little Tokyo and World War II internment of the Japanese American. These building are unreinforced masonry.

I am also opposed to all four routes proposed: Alameda, Pacific Alameda, Pacific Vignes The Alameda, Alameda/Vignes, Pacific Alameda Routes as they would divide Historic Little Tokyo from the Little Tokyo area.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#138]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Sunday, July 30, 2017 6:52 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#138]

Name * Wendy T.

Email spwendyt@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option".

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#203]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 7:53 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#203]

Name * william hranchak

Email billhranchak@gmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 880-9366

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#194]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, August 03, 2017 3:01 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#194]

Name * Y Liu

Email ([you@email.com](#)) * sefuderf@aol.com

Phone Number (323) 888-6193

Select a Subject * Comment and/or Question

Comment and/or Question *

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: Oppose to West Santa Ana

From: Yoko Kawaguchi [<mailto:ykawaguchi@ltsc.org>]
Sent: Thursday, July 06, 2017 10:59 PM
To: WSAB
Subject: Oppose to West Santa Ana

Dear Ms. Pan and Metro,

I'm sure your intention of this connector meant to well thought and try to connect to city of Los Angeles to wherever. However, this is not well connecting our neighborhood. It is rather dividing our community with aerial train go thru major parts of Little Tokyo.

How com we, as a residence and workers of LADT, need this connector with so much sacrifice of local residence?

Please reconsider if this is what exactly LADT needs other than huge development construction that never ends....

Thank you,

Yoko Kawaguchi | Small Business Counselor
231 473 1658 | Ykawaguchi@ltsc.org



LITTLE TOKYO SERVICE CENTER | *Positive Change for People and Places*
231 E Third Street, G-106 Los Angeles, CA 90013 |
www.ltsc.org



Join us for **Sake at First Street North, Little Tokyo**
LTSC's 11th Annual Sake & Food Tasting Event
July 21, 2017 | 7-10 pm | <http://sake.LTSC.org>

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#147]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 31, 2017 1:20 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#147]

Name * Yu Gu

Email thetrash911@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

From: Kathryn Bannai [<mailto:kbannai@gmail.com>]
Sent: Thursday, August 03, 2017 11:32 PM
To: WSAB
Cc: Evelyn Yoshimura; kristin@littletokyo.org
Subject: Comment: Metro West Santa Ana Branch Transit Corridor Project

Dear Ms./Sir,

My name is Kathryn Bannai, and I am an owner-resident in Little Tokyo who would be affected by the Metro West Santa Ana Branch Transit Corridor Project. My husband, Robert Miura, joins me in the attached submission.

Thank you for your consideration.

Sincerely,

Kathryn A. Bannai
629 Traction Avenue, Apt. 456
Los Angeles, CA 90013

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#234]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 2:02 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#234]

Name * Andie Kimura

Email andiekimura@gmail.com

[\(you@email.com\)](#)

*

Phone Number (323) 697-5252

Select a Subject Comment and/or Question

*

Comment and/or Question *

Hello,

I spent the first 18 years of my life in Little Tokyo. Specifically going to preschool, church, girl scouts, and playing basketball at the Nishi Homba Hongwanji Buddhist Temple. After returning home from graduate school, I now spend the majority of my time back in Little Tokyo working at the Japanese American National Museum and volunteering for Go For Broke National Education Center.

I am a supporter of public transportation, however I do not approve of the current proposed routes for the West Santa Ana line expansion. The four options would significantly disrupt my community. Little Tokyo has already been subjected to insensitive developments causing our neighborhood to significantly shrink in square footage and a new line cutting through Alameda would only further alienate the east half of Little Tokyo. Any options running along Vignes would be disruptive and dangerous for the daycare program and various youth activities at Nishi Buddhist temple. The increase in traffic, both pedestrian and with vehicles is of great concern.

I hope Metro will be able to reroute the West Santa Ana lines in a way that does not cut up Little Tokyo.

Thank you for your time.

Sincerely,

Andie Kimura

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#251]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 8:00 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#251]

Name * Angelie Meehan

Email (you@email.com) * angelie.meehan@gmail.com

Phone Number (602) 821-7138

Select a Subject * Comment and/or Question

Comment and/or Question * To Whom It May Concern:

We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would

present a significant safety hazard for parishioners and residents.

Sincerely,
Angelie Meehan

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#236]

From: Wufoo [mailto:no-reply@wufoo.com]

Sent: Friday, August 04, 2017 3:24 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#236]

Name * Arlene Ito

Email jackpot814@yahoo.com

you@email.com

*

Phone Number (714) 531-2868

Select a Subject Comment and/or Question

*

Comment and/or Question *

Little Tokyo community concerns, issues, priorities, asks

- The four options, as presented by Metro, are all unacceptable to the Little Tokyo Community
- We would only accept a subway. We oppose anything aerial or at-grade on Alameda and Vignes - anything that physically bisects and splits the Little Tokyo community is unacceptable.
- o Concerns with an aerial train on Alameda:
 - ♣ It would bisect the Little Tokyo community in half - effectively cutting little Tokyo into two, and separating everyone east

of Alameda from the rest of Little Tokyo

- ♣ It would result in visual, noise, and air quality impacts that cannot be mitigated through any efforts
- ♣ It would result in greater traffic and congestion, as it would further limit available lanes on this highly utilized street, which is in particular a major thoroughfare for trucks
- ♣ It would necessitate above ground construction throughout the entire duration of the WSAB construction period, which would heavily impact, disrupt, and devastate Little Tokyo and its businesses, residents, and religious institutions.
- Any option that utilizes Vignes should
 - o Look into other options for which street it goes up (such as east of Center St.)
 - o Avoid tunneling construction that impacts any Little Tokyo stakeholder (including but not limited to Maryknoll, Zenshuji, Fukui Mortuary, businesses on 1st street, and Nishi Hongwanji Buddhist Temple. For the latter, it is imperative that the tunnel boring machine not be inserted directly next to the Temple)
 - o It is not possible to mitigate the sound and visual impacts of the construction and operation of a train emerging next to Fukui Mortuary. Given the destructive and disruptive impacts to this hundred-year old business, that again, are not able to be mitigated, any options that emerge on Vignes before
 - o Explore different locations for the station – having a station at Third and Traction, for example, would greatly impact Maryknoll and Mura, and the community is opposed to any station that would have such an impact on our stakeholders
 - No station at Third/Traction (which would be directly in front of Maryknoll, and also impact Mura)
 - Mitigations that we want:
 - o A Business Interruption Fund with the following improvements:
 - ♣ The current pilot of the Regional Connector BIF should be concretized into formal policy, and expanded so that it provides assistance to the entire Little Tokyo neighborhood.
 - ♣ This means the BIF would consider Little Tokyo as a contiguous, whole neighborhood, rather than a piecemeal approach made up of disconnected blocks. The “directly adjacent” approach of the Regional Connector BIF has rendered many of the small businesses in Little Tokyo ineligible to receive funding, despite being similarly impacted by street closures and construction.
 - ♣ This would also mean businesses in the neighborhood’s contiguous boundaries are able to apply during the entire duration of construction, starting from utility relocation until all street closures have finished.
 - o Money to continue the marketing of the Little Tokyo neighborhood – continuing the Go Little Tokyo program, which is currently subcontracted to CARS
 - o Money into a community fund to support Little Tokyo and mitigate the visual, noise, and air impacts
 - ♣ Especially if the line ends up being aerial, in which Metro will not be able to mitigate these impacts through other means.
 - o Legacy business fund – as a separate fund from the BIF, and supports the historic, legacy small businesses in Little Tokyo
 - o 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.

- o 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

- o Proper translation and interpretation for all meetings with the Little Tokyo community

- o Ongoing frequent communication, coordination, and meetings with the Little Tokyo community

- o Strong coordination and communication between overlapping MTA, city, regional, and development projects that all impact this area

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#249]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 7:19 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#249]

Name * Bryan Moller

Email bryanmoller@gmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 754-6814

Select a Subject Comment and/or Question

*

Comment and/or Question *

Scoping.

Park Space:

The Randolph Ave. corridor has had numerous feasibility studies from non-profits like Communities for a Better Environment and Metro for a conversion to park/multi-use path. The CEQA analysis should take into consideration the impacts to this potential park space and provide mitigation in the form of funding a multi-use path along Randolph or creating new park space in the associated cities for the potential loss of the right of way.

Aesthetics & Noise/Vibration:

The two Alameda options for the WSAB would have further impacts on the adjacent communities. The Aesthetic impacts of yet another structure/rail line cannot be mitigated and would have adverse impact on the community. Noise/vibration impacts of more trains running through the neighborhood would also be adverse.

Connections to Blue Line:

The two Alameda options should NOT allow for trains from the Blue Line to be able to access the right of way. The Blue Line is already plagued with various issues and joining the two rail lines would cause issues for both. Including issues like the ones seen where the Expo/Blue Line currently meet on Flower. Resulting in slower trains and greater impacts to the surrounding communities.

Connection to employment centers:

The two Pacific Blvd options would create a new connection (Pacific/Vernon) to the city of Vernon, which employs many of the people that this light rail line would cross through, greater access to mobility and less GHG emissions through less car use. Not including a new connection to the city of Vernon is a missed opportunity for everyone that currently uses the Metro Rapid 760 line who has to endure traffic to get to Vernon and Downtown Los Angeles. The Metro Rapid 760 line has had major drops in usage (20% drop in las 5 years at the time of writing) because it is not an effective route to get to Downtown LA due to it running alongside rush hour traffic. Including connections to job centers is an environmental justice issue.

The Metro Northern Alignment Options Screening Report was biased towards the Alameda options by ranking based on potential of transit oriented communities. While the Vernon station on the Pacific Blvd. option currently doesn't have housing around it, zoning is not static and that can change. This station is of the utmost importance currently because of the potential to connect people to jobs.

Likewise, the number of daily boardings on the Alameda alternatives are skewed/biased due to forced transfers from the Blue Line. Numbers should reflect both forced transfers and non-forced transfers to show the true picture of those options.

Environmental Justice:

In order for this study to truly be inclusive of the surrounding communities it should study Air Quality/Greenhouse Gas Emissions during construction and operation. Operation analysis should include which routes have the most potential to

take cars off the road by connecting to job centers.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#250]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 7:47 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#250]

Name * C Chooley

Email ([you@email.com](#)) * wookiestarlover@gmail.com

Phone Number (213) 236-7208

Select a Subject * Comment and/or Question

Comment and/or Question *

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#239]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 3:59 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#239]

Name * Carol Foran

Email ([you@email.com](#)) * caforan@pacbell.net

Phone Number (805) 466-1739

Select a Subject * Comment and/or Question

Comment and/or Question *

I would like Metro to seriously consider the concerns of the Little Tokyo Community.

The city needs to preserve and enhance these cultural centers and small businesses and not disrupt and destroy them for the sake of progress.

Los Angeles needs these small businesses and cultural centers to keep its status as a vibrant and diverse city.

Subject: RE: No to WSAB through Little Tokyo!

From: Elizabeth Lim [<mailto:lizlim613@gmail.com>]

Sent: Friday, August 04, 2017 1:41 PM

To: WSAB

Subject: No to WSAB through Little Tokyo!

Hello Metro,

As a constituent who works in Little Tokyo, I strongly urge you not to have a light-rail run above-ground through Little Tokyo. It would disrupt the vibrancy and connectedness of Little Tokyo.

Little Tokyo is an important cultural and historical landmark to the City of Los Angeles. It draws many tourists, LA-ers, as well as serving as an important space for the Japanese American community. The light-rail would diminish the ease of walking through the community, harms long-standing businesses, and be a detriment to the community. Also, putting another light-rail so close to the Gold Line seems redundant.

Please re-think this decision and do NOT have the West Santa Ana branch run through Little Tokyo.

Thank you,
Elizabeth Lim

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#253]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 8:59 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#253]

Name * Emmett Ferguson

Email ([you@email.com](#)) * theemf88@gmail.com

Select a Subject * Comment and/or Question

Comment and/or Question *

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#242]

From: Wufoo [mailto:no-reply@wufoo.com]

Sent: Friday, August 04, 2017 4:41 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#242]

Name * Gene Lew

Email genelew@aol.com

[\(you@email.com\)](#)

*

Phone Number (818) 203-8175

Select a Subject Comment and/or Question

*

Comment and/or Question *

Little Tokyo community concerns, issues, priorities, asks

- The four options, as presented by Metro, are all unacceptable to the Little Tokyo Community
- We would only accept a subway. We oppose anything aerial or at-grade on Alameda and Vignes - anything that physically bisects and splits the Little Tokyo community is unacceptable.
- o Concerns with an aerial train on Alameda:
 - ♣ It would bisect the Little Tokyo community in half - effectively cutting little Tokyo into two, and separating everyone east

of Alameda from the rest of Little Tokyo

- ♣ It would result in visual, noise, and air quality impacts that cannot be mitigated through any efforts
- ♣ It would result in greater traffic and congestion, as it would further limit available lanes on this highly utilized street, which is in particular a major thoroughfare for trucks
- ♣ It would necessitate above ground construction throughout the entire duration of the WSAB construction period, which would heavily impact, disrupt, and devastate Little Tokyo and its businesses, residents, and religious institutions.
- Any option that utilizes Vignes should
 - o Look into other options for which street it goes up (such as east of Center St.)
 - o Avoid tunneling construction that impacts any Little Tokyo stakeholder (including but not limited to Maryknoll, Zenshuji, Fukui Mortuary, businesses on 1st street, and Nishi Hongwanji Buddhist Temple. For the latter, it is imperative that the tunnel boring machine not be inserted directly next to the Temple)
 - o It is not possible to mitigate the sound and visual impacts of the construction and operation of a train emerging next to Fukui Mortuary. Given the destructive and disruptive impacts to this hundred-year old business, that again, are not able to be mitigated, any options that emerge on Vignes before
 - o Explore different locations for the station – having a station at Third and Traction, for example, would greatly impact Maryknoll and Mura, and the community is opposed to any station that would have such an impact on our stakeholders
 - No station at Third/Traction (which would be directly in front of Maryknoll, and also impact Mura)
 - Mitigations that we want:
 - o A Business Interruption Fund with the following improvements:
 - ♣ The current pilot of the Regional Connector BIF should be concretized into formal policy, and expanded so that it provides assistance to the entire Little Tokyo neighborhood.
 - ♣ This means the BIF would consider Little Tokyo as a contiguous, whole neighborhood, rather than a piecemeal approach made up of disconnected blocks. The “directly adjacent” approach of the Regional Connector BIF has rendered many of the small businesses in Little Tokyo ineligible to receive funding, despite being similarly impacted by street closures and construction.
 - ♣ This would also mean businesses in the neighborhood’s contiguous boundaries are able to apply during the entire duration of construction, starting from utility relocation until all street closures have finished.
 - o Money to continue the marketing of the Little Tokyo neighborhood – continuing the Go Little Tokyo program, which is currently subcontracted to CARS
 - o Money into a community fund to support Little Tokyo and mitigate the visual, noise, and air impacts
 - ♣ Especially if the line ends up being aerial, in which Metro will not be able to mitigate these impacts through other means.
 - o Legacy business fund – as a separate fund from the BIF, and supports the historic, legacy small businesses in Little Tokyo

- o 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.
- o 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
- o Proper translation and interpretation for all meetings with the Little Tokyo community
- o Ongoing frequent communication, coordination, and meetings with the Little Tokyo community
- o Strong coordination and communication between overlapping MTA, city, regional, and development projects that all impact this area

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#241]

From: Wufoo [mailto:no-reply@wufoo.com]

Sent: Friday, August 04, 2017 4:39 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#241]

Name * Genevieve Lew

Email ghlew@aol.com

[\(you@email.com\)](mailto:you@email.com)

*

Phone Number (818) 988-3840

Select a Subject Comment and/or Question

*

Comment and/or Question *

Little Tokyo community concerns, issues, priorities, asks

- The four options, as presented by Metro, are all unacceptable to the Little Tokyo Community
- We would only accept a subway. We oppose anything aerial or at-grade on Alameda and Vignes - anything that physically bisects and splits the Little Tokyo community is unacceptable.
- o Concerns with an aerial train on Alameda:
 - ♣ It would bisect the Little Tokyo community in half - effectively cutting little Tokyo into two, and separating everyone east

of Alameda from the rest of Little Tokyo

- ♣ It would result in visual, noise, and air quality impacts that cannot be mitigated through any efforts
- ♣ It would result in greater traffic and congestion, as it would further limit available lanes on this highly utilized street, which is in particular a major thoroughfare for trucks
- ♣ It would necessitate above ground construction throughout the entire duration of the WSAB construction period, which would heavily impact, disrupt, and devastate Little Tokyo and its businesses, residents, and religious institutions.
- Any option that utilizes Vignes should
 - o Look into other options for which street it goes up (such as east of Center St.)
 - o Avoid tunneling construction that impacts any Little Tokyo stakeholder (including but not limited to Maryknoll, Zenshuji, Fukui Mortuary, businesses on 1st street, and Nishi Hongwanji Buddhist Temple. For the latter, it is imperative that the tunnel boring machine not be inserted directly next to the Temple)
 - o It is not possible to mitigate the sound and visual impacts of the construction and operation of a train emerging next to Fukui Mortuary. Given the destructive and disruptive impacts to this hundred-year old business, that again, are not able to be mitigated, any options that emerge on Vignes before
 - o Explore different locations for the station – having a station at Third and Traction, for example, would greatly impact Maryknoll and Mura, and the community is opposed to any station that would have such an impact on our stakeholders
 - No station at Third/Traction (which would be directly in front of Maryknoll, and also impact Mura)
 - Mitigations that we want:
 - o A Business Interruption Fund with the following improvements:
 - ♣ The current pilot of the Regional Connector BIF should be concretized into formal policy, and expanded so that it provides assistance to the entire Little Tokyo neighborhood.
 - ♣ This means the BIF would consider Little Tokyo as a contiguous, whole neighborhood, rather than a piecemeal approach made up of disconnected blocks. The “directly adjacent” approach of the Regional Connector BIF has rendered many of the small businesses in Little Tokyo ineligible to receive funding, despite being similarly impacted by street closures and construction.
 - ♣ This would also mean businesses in the neighborhood’s contiguous boundaries are able to apply during the entire duration of construction, starting from utility relocation until all street closures have finished.
 - o Money to continue the marketing of the Little Tokyo neighborhood – continuing the Go Little Tokyo program, which is currently subcontracted to CARS
 - o Money into a community fund to support Little Tokyo and mitigate the visual, noise, and air impacts
 - ♣ Especially if the line ends up being aerial, in which Metro will not be able to mitigate these impacts through other means.
 - o Legacy business fund – as a separate fund from the BIF, and supports the historic, legacy small businesses in Little Tokyo

- o 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.
- o 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
- o Proper translation and interpretation for all meetings with the Little Tokyo community
- o Ongoing frequent communication, coordination, and meetings with the Little Tokyo community
- o Strong coordination and communication between overlapping MTA, city, regional, and development projects that all impact this area

Subject: RE: Public Feedback: West Santa Ana Line

From: Jenny Yang [<mailto:organizedbyjenny@gmail.com>]

Sent: Friday, August 04, 2017 2:25 PM

To: WSAB

Subject: Public Feedback: West Santa Ana Line

To Whom It May Concern:

I am a Los Angeles City resident, business owner operating in Little Tokyo and I have some feedback for the project.

1. Little Tokyo does not approve of the four options as currently presented or another 6 years of construction.
2. Little Tokyo does not want above-ground or aerial train lines that could blight and bisect our community (options A & C)
3. Our stakeholders east of Alameda do not want metro construction or stations that could disrupt or devastate our Japanese American religious institutions and legacy businesses (options B & D)
4. Any new Metro constructions must have broader Business Interruption Funds and other construction mitigations.

Please let me know what will be done in response to this feedback. Thank you.

Jenny Yang

<http://jennyyang.tv>

<http://disorientedcomedy.com>

Subject: RE: WSAB Line

From: Jerry Fukui [<mailto:gfukui@fukuimortuary.com>]

Sent: Friday, August 04, 2017 3:05 PM

To: WSAB

Subject: WSAB Line

Hello,

Fukui Mortuary is located at 707 E Temple Street on the corner of Vignes and Temple.

We are an ethnic mortuary serving the Japanese and the Japanese-American community throughout Southern California for the past 99 years, now going on 5 generations. We are one of only two mortuaries in the 49 States, not including Hawaii that have been faithfully serving our community. At a time when the Japanese residents were not welcomed as equal citizens, we were the only mortuary that they could turn to at a time of need. No other mortuary would provide services because of how we looked.

Although much of that has passed and we have assimilated completely into mainstream America, families still return to utilize the same mortuary their grandparents and great-grandparents used in years past. This has allowed our business to grow and in return support the community we serve. I follow the traditions that my father and his father and grandfather before him had done, being involved in many non-profit community organizations that rely on Fukui Mortuary to provide leadership and financial support.

If this new line were to be built on Vignes it would severely hamper traffic into and out of our facility. As well, any noise associated with the construction would seriously disrupt any funeral service we would be conducting. I am not against Metro improving our rail system, I just believe there are better alternatives than to route the line down Vignes Street.

Sincerely,

Gerald Fukui, President
Fukui Mortuary
707 E Temple St
Los Angeles, CA 90012
213-626-0441

Fukui Mortuary
Gerald Fukui, President
707 E Temple St
Los Angeles, CA 90012
213-626-0441
FD-808
www.Fukuimortuary.com

Subject: RE: Opposition to proposed Metro light rail running through Little Tokyo

From: Katherine Miyake [<mailto:kmiyake@janm.org>]

Sent: Friday, August 04, 2017 2:05 PM

To: WSAB

Subject: Opposition to proposed Metro light rail running through Little Tokyo

Dear Fanny Pan, Project Manager,

I feel very strongly against this plan on having a Metro light rail running through Little Tokyo. The construction of the Metro station on 1st and Alameda has already been very disruptive to the community and any further construction of more lines running through this area would have an adverse effect on the community and businesses. We want to preserve this historic area and not subject it to more disruption. There are four main points that I would like to state:

1. Little Tokyo does not approve of the four options as currently presented or another 6 years of construction.
2. Little Tokyo does not want above-ground or aerial train lines that could blight and bisect our community (options A & C)
3. Our stakeholders east of Alameda do not want metro construction or stations that could disrupt or devastate our Japanese American religious institutions and legacy businesses (options B & D)
4. Any new Metro constructions must have broader Business Interruption Funds and other construction mitigations.

In addition to these points, Metro construction creates a maddening amount of traffic going to and from this area - such congestion causes potential guests and customers to stay away and makes life very difficult for those of us who have to work here. Please reconsider your plans to have the Metro line elsewhere.

Thank you!

Sincerely,

Katherine Miyake

--

Katherine Miyake
Graphic Designer/Production
Assistant Japanese American
National Museum
100 N Central Ave.
Los Angeles, CA 90012
(213) 830-5623 Direct

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#240]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 4:02 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#240]

Name * Lorceluna Crump

Email lorceluna@yahoo.com
(you@email.com)

*

Phone Number (310) 403-9748

Select a Subject Comment and/or Question

*

Comment and/or Question *

I have a comment regarding the West Santa Ana Branch Transit Corridor Project. I don't think it is a good idea to make it run down Alameda St. (on the North side of the project). There are nice condos and buildings down this street. I think Vignes would be a better choice because it is the route less traveled. It would impact less drivers and people living in apartments and condos near Vignes. Alameda is already a busy street and very congested during peek times. Making a train run on Alameda St. just makes it all the more claustrophobic for the residents here. I think we need to preserve the historic Little Tokyo, and building another train, especially elevated train, just doesn't make it appealing to live. As it is, we already have the goldline train, and sirens of all sorts making noise throughout the day. We have tons of traffic going up

and down Alameda, not to mention that Alameda is the route semi-trucks have to take. So the the resid ents here get their fair share of noise. I ask that you seriously consider avoiding construction down Alameda St. as much as possible. Thank you.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#254]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 9:07 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#254]

Name * Luis Contreras

Email B18C1performance@yahoo.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#237]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 3:35 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#237]

Name * Norman Kokawa

Email Norm@SFXCJCC.net

[\(you@email.com\)](#)

*

Phone Number (310) 626-2270

Select a Subject Comment and/or Question

*

Comment and/or Question *

Comment on Option D: Alameda-Vignes alignment for the WSABTC.

The concern I have is the impact to the St Francis Xavier Chapel during the construction and in-service phases of this alignment. 1) there will be significant work to cut and fill the Arts District Station station site along 3rd street that would have impact to a unreinforced brick and concrete structure built in the late 1930s. This structure is known as the St. Francis Xavier Chapel (located at 3rd & South Hewitt streets). This chapel and adjacent buildings have significant historical significance to Japanese-American community. Any uneven soil settlement from construction and rail traffic can have a significant negative impact to the structural integrity of the chapel.

2) Concerning Tunnel Boring Machine: Metro needs to exercise consider sensitivity to using areas adjacent to temples that appear to be open parking areas. These spaces are frequently used for culturally significant festivals sponsored by the temples.

Comment on Options A and C, Little Tokyo Station: An aerial station or an at-grade station would be an unsuitable design to many in the Little Tokyo community. Introduction of an at-grade station would add significant traffic congestion to the immediate area. An aerial station would be an unattractive, noisy intrusion into the community.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#233]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 1:49 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#233]

Name * Scott Oshima

Email soshima@jaccc.org

(you@email.com)

*

Phone Number (213) 628-2725

Select a Subject Comment and/or Question

*

Comment and/or Question *

To Fanny Pan,

I am the Lead Community Organizer at the Japanese American Cultural & Community Center and the Project Manager for Sustainable Little Tokyo. I am speaking on behalf of over 200 stakeholders who gathered to create the 2013 Sustainable Little Tokyo community development plan and who envisioned equitable and sustainable development that would perpetuate Little Tokyo's history and culture as a 133-year old Japanese American community.

I oppose all four current options for the WSAB project because each would have devastating impacts on our community, religious institutions, and legacy businesses. I would like to request a survey and report on an alternative route that would be fully underground (subterranean/subway) north of the 10 freeway. Any aerial or at-grade lines would divide our community and many of our businesses and institutions could not survive the proposed 6 years of construction for the first phase of the WSAB.

If any routes are chosen through Little Tokyo, we can only agree to more construction if there are expanded and proper construction mitigations, such as a more inclusive and broader Business Interruption Fund, a full-time small business counselor, and an extension of the Go Little Tokyo marketing campaign.

I am also concerned with the loss of affordable housing and Transit-Oriented Development (TOD) that could displace both longtime businesses and low-income residents. I request that Metro does a thorough analysis of the impacts of TOD and include mitigations such as the construction of affordable housing on Metro properties and joint development with our community.

I am also concerned with the lack of adequate outreach and engagement thus far. I would like to request outreach at least two to three weeks in advanced, with all materials in English, Spanish, Japanese, and Korean, as well as interpretation for these four languages at all future meetings and presentations. I would like to request more accessible maps for the Little Tokyo area with clearer indications of when the proposed routes are tunnels, at-grade, or aerial, as well as the proposed construction yards and other impacted areas. I would also like a report of any future Metro or public transit-related projects in the works that could impact Little Tokyo, either through Measure M or any other sources.

Thank you so much for your time.

Sincerely,
Scott Oshima

Subject: RE: Final comments on the Project

From: Sergio Holguin [<mailto:seholguin.business@gmail.com>]

Sent: Friday, August 04, 2017 4:32 PM

To: WSAB

Subject: Final comments on the Project

Attn: Fanny Pan - Project Manager for the West Santa Ana Branch Transit Corridor

Ms. Pan,

Hopefully this message finds you well and in good company. I've sent a few emails to the general contact address for the Metropolitan Transit Authority regarding this project, and have yet to receive a response or a receipt of the messages. I trust that these aren't disappearing into a virtual trash bin.

Regarding the West Santa Ana Branch Corridor, while it may be an investment in Los Angeles County's larger infrastructure network, it would be disastrous for the multiple communities it would attempt to serve. Specifically regarding my home the Historic District of Little Tokyo, each proposed plan would in some way negatively impact the stability and sustainability of the community. While we already have to deal with the impact of the regional connector and extensions to underground lines – the continued presence of metro consistently pushes out local businesses, community members, and opportunity. Since construction began, the area has lost over a dozen of business driven out by rising property rates and the continued difficulty to accessibility provided by incessant construction.

Many civic and local campaigns have begun in earnest to curtail the impact that Metro would have on the area. I would like to specifically note my issues with each of the suggested plans, A to D. The additional proposed 6

years of construction (considering current estimates are off, I'd say closer to 10) would negatively impact travel to the area and put further economic strain on the local businesses and community. If Metro's overall plan is to elongate construction and traffic congestion in order to displace residents and discourage business and investment, I'd say it's a rousing success.

The proposed above ground options (A & C) are the most heinous. Any attempt to lay track through Little Tokyo would bisect the community: fragmenting public services, separating local business from clientele, and increasing congestion to the area. The proposed aerial route is an even more preposterous plan – not only would it impact ground routes, but cause an unnecessarily elongated period of zoning permit applications, construction, and being a general eyesore to the many towers and business in the area.

Options B and D arrive at another issue – the impact to historic businesses, buildings many of which are approaching their centennials. Furthermore, these plans which grow off of Alameda and other streets further fragment Little Tokyo's diverse religious community. It would impact each of the Buddhist Temples and various Christian and Catholic churches which hold meetings and worship. Any impact, regardless of size or scope towards the many religious institutions in the area would be incredibly damaging to the community. Please remember that any impact to the community directly affects the congregation and houses of worship. I would hope Metro would have enough class to leave religious institutions alone.

Should Metro decide to move forward with the development of these lines, I'd ask that guaranteed funding be provided in regards to a specific (as well as a larger, general fund) business interruption fund and other resulting damages and reduced opportunity.

If you can't keep it underground, if you can't provide economic relief to the business and people you displace, and if you can't complete this project in a manner which respects and supports the importance of one of the few remaining Japanese and Japanese American ethnic enclaves then quite frankly, leave Little Tokyo alone. You've done enough to damage the sustainability of the community, and each of your proposed improvements would only serve as a detriment to the community as a whole.

Sergio Holguin

P.S. regarding the "Go Little Tokyo" restaurant event – it would help that in the future, when you plan to support the Japanese American community and businesses in the area, you not include businesses which masquerade as being Japanese American businesses.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#235]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 3:02 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#235]

Name * Susan Mukai

Email ([you@email.com](#)) * mssusan.niscen@gmail.com

Phone Number (213) 804-5381

Select a Subject * Comment and/or Question

Comment and/or Question * None of the routes as planned, are acceptable for Little Tokyo.
DEFINITELY NOT plans B or D, that will go down the narrow Vignes Street
and cut off access to Nishi Hongwanji Buddhist Temple.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#252]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 8:11 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#252]

Name * Todd Lepre

Email toddlepre@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#238]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 3:55 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#238]

Name * Aileen Cooke

Email ([you@email.com](#)) * kudacooke@aol.com

Phone Number (310) 458-9138

Select a Subject * Comment and/or Question

Comment and/or Question *

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

This is a subtle form of racism where the Japanese church is the one to suffer the risk and hazards. Aren't Americans tired of picking on us. There is no end to taking punishment.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#243]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 4:57 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#243]

Name * Darrell Clarke

Email darrell@dclarke.org

[\(you@email.com\)](#)

*

Phone Number (310) 210-9813

Select a Subject Comment and/or Question

*

Comment and/or Question *

Growth capacity of the two main rail corridors through downtown Los Angeles (Red / Purple Lines and Regional Connector / Blue / Expo / Gold Lines) is a concern going forward.

An important potential aspect of the West Santa Ana Branch Transit Corridor is its ability to increase capacity of the overall downtown network, such as by providing an alternative routing of the Blue Line to Union Station that would off-load some trains from Flower Street and the Regional Connector.

Similarly important is ability of WSAB trains to run onto the existing Gold Line at Union Station, perhaps in conjunction with the existing Gold Line yard at Elysian Park to terminate short runs. There should be capacity in that entirely-grade-separated Gold Line section to increase train frequency.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#247]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 6:16 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#247]

Name * Edric John Nacpil

Email edricjohnnacpil@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

To whom it may concern:

I am a former member of St. Francis Xavier Chapel, but I attended the service at this location for several years until the summer of 2016. I maintain close ties to the chapel members, some of whom belong to the community of Little Tokyo and the surrounding areas. I wish to express a few thoughts concerning the closure of 3rd Street for the purpose of the Metro light rail construction.

3rd Street is an important route for the members of St. Francis Xavier Chapel, since the street provides a means of

entrance to the parking lot of the chapel. I request that this street remain open at least during the hours when mass is conducted at the chapel. Masses are conducted from: 5pm to 6pm on Saturday, 8:30AM to 11AM on Sundays and 12PM to 1PM on weekdays. Sparing only these few hours would be tremendously helpful to the mass attendees.

I realize that noise and debris resulting from railway construction near the chapel may be unavoidable. Yet I suggest that a construction break be scheduled during the mass hours mentioned above in order to reduce the possibility of noise heard by the mass attendees.

Thank you very much for your consideration. I trust that railway construction will be managed prudently, and I wish all those involved in the construction the utmost success in this undertaking.

Best wishes,

Edric John Nacpil

Subject: RE: WSAB Project

-----Original Message-----

From: Glenn Saita [<mailto:gsaita@att.net>]

Sent: Friday, August 04, 2017 8:22 PM

To: WSAB

Subject: WSAB Project

Dear Fannie Pan,

My name is Glenn Saita and I am a member of Nishi Hongwanji Buddhist Temple. I am opposing the four route options of the West Santa Ana Transit Corridor project. I also urge Metro to provide the community with clearer information about the four proposed routes and their impacts on Little Tokyo. I request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

Nishi Hongwanji and the Little Tokyo community has been a cultural hub for several generations of Los Angelinos. Erecting structures that would divide the area would devastate accessibility and lead to the decline of the progressing rebirth and vitalization that is going on now.

Furthermore, I respectfully request that Metro pursue and study other alternatives that would not negatively impact the Little Tokyo community

Respectfully,
Glenn Saita
Nishi Hongwanji Temple Member and Maryknoll School Alumnus

Sent from my iPad

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#244]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 5:35 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#244]

Name * Matt Sterling

Email ([you@email.com](#)) * mattsnye@gmail.com

Phone Number (954) 793-6449

Select a Subject * Comment and/or Question

Comment and/or Question *

We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#245]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 5:43 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#245]

Name * Michael Palma

Email ([you@email.com](#)) * mipal7@yahoo.com

Phone Number (323) 665-2366

Select a Subject * Comment and/or Question

Comment and/or Question *

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#248]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 6:28 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#248]

Name * Suzanne Isago

Email suziseacret@gmail.com

you@email.com

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I am very concerned about the four routes that your light rail project is focusing on now. Each one of the routes will greatly impact the establishments that are presently doing business daily.

In particular, I am very worried about the impact that the Vignes Alameda railway would have on the 100+ year old church that is St. Francis Xavier Japanese Catholic Chapel and the Center attached to the property. My concern is for the structure of these older buildings and the impact it would have should an underground or even above ground railway would have over the years. It may cause structural damage should the railway start excavating the area.

It is my hope that you would consider an entirely different route. All four routes have their flaws as it would alter the present landscape and disconnect several existing establishments from the rest of Little Tokyo. Please create a completely

new route. Perhaps closer towards Union Station.

Little Tokyo needs to be preserved for all to enjoy in the future.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#246]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 5:54 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#246]

Name * Tony Roberts

Email lite4ce@live.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

Why not make space through abandoned neighborhoods and warehouses....This is an established, and popular community....

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant

safety hazard for parishioners and residents.

COMMENTS ON SCOPING-WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Following are additional and detail comments on the Scoping documents for the proposed alignment and station options on the West Santa Ana Branch (WSAB) Transit Corridor project.

Generally speaking, the Little Tokyo community is opposed to any alignment along Alameda St. unless it's a fully mitigated "Tunnel" construction, and not a cut-and-cover construction, and at this time, the community is not sure if they want to support any Station in Little Tokyo north of 4th Street, having first experienced a significant impact from the construction of the Eastside Gold Line project and currently experiencing the construction of the Regional Connector project. Any new Station in Little Tokyo must be a Subway Station, as far as they are concerned. In addition, the Little Tokyo community is also concerned with locating a new station along Alameda St. near First St. that can result in a TOD-type development that is so "huge" and out of scale with what the community wants for Little Tokyo.

Little Tokyo community is very concerned with the construction of aerial structures along Alameda St. north of the Santa Monica Freeway, because of potential traffic impact, due in part to Alameda being a designated Truck Route as well as a House Moving Route. There would be need for access and circulation for driveways, and there would be need for long left-turn pockets for trucks along this reach of Alameda St., which can be impacted by the columns of the aerial structures. The community especially does not want to see an aerial structure in Little Tokyo, because of the aesthetics and visual impact and the potential of dividing the community east of Alameda St. from the rest of Little Tokyo. The Little Tokyo community is also definitely opposed to having any at-grade operation, due to traffic impacts, the access and circulation impacts, as well as for safety concerns.

Metro had previously offered 6 Options to be considered, where one option was an East Bank Alignment, and the other option was a West Bank 3 Alignment, and where three Options used Alameda St., while the sixth one used the Vignes St. alignment to get from Huntington Park to Little Tokyo/Arts District. The two Options that were recently eliminated by Metro should be reconsidered in the interest of minimizing impacts to Little Tokyo. Obviously, the Little Tokyo community prefers options that will not have significant impacts to Little Tokyo having already experienced two major rail projects in the past 15 years.

Once again, the Little Tokyo community believes that any portion of the alignment that uses Alameda St. would need to be constructed in a tunnel, including the portion from Washington Bl. to 4th St. The proposed alignment along Vignes St. looks like it could require closing Vignes St., due to the width of the portal and the aerial columns north of Temple St., so the Little Tokyo community recommend not following the Vignes alignment, and propose that Metro shift the alignment to

Center St. and if needed take additional ROW along Center St. or configure an aerial structure along Center St. starting near the First St. bridge that can accommodate both the LRT and an appropriate roadway width,

The following are specific comments about all 6 Options:

East Bank Alignment Option: Little Tokyo community can support an alignment on the east side of the LA River and entering Union Station from the north side with an aerial configuration, which seems to be the alignment that SCAG studied previously. However, the community would suggest a modification to that option which would include a subway alignment north of 4th Street and entering Union Station from the south side of the 101 Freeway. Also, an at-grade or subway station should be considered somewhere in the Arts District. But, in looking at the subway alignment north of 4th St., the Little Tokyo community does not want the two community landmarks, Nishi Hongwanji Temple and Fukui Mortuary which have access from Vignes St., negatively impacted with a portal, so this alignment should be along or be parallel to Center St., and not be on Vignes St.

West Bank 3 Alignment Option: Little Tokyo community likes the underground alignment, but only if it's built as a tunnel construction. But the community is not sure if they would like to have a station in Little Tokyo, if it affects traffic on Alameda St. during the construction phase. So, if it can be built east of Alameda St. closer to the Arts District, the Little Tokyo community may not have a problem with having a station. In fact, a modified option that runs as a subway along Santa Fe St. with a station in the Arts District should be studied. Once again, the northern end of the alignment should consider an aerial guideway along Center St. rather than Vignes St. then using Commercial St. in accessing Union Station from the south across the 101 Freeway. In any case, the West Bank alignment should go all the way to Union Station and not stop at Little Tokyo/Arts District.

The possibility of connecting the WSAB subway alignment to the Regional Connector alignment north of First St. should be considered in order to avoid building new tracks north of Temple St. to Union Station, and possibly run A and B trains from Azusa/Pasadena to Long Beach/Santa Ana. Since the alignment is east of Alameda St. this option may not have a major traffic impact for Little Tokyo.

Pacific/Alameda Alignment Option: Little Tokyo community objects to the aerial configuration along Alameda St., and recommends that a modified option be studied with an underground construction, and built as a Tunnel using a Tunnel Boring Machine, and not build it as a Cut-And-Cover, due to the significant impact to traffic and other concerns. The Little Tokyo community would only support a subway station if it's located off Alameda St., so they do not have to "deck" Alameda St. as it is now done for the Regional Connector project. The Little Tokyo community is not sure how the aerial configuration north of Temple St. is envisioned for this option.

But, the community would object an aerial alignment that would use Temple St. or Garey St.

Pacific/Vignes Alignment Option: The Little Tokyo community likes this alignment because it seems to have the least amount of impact to Little Tokyo. However, the community prefers an aerial alignment at the north-end that does not use Vignes St., but uses Center St. instead. Once again, the portal should be located north of the 1st Street bridge. The Little Tokyo community is concerned about the traffic and bicycle traffic impacts with this treatment, so properties on the east side of Center St. may have to be acquired in order to construct the portal and the aerial alignment, while still accommodating the traffic and bicycle lanes. There must also be coordination with Metro's current Tiger Grant Projects in Little Tokyo/Arts District, which includes a project along Center St. and Santa Fe St.

Alameda Alignment Option: Any at-grade construction of the LRT on Randolph St. must consider and coordinate with the proposed Active Transportation Rail to River Corridor project, which has selected this street as the "Locally Preferred Alternative" alignment. As stated earlier, any aerial alignment along Alameda Street north of Washington Bl. is problematic because it's both a Truck and House Moving Route, and there are needs to provide access to driveways and left-turn pockets along the entire reach. Therefore, once the Santa Monica Freeway is cleared, the alignment along Alameda St. should be built as a Tunnel construction. Once again, the possibility of being able to use the Regional Connector tracks north of First St. should be studied.

If the proposal is to build the WSAB as an aerial alignment with aerial stations along the existing Blue Line alignment between Washington and Slauson, Metro should study the possibility of switching the existing at-grade operation from Slauson Bl. to Washington Bl. on the Blue Line to the new grade-separated configuration, and that the at-grade stations and crossings be removed, as part of this project. It should be noted that additional work will be needed at the Slauson and Long Beach Ave. intersection and at the Washington Bl. and Long Beach Ave. intersection, where the Blue Line train will be going from an at-grade to aerial back to an at-grade operation.

There is also an opportunity to run an A and B train system on the Blue Line tracks from Long Beach, one that would allow the Blue Line to access Union Station about 20 minutes quicker than today, by using the WSAB line. So, that option should be studied.

Alameda/Vignes Alignment Option: The Little Tokyo community does not support the aerial alignment along Alameda St. north of Washington Bl. for reasons previously mentioned. It should be a subway, and should be done as a tunnel construction, all way from Washington Bl. to Center St. past the Arts District Station. The Little Tokyo community suggests that the alignment stay along Center St. all the way to Commercial Street, rather than using Vignes St., in order to reduce

environmental impacts to the two important Little Tokyo landmarks, the Nishi Hongwanji Temple and the Fukui Mortuary, both of which rely on using Vignes St.

As stated in the Alameda Alignment Option comments, there is an opportunity to offer A and B trains from Long Beach, as well as allow the WSAB to also have an A and B train system going to Union Station, where an A train can use the new Alameda/Vignes Alignment, and a B train that can run on the existing Blue Line alignment (going to Metro Center then to Union Station.)

James Okazaki
213 249-3246
jokazaki@sbcglobal.net

Subject: RE: I'm all for metro rail systems but I think this new rail

From: villalpando.alicia [<mailto:villalpando.alicia@yahoo.com>]

Sent: Friday, August 04, 2017 9:25 PM

To: WSAB

Subject: I'm all for metro rail systems but I think this new rail

System should be kept all in connection at the blue line that will give people more freedom to travel with all the other connections with the blue line. I don't think there's a need to have that rail system go to Huntington park section. I think money would be saved if they are kept where the rails are already there instead of having costly construction else where.

And also that would avoid citizens from losing their homes in other areas where people have and continue to pay mortgage payments and taxes. As a home owner I bought my house and paid off to have a piece of mind at my retirement. Now this is causing anxiety and stress just the thought that my house can be demolished due to this construction. Please keep in mind all home owners, and all the inconvenience it would bring to the city.

The Metro stations do bring more noise from the constant trains, they also bring crime. This is a peaceful neighborhood and we want to keep it that way.

Thank you for your time and we appreciate reading our concerns.

Alicia villalpando

Subject: RE: WSAB Scoping Comments

From: Bryan Moller [<mailto:bryan@urbanhealthstrategies.com>]

Sent: Friday, August 04, 2017 7:20 PM

To: WSAB

Subject: WSAB Scoping Comments

Scoping.

Park Space:

The Randolph Ave. corridor has had numerous feasibility studies from non-profits like Communities for a Better Environment and Metro for a conversion to park/multi-use path. The CEQA analysis should take into consideration the impacts to this potential park space and provide mitigation in the form of funding a multi-use path along Randolph or creating new park space in the associated cities for the potential loss of the right of way.

Aesthetics & Noise/Vibration:

The two Alameda options for the WSAB would have further impacts on the adjacent communities. The Aesthetic impacts of yet another structure/rail line cannot be mitigated and would have adverse impact on the community. Noise/vibration impacts of more trains running through the neighborhood would also be adverse.

Connections to Blue Line:

The two Alameda options should NOT allow for trains from the Blue Line to be able to access the right of way. The Blue Line is already plagued with various issues and joining the two rail lines would cause issues for both. Including issues like the ones seen where the Expo/Blue Line currently meet on Flower. Resulting in slower trains and greater impacts to the surrounding communities.

Connection to employment centers:

The two Pacific Blvd options would create a new connection (Pacific/Vernon) to the city of Vernon, which employs many of the people that this light rail line would cross through, greater access to mobility and less GHG emissions through less car use. Not including a new connection to the city of Vernon is a missed opportunity for everyone that currently uses the Metro Rapid 760 line who has to endure traffic to get to Vernon and Downtown Los Angeles. The Metro Rapid 760 line has had major drops in usage (20% drop in last 5 years)

at the time of writing) because it is not an effective route to get to Downtown LA due to it running alongside rush hour traffic. Including connections to job centers is an environmental justice issue.

The Metro Northern Alignment Options Screening Report was biased towards the Alameda options by ranking based on potential of transit oriented communities. While the Vernon station on the Pacific Blvd. option currently doesn't have housing around it, zoning is not static and that can change. This station is of the utmost importance currently because of the potential to connect people to jobs.

Likewise, the number of daily boardings on the Alameda alternatives are skewed/biased due to forced transfers from the Blue Line. Numbers should reflect both forced transfers and non-forced transfers to show the true picture of those options.

Environmental Justice:

In order for this study to truly be inclusive of the surrounding communities it should study Air Quality/Greenhouse Gas Emissions during construction and operation. Operation analysis should include which routes have the most potential to take cars off the road by connecting to job centers.

--

Bryan S. Moller, MPL

Principal

Urban Health Strategies

www.urbanhealthstrategies.com

Subject: RE: No to vignes routes

-----Original Message-----

From: C Oda [<mailto:vccindy@yahoo.com>]

Sent: Friday, August 04, 2017 11:09 PM

To: WSAB

Subject: Re: No to vignes routes

Dear fanny pan

Please do not put the new metro route on vignes that will prevent safe access to our themlle - nishi hongwanji. Not only will access be limited to our temple . Everyday the temple activities begin at 7am with the nishi center file development center. Children from 2.5 to 6 attend til 6pm . They take walking field trips in the downtown area. In addition , families are driving and walking their children to school . Cultural classes , athletic activities, girl and Boy Scout activities occur everyday and night. The girls basketball teams practice week nights and weekends. Buddhist studies classes are held daily in addition to funerals and memorial services.

The alameda route will be best . Our temple has already endured the lengthy metro construction projects. We can hear the train in our sacred temple.

Inconsiderate planning is not the best for our community.

Thank you

Cindy
President
Dharma school parents

oda

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#256]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 10:54 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#256]

Name * Diane Nakagawa

Email (you@email.com) * dnakagawa@gmail.com

Phone Number (310) 572-1975

Select a Subject * Comment and/or Question

Comment and/or Question *

A. We want NO aerial light rail on Alameda. The noise and visual blight would be detrimental to the community.

B. Vignes options need to be located east of Center St. The impact on the temple at 1st and Vignes and businesses vital to LTCC would be devastating.

C. We want NO rail station or path on 3rd St. between Traction and Garey. Once again, the impact of construction on the churches, residences, and businesses would be devastating. The existence of a rail station would present a significant safety hazard for parishioners and residents.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#258]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 11:48 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#258]

Name * Douglas Muego

Email ross.what@gmail.com

[\(you@email.com\)](#)

*

Phone Number (562) 316-9498

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Douglas Muego

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#255]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 9:08 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#255]

Name * Evelyn Contreras

Email dejavu1119@hotmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: No to vignes routes

From: C Oda [mailto:vccindy@yahoo.com]
Sent: Friday, August 04, 2017 10:39 PM
To: WSAB
Subject: No to vignes routes

=====
Gary wrote the following

I just came back from the Metro meeting where they explain various proposed route that will start in 2022. Please see the attached map. As you can see couple of the route is proposed to go down Vignes Street which will impact our members coming to our temple. Please send the attached map asking them to write their comment to oppose this route. I wrote several comments representing the Temple and our business stating the following:

- 1) To have all routes underground rather than above and/or Aerial.
- 2) Both Vignes routes will be opposed by our members due to heavy traffic and noise
- 3) Recommend the Alameda route to be aerial
- 4) Vignes route to be re-routed down property on the eastside of Center Street

The closing date for comment is this Friday August 4th so we need to send them in before the deadline. Comments needs to be sent to:

wsab@metro.net

Attention Fanny Pan
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, Ca 90012

=====
Below is the mail note from LA Metro regarding the project. Please read to understand what affects this projects will have to our Temple.

V

-----Original Message-----

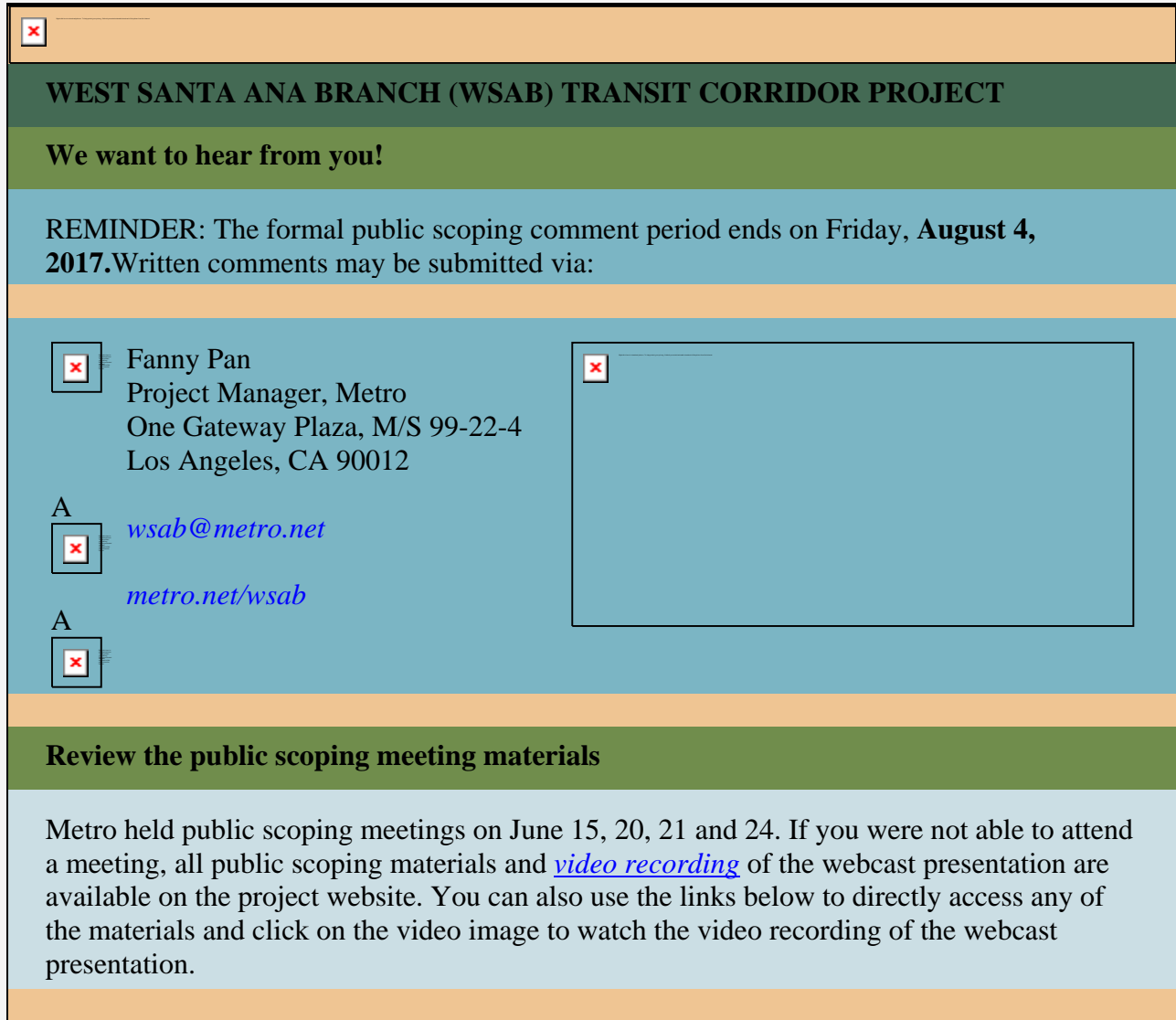
From: "West Santa Ana Branch (WSAB) Transit Corridor Project" <wsab@arellanoassociates.com>

Sent: Friday, July 28, 2017 9:32am

To: mcomm@nishihongwanji-la.org

Subject: REMINDER: Submit your comments for the WSAB project by Friday, August 4


Having trouble viewing this email? [Click here](#)




WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT


We want to hear from you!

REMINDER: The formal public scoping comment period ends on Friday, **August 4, 2017**. Written comments may be submitted via:

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

A  wsab@metro.net

metro.net/wsab

A 

Review the public scoping meeting materials

Metro held public scoping meetings on June 15, 20, 21 and 24. If you were not able to attend a meeting, all public scoping materials and [video recording](#) of the webcast presentation are available on the project website. You can also use the links below to directly access any of the materials and click on the video image to watch the video recording of the webcast presentation.

- > [Overview Fact Sheet\(Spanish / Japanese\)](#)
- > [What is LRT? Fact Sheet\(Spanish / Japanese\)](#)
- > [Scoping Meeting Main Presentation \(Spanish / Japanese\)](#)
- > [Scoping Meeting Kiosk Presentation \(Spanish / Japanese \)](#)
- > [Public Scoping Display Boards \(Spanish / Japanese\)](#)
- > Preliminary Project Plans
 - > [\(Northern Alignment Maps\)](#)
 - > [\(Southern Alignment Maps\)](#)



Project Map



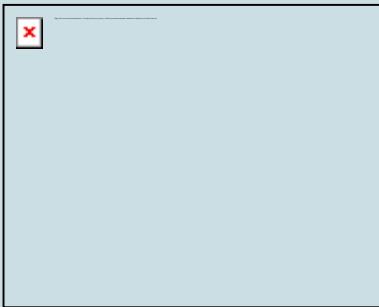
Stay Connected



A
[213.922.6262](tel:213.922.6262)
 A
wsab@metro.net
 A
metro.net/wsab

A
twitter.com/metrowsab

A
facebook.com/metrowsab



All Metro meetings are held in ADA accessible facilities and are accessible by transit. ADA accommodations and translations are available by calling [323.466.3876](tel:323.466.3876) or California Relay service at 711 at least 72 hours in advance.



Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#262]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, August 07, 2017 6:12 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#262]

Name * Irwin Umali

Email irwin.umali@gmail.com

[\(you@email.com\)](#)

*

Phone Number (213) 625-0640

Select a Subject Comment and/or Question

*

Comment and/or Question *

I'd like to see more of the renderings.

I live at 100 South Alameda Street, and at this time I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the

character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Respectfully,

Irwin

Subject: RE: Little Tokyo Metro light-rail proposal

From: Jan Morey [<mailto:janmorey123@gmail.com>]

Sent: Saturday, August 05, 2017 11:53 AM

To: WSAB

Subject: Little Tokyo Metro light-rail proposal

Importance: High

August 5, 2017

Attn: Fanny Pan, Project Manager, Metro
Or To Whom It May Concern:

I am opposed to Metro Light-Rail proposed four options as currently presented represented another 6 years of construction. I am in agreement with the following:

1. Little Tokyo does not want above-ground or aerial train lines that could blight and bisect our community (options A & C)
2. Our stakeholders east of Alameda do not want metro construction or stations that could disrupt or devastate our Japanese American religious institutions and legacy businesses (options B & D)
3. Any new Metro constructions must have broader Business Interruption Funds and other construction mitigations.
4. Limited access due to Metro construction legacy businesses on First Street, adjacent to the Japanese American National Museum, cannot continue another 6 years

Sincerely,
Janet Morey

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#260]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Saturday, August 05, 2017 8:13 PM

To: WSAB


Subject: Feedback - West Santa Ana Branch Transit Corridor [#260]

Name * Judy Nishikuni

Email ([you@email.com](#)) * jbdnishi@gmail.com

Phone Number (949) 929-0888

Select a Subject * Add me to the mailing list

Address 
2689 santa ana ave
Costa mesa, Ca 92627
United States

Comment and/or Question * I am against this transit corridor running through an important section of a historical part of Los Angeles, Maryknoll. Please reconsider the route.

Subject:

RE: Little Tokyo Metro Line

-----Original Message-----

From: H OKAMURA [<mailto:linda0foto@sbcglobal.net>]

Sent: Saturday, August 05, 2017 9:21 AM

To: WSAB

Subject: Little Tokyo Metro Line

-Why was a whole corner of Little Tokyo demolished for the Metro - why wasn't it dug Under the historic structures.

-The Metro needs to be underground, as has been done all over LA and NOT place Above ground or aerial train lines — why would you destroy the historic community

— Transportation should NOT be allowed to destroy communities of color - which has been done in the past.

Thank you

Linda Okamura

Concerned taxpayer and citizen

Subject:

RE: Little Tokyo - WSAB

From: Marissa Kitazawa [<mailto:mkitazawa@jacl.org>]

Sent: Friday, August 04, 2017 7:41 PM

To: WSAB

Cc: Stephanie Nitahara

Subject: Little Tokyo - WSAB

Dear Fanny Pan,

I am writing to you on behalf the Japanese American Citizens League - Pacific Southwest District in regards to the scoping phase for the West Santa Ana Branch Transit Corridor. I am writing opposition of all four options proposed for Metro for the routes alternatives. Please see the attached letter.

Respectfully,

Marissa Kitazawa

Pacific Southwest District Governor
Japanese American Citizens League

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#259]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, August 05, 2017 8:38 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#259]

Name * Mirei Kagawa

Email mireijk@outlook.com
(you@email.com)

*

Phone Number (310) 230-0742

Select a Subject Comment and/or Question

*

Comment and/or Question *

I am a bit late in submitting this. I tried as I was coming home from vacation but my cell did not offer the drop menu listing of the "subject" line, and after a few paragraphs of clacking away on the phone I managed to delete it. It was near midnight yesterday.

I am a classic Japanese American whose stomping grounds continue to be Little Tokyo, the Arts District, and the temples, all of which I have seen evolve and endure hard times and enjoy flourishing times. I attended Maryknoll Parochial School in the 60s and have family and friends who've established businesses in this area. In other words I have a deep appreciation

for all that our past generations have done to make this community and to preserve the spirit behind all their sweat and tears.

If possible I would like to avoid the aerial rail design if it has to go through the Arts District. Because this area offers a unique cultural collage of wall murals with trendy eateries and gathering sites, and a hub for the out-of-the-box creativity and energizing vibes, I'm afraid the aerial design will clash with this colorful dynamic environment. I believe it's still in the process of establishing solid roots and is delicately creating its identity even further. The underground design is much better to allow this landscape to maintain this flavor.

There is another preference however. I would encourage you to consider going east of Vignes, east of Nishi Temple, Fukui Mortuary, and Upper Crust Enterprises, to run along Center or Santa Fe. In this case due to the architectural styles of super large developments recently constructed in that area, an aerial design would definitely enhance the overall "look". Additionally, the Metro link to connecting that area with Little Tokyo presents an advantage. Lastly, I believe this option to be the least disruptive to businesses. This is only my opinion and is my #1 choice.

Thank you for your consideration.

Mirei Kagawa

Subject:

RE: WSAB Project

The WSAB Project Team

-----Original Message-----

From: Susan Saita [<mailto:ssaita@att.net>]

Sent: Friday, August 04, 2017 5:11 PM

To: WSAB

Subject: WSAB Project

Fanny Pan,

I oppose both Vignes routes for the WSAB Project. With the Goldline already in place to the south of the Temple, these routes will add more traffic. During weekday evening traffic, it is already difficult to enter the Temple.

Thank

Susan

Sent from my iPad

you,
Saita

Subject:

RE: New Metro Line

From: Sylvita Handmade [<mailto:sylvitahandmade@gmail.com>]

Sent: Friday, August 04, 2017 5:26 PM

To: WSAB

Subject: New Metro Line

Dear Project Manager,

I am writing to urge you to reconsider the proposed project for a Metro line that would run through Little Tokyo. As a member of the community, I believe this would greatly disrupt not only long standing and integral businesses in the area, but would also threaten some of the history as well. These proposals would devastate Japanese American religious institutions and legacy businesses (options B & D) and 6 additional years of construction would highly impact these and other important organizations. Please reconsider this project.

Sylvia Lopez

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#257]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, August 04, 2017 11:47 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#257]

Name * Tiffany Deang

Email tiffandross@gmail.com

(you@email.com)

*

Phone Number (213) 300-0615

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#261]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Sunday, August 06, 2017 10:41 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#261]

Name * Todd Lesko

Email talesko@gmail.com

(you@email.com)

*

Phone Number (949) 584-7084

Select a Subject Comment and/or Question

*

Comment and/or Question *

I am vehemently against this project! I am especially against the proposed route going down the middle of Alameda! I don't think you would like to have a transit train going right past your living room if that idea was put before you for where you live!! I don't really see the need to build this line for one but in doing so you do not need to go thru two neighborhoods in affecting many peoples lives just to transit people in to Union Station! There is already tracks along the LA River that go directly to Union Station!! I am so against everything about this proposed line and having lived in the area for over 10 years, I believe the people that live in the area have a right to say "No" to this!

Subject: RE: WSAB Routes on Alameda Streets

From: Yukio & Lilian Kawaratani [<mailto:yklk@att.net>]

Sent: Friday, August 04, 2017 11:33 PM

To: WSAB

Subject: WSAB Routes on Alameda Streets

Metro

My comments on the WSAB routes that impact negatively on the Little Tokyo Community follow:

1. I am opposed to the proposed Alameda routes and station that are elevated, as they will provide physical and visual barriers at 1st street, 2nd Street and in between on Alameda Street. These are the primary vehicular and pedestrian entrances to Little Tokyo. It separates development east of Alameda from Little Tokyo.

2. Trying to achieve a direct connection here with the Little Tokyo Regional Connector Station is a major problem. The LT/Arts District train tracks are 40 feet below street level and the Alameda station tracks will need to be 35 or more feet up in the air. An elevation change to overcome of at least 75 feet.

3. The Little Tokyo Regional Connector Station is located near 1st and Central Avenue, away from an aerial Alameda Station. It would also be further away from an aerial station north of 1st Street.

4. An aerial Alameda route would have a significant environmental impact on the Savoy Apartments and JANM. Also. Alameda Street with heavy traffic would severely impacted.

5. The connecting of the Pasadena Gold Line which is under Temple Street with the aerial WSAB Alameda route would be extremely difficult to construct and would be a continuous safety risk.

6. The Arts District routes which are proposed to be underground would probably need to follow Vignes Street, as the Nishi Temple and other major buildings have deep basements. Making the tunnels super deep will create a problem of rising up to go over the 101 Freeway.

Sincerely,

Yukio Kawaratani

Jerard Wright

3695 Linden Avenue, Unit 11A • Long Beach, CA 90807 • (323) 919-9424 • wrightconcept@gmail.com

August 4, 2017

RE: West Santa Ana Corridor Comments

To the Fanny Pan and West Santa Ana Corridor Project team;

I am pleased to see the great work that has been made by Metro staff and progress that has been made over the last year, first with getting Measure M passed and then accelerating the environmental work on this vital capacity improving corridor to the Metro Rail System. The West Santa Ana Corridor project is an opportunity to do three important things;

- 1) Envisioning joint development along the corridor.
- 2) Leverage new infrastructure to modernize existing corridors through interlining with the Blue Line.
- 3) Include a new entry corridor to Central City Los Angeles and suggest further study of Light Rail operations through this area as part of the region in relation to the greater Metro Rail System.

1) Envisioning joint development along the corridor.

The cities along this corridor are ripe to want to transform their local cities and communities into economic development centers that will foster new growth along the line. With that patterned after Denver's Eagle P3 is an opportunity for an infusion of dollars that can accelerate the project and incorporate design elements into the joint developments that foster a harmonious relationship with the community fabric along the alignment. *A picture is worth a thousand words and I will attach some viaduct designs from Berlin, Paris and Tokyo to give examples of the type of envisioning that Metro can consider for the station and infrastructure design of some of the elevated infrastructure that is being considered.*



Jerard Wright

3695 Linden Avenue, Unit 11A • Long Beach, CA 90807 • (323) 919-9424 • wrightconcept@gmail.com

2) Leverage new infrastructure to modernize existing corridors through interlining with the Blue Line.

The Northern alignment of the West Santa Ana Branch corridor provides a unique opportunity for Metro in how enable modernization and capacity upgrades for the existing Blue Line for the alternatives that are considering sharing the right of way with the Blue Line. The Blue Line was the first new line of the current Metro Rail system built in 1990 and for many years has been the single busiest light rail corridors in the nation serving the many communities between LA and Long Beach. However with its age comes the additional need for station capacity upgrades in the form of wider stations than the current narrow platforms that occupy the Blue Line and grade separation at cross streets like Vernon Avenue which will welcome the relief of no more railroad crossing gates. The opportunity for the Blue Line to share future construction of new separations along the corridor for both capacity and flexibility in operations could come with the West Santa Ana Corridor. For a slight increase in costs this could afford Metro the flexibility of more maintenance and vehicle storage facilities as well as operational flexibility for the system for patrons. There may be an added benefit in that sharing of the elevated structure may improve the likelihood of Federal New Starts grants for this corridor so that at least 50% or more of the costs of this vital project will come from D.C. *I would like Metro to consider in its study track connections that will enable the Blue Line to share service with the West Santa Ana Corridor over Long Beach Avenue and possibly continue into Downtown LA Union Station. (See map below)*

3) Include a new entry corridor to Central City Los Angeles and suggest further study of Light Rail operations through this area as part of the region in relation to the greater Metro Rail System.

With the study of a new corridor into Central City /Downtown LA Union Station provides Metro an opportunity to study the holistic multiplier effect of the building of our rail network and how this rail network functions in Central City/Downtown LA. This area over the last 10 years has seen phenomenal growth in the region with large number of new developments under construction with more on the way. However because of this growth we will need to see how the current and future rail lines through the Central City can handle this growth and demand. One suggestion as a supplemental study and consideration of a future board Motion to further enhancing the work the board already did in February 2017. The importance of this within this project is to show the importance of this new downtown corridor connection:

“Board of Directors to direct Metro staff to study the Central City LA area - bounded by Cesar Chavez Avenue to the North, the LA River to the East, Washington Blvd or Exposition Right of Way/26th Street to the South and the 110 Freeway to the West - and report back to the Metro Board an analysis of the Metro Rail network's core system capacity; which includes the Red/Purple Line trunk, the Blue/Expo/Gold aka Regional Connector trunk lines and the Alameda or Vignes alignments to the West Santa Ana Branch corridor to Union Station.

The motion is to identify what long term network capacity improvements can be made to increase and enhance the capacity, frequency and reliability of Metro Rail service in this growing area and quantify the network capacity affects that each improvement can have on the long term growth of the Metro Rail system. (For example if we grade separate all of the Downtown trunk corridors how many more passengers can we move through the Metro Rail system in the Central City.)

Suggestions include but are not limited to; Extending light rail trains to 4 cars (currently their maximum length is 3 cars), Flower Street grade separation enhancements for the Blue/Expo Line trunk corridor from the 11th Street subway portal to Jefferson Blvd, grade separation alternatives to the current surface running Washington Blvd Blue Line alignment from Flower Street to Long Beach Avenue, West Santa Ana Branch corridor either along Alameda or Vignes, automated/driverless operation for the Red/Purple trunk, consideration of adding an additional door per side for future Red/Purple fleet (increasing the number of doors per train per side from 4 to 3), Red/Purple Line station in Arts District.”

Jerard Wright

3695 Linden Avenue, Unit 11A • Long Beach, CA 90807 • (323) 919-9424 • wrightconcept@gmail.com

FUTURE MAP



CC: Metro Board Chair Eric Garcetti and the Honorable Metro Board of Directors

Subject: RE: QUESTIONS

From: Kay VanWeerthuizen [<mailto:kayvw@verizon.net>]

Sent: Friday, August 04, 2017 7:41 AM

To: WSAB

Subject: QUESTIONS

Good Morning,

Thank you for this email and info.

I do have a couple of questions. We live in Bellflower right across from Caruthers Park. 10451 Beach St.

What will happen to the walking/bike path?

Will it be on ground level or will it be higher up?

Will we still have access to the path and the park from our home?

Will it be fenced in?

Appreciate your response.

Regards

Kay VanWeerthuizen

562 244-5000

Subject: RE: Impact of West Santa Ana Branch Transit Corridor on Little Tokyo and Downtown L.A.

-----Original Message-----

From: Ford H. Kuramoto, D.S.W. [<mailto:fhkuramoto@magnasystemsinc.com>]

Sent: Friday, August 04, 2017 9:08 AM

To: WSAB

Cc: Kristin Fukushima; Michael Okamura; Eric Nobunaga; Frances Kuramot; Jack Kuramoto

Subject: Impact of West Santa Ana Branch Transit Corridor on Little Tokyo and Downtown L.A.

Dear WSABTC Administration,

I am a business owner in Little Tokyo and need to know the potential impact of the West Santa Ana Branch Transit Corridor on our area. We have been in Little Tokyo for over 15 years and want to know how the WSABTC will affect us.

What is the timeline for the WSABTC? What is it's relationship to the Regional Connector Station currently under construction at First Street and Alameda? What is and will be the impact of WSABTC on the Little Tokyo community, between now and when it is completed?

Please advise.

Thank you,

Ford Kuramoto, DSW, LCSW

President, Magna Systems, Incorporated

340 E. Second Street, #409

L.A., CA 90012

Subject: RE: YOVM drone services and Drone certification training

From: Yovem [<mailto:richardtulloch@yovem.com>]
Sent: Friday, August 04, 2017 2:13 PM
To: WSAB
Subject: YOVM drone services and Drone certification training

Hello Fanny Pan,

My name is Richard Tulloch, CEO and founder of YOVM a drone service company. YOVM is a veteran and minority owned drone service company that provides a streamline process for collection aerial data. Some of the areas we serve includes Construction, Architecture, Engineering, Planning and Development. Today drones allow industries to be more efficient and more capable by providing a different view on large projects. One of our product includes a 3D, 360° interactive view with time lapse for construction and and project tracking/monitoring.

YOVM's provides a efficient and streamlined business model which helps keeps over head cost low. YOVM trains and certifies people in the local area. Once they are on- boarded in our pilot network they are dispatched to provide drone services within their respected areas, which creates jobs keep cost low.

Please feel free to contact me at any time if you have any questions.

Thank You,

Richard Tulloch
CEO & Founder
WWW.YOVM.COM
richardtulloch@yovem.com
623.232.8016 Main
623.232.8027 Desk
602.753.9311 Cell



...Where Innovation Meets Creation.



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Subject: RE: WSAB project

From: mcomm@nishihongwanji-la.org [<mailto:mcomm@nishihongwanji-la.org>]

Sent: Friday, August 04, 2017 10:14 AM

To: WSAB

Cc: mcomm

Subject: WSAB project

Just some questions

1. The high speed rail system is planning to go to Union Station around your Vignes Street route. How are you going to manage the space, construction time, Union Station entering location, etc. as well as keeping the businesses around this area still able to operate?
2. Does the WSAB really need to go to Union Station? The Little Tokyo/ Art District Station is where the red and gold line trains stop. I imagine that both these lines are either going to or coming from Union Station. And you are probably using this station as a transfer point. If yes, why not stop the WSAB line at this point. I'm sure that the train schedule can be worked out so that the passengers from the all these line would have a minimal wait.
3. Could the WSAB line go underground and use the same rails as the gold or red line uses to Union Station? You are digging these lines right now why not do this work now if it's possible?
4. Could you build a large parking structure across from the JANM for use by the passengers? That way you relieve the parking jam at Union Station.

Vance

Ron Vargas

Subject: FW: Feedback - West Santa Ana Branch Transit Corridor [#4]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, June 20, 2017 12:02 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#4]

Name * Andrew Fox

Email andrew.ellis.fox@gmail.com
(you@email.com)

*

Phone Number (310) 729-4020

Select a Subject Comment and/or Question

*

Comment and/or Question *

I have four comments:

1. WSAB should NOT share multiple stations with the Blue line. There is benefit to expanding the footprint of Metro Rail and by having WSAB share multiple stations with the Blue line, Metro misses the opportunity to bring additional homes/businesses within walking distance of Metro Rail. While the occasional shared station is appropriate to allow transfers, running the two lines next to each other for any stretch does not bring additional people into the system. As a result, Metro should explore a route that connects with the Blue line at Washington, but then veers East to Pacific/Vernon rather than a route that follows the Blue line to the Blue Line Vernon station.
2. Metro should try to MAXIMIZE the number of stations in downtown LA. This is the densest part of Los Angeles County and so there should be multiple stations that are close to each other. As a result, none of the Norther Alignment options are ideal and Metro should explore looking at new alternatives, including one that stops at Union Station, Little Tokyo, Arts District, 7th/Alameda and somewhere south of 7th/Alameda and before you get to the Washington stop.
3. The 7th/Alameda stop is by far the most important new stop on this line and should be in the final, selected project. This stop will drastically increase ridership by opening a whole new portion of downtown LA to Metro Rail

(Toy/Industrial/Central districts), which is growing at a substantial rate.

4. The Little Tokyo station is extremely important here because it will allow transfers to the Expo Line without the need to go all the way to Union Station. As a result, while none of the current options is ideal, the best of the current options is the Alameda option because it contains the two most important stops, the Little Tokyo stop and the 7th/Alameda stop.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#33]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Wednesday, June 28, 2017 11:09 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#33]

Name * Clemencia de Leon

Email (you@email.com) * cesdeleon@sbcglobal.net

Phone Number (626) 794-5369

Select a Subject * Comment and/or Question

Comment and/or Question * I OPPOSE OPTION D: Alameda/Vignes;

my order of preference, most favorable first, is

1) Option A: Pacific/Alameda;

2) Option C: Alameda;

3) Option B: Pacific/Vignes.

Again, I oppose Option D: Alameda/Vignes

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, June 28, 2017 1:42 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#36]

Name * Mary Tagiku

Email ([you@email.com](#)) * imtagiku@aol.com

Phone Number (626) 968-7563

Select a Subject * Comment and/or Question

Comment and/or Question * I oppose the Alameda- Vignes Option D for transit to be built under our church. My order of preference is: Option A- Pacific/ Alameda; Option C- Alameda; Option B- Pacific/ Vignes. Again, I oppose Option D- Alameda/ Vignes. I hope you give this serious consideration. Thank you.

From: B. Hatakeyama [<mailto:bruhabox-misc3@yahoo.com>]
Sent: Saturday, July 15, 2017 12:31 PM
To: WSAB
Subject: Comment on Northern Alignment option

Hello,

I would like to make comments from two perspective. The first from a general perspective and second, from a member of the Los Angeles Hampa Hongwanji Buddhist Temple, in which our temple is located on Vignes and 1st St. which would be impacted by two of the options.

General

Overall, Option C (Alameda) seems to be the best choice.

- * Option C ridership estimate shows 44% more over Pacific/Vignes, 27% more than Pacific/Alameda, and 18% more than Alameda/Vignes
 - * Option C cost is \$300 million less than Alameda/Vignes
 - * Option C travel speed is faster than the other three options.
 - * Option C has no need for underground construction which should lessen construction and public-impact unknowns.
 - * Option C has more opportunities for transferring with the Blue Line, the Gold Line, and Expo Line (after Regional Connector Transit Project is completed)
-

L.A. Homba Hongwanji Buddhist Temple

I am concerned with Options B and D which would run underground right next to our temple which is located on the corner of East 1st St. and Vignes St.. In addition both options will transition above ground only two blocks away at Jackson St..

We have been at our current location for 48 years and have been part of Little Tokyo for 112 years. We are the also the largest Buddhist temple in the Los Angeles area.

During the initial construction of the Gold Line, our temple members and our many visitors have had to endure the inconvenience, noise, and general disruption. East 1st St. was widened and unusable, as well as the bridge over the L.A. River. Both have always been important access routes to our temple.

Today, we are again inconvenienced with the construction of the Regional Connector Transit Project. The use of East 1st St. has been compromised, not to mention the frustration of the traffic detours and the increased danger of more traffic down Vignes St. We will have to endure this for another two years.

Now you are thinking of construction next to our temple on Vignes St. with egress/ingress just two blocks away at Jackson St. Again, because Vignes St. is a street commonly used by our members and visitors coming from the 110 freeway, access to our temple will be severely impacted.

During the current Regional Connector construction, three blocks away, we have had several instances where our phone lines were impacted. I can't imagine all the problems that will occur when underground construction is next to us and exits short blocks away. Though I'm not in construction, being so close the L.A. River I worry about soil conditions and possible shifting that may occur that would damage our building.

Conclusion

I strongly recommend that the Alameda, Option C, route be selected for the Northern Alignment and I plead with you to not use either Option B or D / Vignes St. routes.

Respectfully,

Bruce Hatakeyama

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Monday, July 10, 2017 6:04 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#51]

Name * Chris Collins

Email ccojwa@rocketmail.com
(you@email.com)

*

Phone Number (562) 804-4417

Select a Subject Comment and/or Question

*

Comment and/or Question *

I've lived in Bellflower long enough to remember the fight we had to keep the city from eliminating the golf course and putting in the Hollywood Sports. We lost the fight and Bellflower did what they wanted and put the Hollywood Sports complex in. Then the city promised a "Green Belt" and put in the bike/walking path where the old railroad tracks were located. Then they put in the dog park on Flora Vista. Now Metro wants to undo all of that and take out Hollywood Sports, take away the green belt and get rid of the dog path. I can't imagine that my complaints will have any more affect than they had when Hollywood Sports went in, but just for the record – I am totally against the proposal. Why not run the rail along the 91 freeway to connect with the blue line???

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 07, 2017 11:14 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#50]

Name * Christina Sein

Email seiny110@yahoo.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

Dear Ms. Pan:

I am a homeowner that has lived in the Little Tokyo community for 11 years. I am also an attorney that has worked in downtown Los Angeles for 14 years. I am writing to request that MTA please reconsider the light rail routes that are proposed for the West Santa Ana Branch Transit Corridor.

Our community has already suffered through years of construction, increased crime, traffic, and nuisance due to the Regional Connector Transit Project. The new station in Little Tokyo, by the way, does not even look close to being finished.

I can't tell you how many times I've had to get the tires patched or replaced on my car because of the nails left in the road due to the construction.

It seems as though MTA has little to no disregard for our community and the people who actually live here, the ones who pay property taxes here. I am pregnant with my first child and could not imagine living here with another 5 years of construction, and all that it brings, right outside my door. You are treating our community as a pit stop. Reviewing your detailed project map with the proposed routes makes me shudder as I see my little community SURROUNDED by rails. Please remember that we ARE a community, families live here. Enough is enough. Please find another way!

Respectfully,

Christina Sein

From: Gilbert, Daren S. [<mailto:daren.gilbert@cpuc.ca.gov>]

Sent: Tuesday, July 11, 2017 4:21 PM

To: WSAB

Cc: Clugston, Roger N.; Robertson, Michael; Artus, Stephen; Garabetian, Antranig G.; Bond, Matthew; Takahara, Noel; Huie, Howard; Kung, Ainsley; Pereyra, Jose; Khawani, Vijay; Boghossian, Eddie

Subject: West Santa Ana Branch Transit Project Comments - CPUC

Dear Ms. Pan:

Attached is a comment letter from the Staff of the California Public Utilities Commission on the West Santa Ana Branch transit project.

Please let us know if you have any questions.

Daren Gilbert, Manager

Rail Transit Safety Branch

Safety and Enforcement Division

California Public Utilities Commission

180 Promenade Circle, Suite 115

Sacramento, CA 95834

Office Ph 916-928-6858

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 15, 2017 3:32 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#54]

Name * Joanna Lumbreras

Email ([you@email.com](#)) * gokatgo1@hotmail.com

Select a Subject * Comment and/or Question

Comment and/or Question * It's a great move towards the improvement of public, in and out of DtLA! I can't wait

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 07, 2017 9:00 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#49]

Name * Kevin Cheng

Email ([you@email.com](#)) * kcheng00@gmail.com

Phone Number (626) 297-1311

Select a Subject * Comment and/or Question

Comment and/or Question * From my own research, I have gathered that MTA is planning on aerial approach on Alameda, or elevated tracks with an elevated station over the current Little Tokyo/Arts District station. This directly impacts our property long-term and subjects the community to another 4-5 yrs or more of construction, detours, pollution. Please MTA, I beg you to consider the ACTUAL COMMUNITY of LITTLE TOKYO/ARTS DISTRICT when coming up with new plans for rail. I and many of the the Little Tokyo community are against all four options. Please respect the community and find another route.

From: Kevin Chung Lee Cheng [<mailto:kcheng00@gmail.com>]

Sent: Friday, July 07, 2017 9:09 AM

To: WSAB

Subject: I'm a resident of Little Tokyo

Hello,

I am a 6 year resident of Little Tokyo/Arts District. I represent many in my community when I say that MTA should please re-consider the light rail routes that have been proposed. I'm not sure which community this rail line is trying to serve, but being an active community member here the last 6 years, it's not the people living in Little Tokyo/Arts District. I have not met too many people who live in East Downtown and need to commute to Southeast LA. On the contrary, I believe that this is a one way street and the addition of new rail lines will drastically affect the existing community of the area! We have suffered through enough traffic, pollution, construction, and increased break-ins over the last few years. With the imminent completion of the regional connector, traffic, congestion, and break-ins will undoubtedly go up more. Don't we already have a MAJOR METRO hub at Union Station? Why the need to create another one only a few blocks away?

From my own research, I have gathered that MTA is planning on aerial approach on Alameda, or elevated tracks with an elevated station over the current Little Tokyo/Arts District station. This directly impacts our property long-term and subjects the community to another 4-5 yrs or more of construction, detours, pollution. Please MTA, I beg you to consider the ACTUAL COMMUNITY of LITTLE TOKYO/ARTS DISTRICT when coming up with new plans for rail. I and many of the the Little Tokyo community are against all four options. Please respect the community and find another route.

Thank you,

Kevin

--

Kevin Chung Lee Cheng
audiofrog -- productions
a u d i o m i x e r
(6 2 6) 2 9 7 - 1 3 1 1
Los Angeles, California

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 14, 2017 12:26 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#53]

Name * Michael Follo

Email ([you@email.com](#)) * braves9@gmail.com

Select a Subject * Comment and/or Question

Comment and/or Question * Extend the West Santa Ana Branch all the way to Santa Ana, this extension should be included in the DEIS.


From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Monday, July 10, 2017 9:01 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#52]

Name * Salinda Haber

Email ([you@email.com](#)) * sindy616@gmail.com

Phone Number (562) 301-2999

Select a Subject * Add me to the mailing list

Address 
16821 Bixby Ave
Bellflower, California 90706
United States

Comment and/or Question *
How is this funded.
How much noise will it create.
Station plans.
Station parking.

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 15, 2017 5:34 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#55]

Name * Vicki Porter

Email ([you@email.com](#)) * hbvicki@hotmail.com

Select a Subject * Comment and/or Question

Comment and/or Question *

I oppose Option D: Alameda/Vignes; my order of preference, most favorable first, is 1) Option A: Pacific/Alameda; 2) Option C: Alameda; 3) Option B: Pacific/Vignes.
Again, I oppose Option D: Alameda/Vignes.
Vicki Porter, parishioner St Francis Xavier Church

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#60]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Wednesday, July 19, 2017 2:12 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#60]

Name * Amanda Gregory

Email ([you@email.com](#)) * marimari45@hotmail.com

Select a Subject * Comment and/or Question

Comment and/or Question * I don't like any of the proposed routes. I live on Alameda Street in Little Tokyo and features like the elevated track would significantly impact me in a negative way. As it is, the construction on the Regional Connector is very disruptive. I suggest you explore different route options that won't affect residents in such a negative manner.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#63]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Wednesday, July 19, 2017 8:45 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#63]

Name * Brian Rodriguez

Email ([you@email.com](#)) * brian052585@yahoo.com

Phone Number (760) 470-9312

Select a Subject * Comment and/or Question

Comment and/or Question * As a resident of little Tokyo, I do not think the light rail will be needed since we live very close to union station. I would like to vote against all proposed stops for the west Santa Ana branch light rail

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#69]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 24, 2017 11:50 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#69]

Name * Deborah Sadow

Email ([you@email.com](#)) * djs304@yahoo.com

Phone Number (650) 269-4219

Select a Subject * Comment and/or Question

Comment and/or Question * Two of the routes propose elevated track going up Alameda St in front of Savoy and a new, elevated Little Tokyo station diagonally across from the underground Regional Connector station. This will permanently affect my community and negatively affect property value and add years of construction to the area. I strongly believe that the proposed tracks on Alameda should be eliminated and better options need to be explored.

Subject:

RE: Feedback - West Santa Ana Branch Transit Corridor [#56]

From: Wufoo [<mailto:no-reply@wufoo.com>]**Sent:** Tuesday, July 18, 2017 4:05 PM**To:** WSAB**Subject:** Feedback - West Santa Ana Branch Transit Corridor [#56]**Name *** Eddie Marquez**Email** emarquez@ppcla.com[\(you@email.com\)](#)

*

Phone Number (562) 788-0555**Select a Subject** Comment and/or Question

*

Comment and/or Question *

July 1, 2017

Ms Fanny Pan

Project Manager, Metro

One Gateway Plaza, M/S 99-22-4

Los Angeles, CA 90012

Re: West Santa Ana Branch Transit Corridor Rail Project

Dear Ms. Pan:

On behalf of Paramount Petroleum Corporation (“Company”), and in response to the Los Angeles County Metropolitan Transportation Authority’s (“MTA”) invitation for comments regarding environmental scoping for the Project, Company is providing the MTA with its comments concerning the Project, and in particular, as it relates to Company’s ongoing business operations.

The Company owns and operates a refinery located at 14700 Downey Avenue, Paramount, CA 90723 (“Refinery”) which is currently producing renewable jet fuel and diesel. Raw materials are received at the Refinery almost daily by way of a section of heavy rail track service located at refinery and are a critical component to Refinery’s operations. Refinery has utilized heavy rail as part of its operations for over 75 years. MTA has announced plans to implement a light rail service connecting downtown Los Angeles to areas of South East Los Angeles known as the West Santa Ana Branch Transit Corridor Rail Project (the “Project”).

Upon review of the Project plans, it appears that sections of the new light rail track and associated easements would run alongside sections of heavy rail located behind the Refinery. Given that Company consists of residents and stewards of this great city, naturally, we are excited about the Project and what this service will do for the residents and business operators located in the area. That said, Company respectfully expresses some concern over the status of the heavy rail service currently in use and how the Project could impact such use at the Refinery. In the event Refinery was unable to receive feedstock materials currently being received over the heavy rail service at Track Nos. 717; 718; 719; 721; 722; 723, at or near Crutcher, Los Angeles County, CA (Circ7: AS014, Yard 55, Mile Post: 12.12, Paramount Ind Ld Subdivision), it would undoubtedly have a devastating impact on operations, and would likely result in Company’s inability to operate the Refinery.

During preliminary public statements by a representative of the MTA, it was stated “Heavy rail and light rail can coexist.” This statement by the MTA gives comfort that the MTA has and is giving thought to these issues, and given the risks, Company looks forward to receiving additional information throughout the process. The MTA’s consideration of Company’s comments concerning the Project is greatly appreciated. If you have any questions regarding the contents of this letter, please do not hesitate to contact me at 562-531-2829.

Sincerely,

Eddie Marquez

Director, Government, Public, and Community Affairs

Paramount Petroleum

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#71]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 24, 2017 2:38 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#71]

Name * Eric Yang

Email ericwyang@gmail.com

[\(you@email.com\)](#)

*

Phone Number (626) 258-9558

Select a Subject Comment and/or Question

*

Comment and/or Question *

Dear Fanny,

Thank you for this opportunity to voice my concern over Metro's plans at running transit lines on elevated track in front of the Savoy condominiums at 100 S. Alameda Street in Little Tokyo. I have lived at this property since 2006, first as a renter, and later as an owner after buying a unit in 2009. I selected a street-facing unit at Savoy specifically for the enjoyment of the views of Little Tokyo and a backdrop of the downtown Los Angeles skyline. Suffice to say, if Metro were to construct

elevated track in front of my windows, it would be a definitive and tangible loss both to the enjoyment of my home and the appraised value of my property. As it is, the many residents of Savoy have already been inconvenienced with several years of construction in front of our building resulting in ever-changing traffic detours, gridlock, noise and dust pollution, with much of the intrusion to our living standard occurring on weekends as early as 8am and as late as 10pm. I believe I can speak for both the many condominium residents at Savoy and the residents of other buildings on adjacent streets when I say that we all look forward to a tidy completion of the Regional Connector, where we can finally resume normal daily life in Little Tokyo as it was meant to be. To option a permanent fixture of additional train lines running in front of our building is completely unwarranted and illustrates the bullying nature of an institutional initiative that fails to consider human impact at a very human level. It should be plain to see, on moral and ethical grounds, that a better option should be exercised. If Metro wants to continue its build-out, this should take place without disrupting and damaging the lives of the people who make up the population of this area of the city. I believe in what Metro is trying to do, as public transport in Greater Los Angeles is overdue an upgrade. I want, however, to further believe that Metro also makes judicious decisions in consideration of the welfare of the greater public. It would be petty of me to ask where you live, and whether you would appreciate train tracks running past your bedroom window. But in a private moment I do hope you might kindly stop to reflect on the consequences of the options Metro are considering, and whether it is right to effectively impose such intrusive and jarring change when alternatives exist. Like many others, I will look to follow this project very closely and I will retain every hope that there might be a reasonable decision made to exercise a different option than constructing an elevated train track which would obscure an entire city block's worth of residential window panes. Even as I type this, it seems patently and utterly unconscionable to greenlight a build of this kind. Thank you for your thoughtful consideration of all the options available at your disposal.

Sincerely,

Eric Yang

Subject:

RE: Feedback - West Santa Ana Branch Transit Corridor [#65]

From: Wufoo [<mailto:no-reply@wufoo.com>]**Sent:** Sunday, July 23, 2017 11:44 PM**To:** WSAB**Subject:** Feedback - West Santa Ana Branch Transit Corridor [#65]**Name ***

frank chen

Email ([you@email.com](#)) *sxkai00@gmail.com**Phone Number**

(909) 837-5341

Select a Subject *

Comment and/or Question

Comment and/or Question *

I am currently a resident and home owner in the Little Tokyo district. Your proposal routes are all terrible ideas. Please explore better options. I do not want to look out my window and see my view ruined by the tracks of the metro railway. You are seriously making a huge mistake by those proposals and turning off many metro users. Once again, to be very clear, I am very much against your proposals on the metro routes.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#66]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Sunday, July 23, 2017 11:50 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#66]

Name * frank chen

Email ([you@email.com](#)) * sxkai00@gmail.com

Phone Number (909) 837-5341

Select a Subject * I have a suggestion

Comment and/or Question *

The proposal for a metro line above ground along Alameda is a terrible idea. You will be ruining the view for many and the noise it will make will result in many more complaints by the local residents. I am currently residing in Little Tokyo and would like to let you know to please look for alternate routes than putting a metro line through Alameda street. We already have the gold line and another project underground that is taking a lot longer than projected not to mention the noisy evenings I have had to deal with for the past year. Please look elsewhere to build the metro line.

Subject:RE: In Favor of Alameda Option

From: Jean [<mailto:kjkawakami@hotmail.com>]**Sent:** Monday, July 17, 2017 9:25 PM**To:** WSAB**Subject:** In Favor of Alameda Option

Dear Metro,

On behalf of the Los Angeles Homba Hongwanji Buddhist Temple (LAHHBT) on the corner of 1st and Vignes Street, we respectfully request that the option to utilize Vignes be removed from your plans. We have an active membership of 100s, with multiple youth groups utilizing our facility during the weekday and weekend. The primary exit from our parking lot empties out onto Vignes and is heavily used -- it would be a tremendous and unacceptable inconvenience for Vignes to be closed off during any extended construction. Additionally, Fukui mortuary is 1 block further down Vignes Street. Many family members utilize Fukui Mortuary for funeral preparations while having the actual Service at LAHHBT. Our Reverend meets family members at Fukui Mortuary as part of the planning process and this amounts to multiple visits throughout the week. If Vignes is closed, a simple walk from our facility to Fukui which is across the street will become an inconvenient drive around the block, adding approximately a quarter mile (to half mile) to get to the other side of the street. We strongly request that you vote in favor of Alameda. Thank you,

Sincerely,

Jean

Subject:

RE: Feedback - West Santa Ana Branch Transit Corridor [#64]

From: Wufoo [<mailto:no-reply@wufoo.com>]**Sent:** Thursday, July 20, 2017 10:24 AM**To:** WSAB**Subject:** Feedback - West Santa Ana Branch Transit Corridor [#64]**Name *** Jeniffer Kim**Email** jeniffek@gmail.com[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

Hello,

I am a resident at the Savoy community located at 100. S Alameda. It has been brought to our attention that the metro is exploring routes to connect Union station to the Southeast area of Los Angeles. As a resident and unit owner of the Savoy building I oppose all routes that will be directly on Alameda Street. I have lived there for 5 years now and have been affected by the metro construction most of the years I've lived there. This construction albeit needed causes congestion and a lot of noise and air pollution in our area. Residents of Savoy have suffered through constant drilling and pounding of the ground as well as the pollution that is being kicked up in the air.

I research effects of air pollution on health so I know that living in conditions with constant poor air quality can lead to various respiratory disease, cardiovascular disease as well as shortened life span. There are over 400 residents living in Savoy and we should not be held accountable for the metro connector's ambitious plans. Please reconsider building a route on Alameda and explore other potential routes. We have children and older people living in Savoy and they are more susceptible to the debris/air pollution associated with this massive project. Savoy is a condo so as owners we simply cannot just move. Thank you for your understanding.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#58]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, July 18, 2017 5:24 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#58]

Name * Kaylie Alexander

Email (you@email.com) * kayliealexander@gmail.com

Phone Number (317) 919-9475

Select a Subject * Comment and/or Question

Comment and/or Question *

I live on the corner of first and Alameda and have lived there for eight years. I am very strongly opposed to the two options that have the rail run above ground down Alameda. My fiance purchased this condo eight years ago and invested in a downtown that not many believed in at that time. I love taking Metro and am thrilled that the regional connector is going in (underground) but DO NOT want a rail running down my street, ruining our view of downtown.

Attachments:

LAC170608-01 NOP West Santa Ana Branch Transit Corridor Project.pdf

From: Lijin Sun [<mailto:LSun@aqmd.gov>]**Sent:** Friday, July 21, 2017 6:41 AM**To:** WSAB**Cc:** Jillian Wong**Subject:** SCAQMD Staff NOP Comments for the West Santa Ana Branch Transit Corridor Project

Dear Ms. Pan,

Attached are the SCAQMD staff comments on the Notice of Preparation of a Draft Joint Environmental Impact Statement/Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project ([SCAQMD Control Number: LAC170608-01](#)). The original, electronically signed letter will be forwarded to your attention by regular USPS mail. Please contact me if you have any questions regarding these comments. Thank you.

Sincerely,

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765

Direct: (909) 396-3308

Fax: (909) 396-3324

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#59]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Tuesday, July 18, 2017 6:53 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#59]

Name *	Lisa Chang
---------------	------------

Email (you@email.com) *	lisachen01@yahoo.com
--	--

Select a Subject *	Comment and/or Question
---------------------------	-------------------------

Comment and/or Question *	I have major concerns for my property with the proposed above-ground routes. Please explore better route options, i.e. underground. Thank you for considering the negative impact an above-ground route would have on the neighborhood. NO, NO, NO to the proposed routes.
----------------------------------	--

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#61]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Wednesday, July 19, 2017 7:58 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#61]

Name * Maria Murakawa

Email (you@email.com) * mmurakawa@gmail.com

Select a Subject * Comment and/or Question

Comment and/or Question *

I live at the Savoy Condominiums on Alameda St. in Little Tokyo/ Arts District. I am aware that proposed routes will include a track going up in front of Savoy on Alameda St. and an elevated Little Tokyo station. I understand this will add to years of construction in this area, and will detrimentally affect the quality of life within the community. Being a resident of the community as well as Savoy, I am against such construction and ask that you explore better route options.

Thank you

Subject:

RE: Feedback - West Santa Ana Branch Transit Corridor [#70]

From: Wufoo [<mailto:no-reply@wufoo.com>]**Sent:** Monday, July 24, 2017 12:55 PM**To:** WSAB**Subject:** Feedback - West Santa Ana Branch Transit Corridor [#70]**Name *** Megan Minnema**Email** megansmakeup@hotmail.com
(you@email.com)

*

Phone Number (562) 413-2605**Select a Subject** I have a suggestion

*

Comment and/or Question *

I am a resident and business owner in the city of Bellflower and live in extremely close proximity to the West Santa Ana track. I live near the Woodruff and Flora Vista intersection and have an office located on the other side of Flora Vista. In consideration of the future LRT I have a few major concerns in what that means for individuals and our community.

1) The noise and vibration of the train passing.

2) The wayside sound warnings. I would hope that they would not use train horns as those would make it substantially

louder.

3) The traffic caused by the train crossing the intersection. I fear that people will use my street as a shortcut and a way of avoiding waiting for the train to pass. This will cause our street to become extremely busy and unsafe. It is a family neighborhood and it will make it dangerous for our children to play outside.

4) Continued use of the bike and pedestrian trails in Bellflower. The bike trails have provided a great atmosphere for the city of Bellflower. Many families go for bike rides and walks along these trails to the park. Individuals enjoy exercising along these paths as well as going for leisurely walks.

**I strongly believe that an elevated system is the best option for the residents in the cities the train will be passing through. By having an elevated system we can avoid traffic, we can minimize noise, we can keep our bike and pedestrian trails, and most importantly we can keep our safe, family-oriented community while enjoying the benefits of the train.

I thank you for considering my concerns in the planning of the West Santa Ana Transit.

Sincerely,

Megan Minnema

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#68]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 24, 2017 11:50 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#68]

Name * Richard Brutchey

Email ([you@email.com](#)) * brutchey@hotmail.com

Phone Number (213) 821-2554

Select a Subject * Comment and/or Question

Comment and/or Question * Two of the routes propose elevated track going up Alameda St in front of Savoy and a new, elevated Little Tokyo station diagonally across from the underground Regional Connector station. This will permanently affect my community and negatively affect property value and add years of construction to the area. I strongly believe that the proposed tracks on Alameda should be eliminated and better options need to be explored.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#62]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Wednesday, July 19, 2017 3:05 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#62]

Name * Roddy Vilencia

Email rodvilencia@aol.com

[\(you@email.com\)](#)

*

Phone Number (562) 965-3987

Select a Subject Comment and/or Question

*

Comment and/or Question *

I was unable to attend the June 15th meeting in regard to the proposed West Santa Ana commuter rail line that would travel through the agricultural area of Bellflower where I reside. I strongly oppose this rail line being run through the agricultural Estates area of Bellflower California. I am a homeowner and a horse owner and I have had my property here in Bellflower in the AE zone for approximately 20 years. This proposed project would travel directly behind my property, and cut off my access to taking my horses to the public riding area and riding trails here and the city of Bellflower. I reside at 10445 Beach St. just adjacent to the 91 freeway with Carruthers Park behind my property. I reside at 10445 Beach St. just adjacent to the 91 freeway with Carruthers Park behind my property. The line that you are proposing would prevent me

from having access walking or riding my horses to the public riding areas in the city which would be a serious issue for me, and completely compromise my current lifestyle with in this area. I purchased my property here in Bellflower so I could enjoy my horses in the agriculturally zone area here in our city. I take great exception to any proposed project that would cut my horse access off from the recreational areas where I would be riding, training, exercising, and enjoying my horses.

Subject:

RE: Feedback - West Santa Ana Branch Transit Corridor [#57]

From: Wufoo [<mailto:no-reply@wufoo.com>]**Sent:** Tuesday, July 18, 2017 4:25 PM**To:** WSAB**Subject:** Feedback - West Santa Ana Branch Transit Corridor [#57]**Name *** Rohini Khanna**Email** Rohinikhannais@gmail.com
(you@email.com)

*

Phone Number (626) 224-3819**Select a Subject** Comment and/or Question

*

Comment and/or Question *

Putting a line along Alameda, above ground would hugely interrupt the flow of the neighborhood that has developed there in the past few years. I own a unit in the Savoy, which is West-facing, which I chose because of the view and location. An above-ground train line down Alameda will ruin so much of the vibrancy of the neighborhood that has developed there. Los Angeles has so long been focused on moving people from point A to point B, without consideration of the communities along the way. Only in recent years have neighborhoods come up, which encourage walking and enjoying the area. That's the only thing that has allowed for the expansions and improvements throughout downtown. I beg that you not return to focusing only on moving people, without consideration of the detrimental effect that it will have on the aesthetics, safety, and enjoyment of the budding area.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#67]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Monday, July 24, 2017 11:48 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#67]

Name * Vanessa Ying

Email vanessaying@gmail.com

[\(you@email.com\)](#)

*

Phone Number (626) 716-0470

Select a Subject Comment and/or Question

*

Comment and/or Question *

As a resident, I deeply care about this community and preserving the quality of our environment in Arts District/Little Tokyo. I do not feel the WSAB project is necessary as I believe the future Regional Connector and addition of Metro Bikes will provide sufficient transportation to and around to the area. Please do not subjugate this community to any more construction, noise/visual pollution, and guaranteed loss of property value. Little Tokyo/Arts District has become a very special enclave of DTLA that is unique for its quaint neighborhood energy and strong local business/resident relationships. Please help us preserve this special niche and do not make it indistinguishable from the rest of DTLA. Thank you!

Subject:

RE: Metro West Santa Ana Branch Transit Corridor Project - Public Scoping

-----Original Message-----

From: Wayne Brown [<mailto:waynebrown@fws.net>]

Sent: Thursday, July 20, 2017 1:01 PM

To: WSAB

Subject: Metro West Santa Ana Branch Transit Corridor Project - Public Scoping

Comment Sheet:

Name: Wayne Brown

Affiliation: I am a business owner and commissioner:

Address: 10505 Flora Vista St, Bellflower, California 90706:

Email: Waynebrown@fws.net

Comment,

I am following this potential progress in our city, therefore, I recommend the following resolution;

1. The rail tracks needs to be elevated at Bellflower Blvd so that the traffic on Bellflower Blvd is not severely impeded, Bellflower Blvd is the Main Street of Bellflower and the city depends on retail taxes as well as the primary business development for our city.

2. We also have created a walking and bike trail along the proposed transit corridor crossing our city and connecting our residents to our neighbors on the east and west, which we would like preserved.

Our family has been in Bellflower for over 70 years. Thank you for your consideration of issues of our community "BELLFLOWER".

The ELEVATED RAIL is the focus of our concerns. We want the rail system, but, ELEVATED.

Wayne Brown
Planning Commissioner
C 562.818.8181

From: Jean [<mailto:kjkawakami@hotmail.com>]

Sent: Monday, July 17, 2017 9:25 PM

To: WSAB

Subject: In Favor of Alameda Option

Dear Metro,

On behalf of the Los Angeles Hampa Hongwanji Buddhist Temple (LAHHBT) on the corner of 1st and Vignes Street, we respectfully request that the option to utilize Vignes be removed from your plans. We have an active membership of 100s, with multiple youth groups utilizing our facility during the weekday and week-end. The primary exit from our parking lot empties out onto Vignes and is heavily used -- it would be a tremendous and unacceptable inconvenience for Vignes to be closed off during any extended construction. Additionally, Fukui mortuary is 1 block further down Vignes Street. Many family members utilize Fukui Mortuary for funeral preparations while having the actual Service at LAHHBT. Our Reverend meets family members at Fukui Mortuary as part of the planning process and this amounts to multiple visits throughout the week. If Vignes is closed, a simple walk from our facility to Fukui which is across the street will become an inconvenient drive around the block, adding approximately a quarter mile (to half mile) to get to the other side of the street. We strongly request that you vote in favor of Alameda. Thank you,

Sincerely,

Jean

From: Wayne Brown [<mailto:waynebrown@fws.net>]
Sent: Thursday, July 20, 2017 1:01 PM
To: WSAB
Subject: Metro West Santa Ana Branch Transit Corridor Project - Public Scoping

Comment Sheet:

Name: Wayne Brown
Affiliation: I am a business owner and commissioner:
Address: 10505 Flora Vista St, Bellflower, California 90706:
Email: Waynebrown@fws.net

Comment,

I am following this potential progress in our city, therefore, I recommend the following resolution;

1. The rail tracks needs to be elevated at Bellflower Blvd so that the traffic on Bellflower Blvd is not severely impeded, Bellflower Blvd is the Main Street of Bellflower and the city depends on retail taxes as well as the primary business development for our city.
2. We also have created a walking and bike trail along the proposed transit corridor crossing our city and connecting our residents to our neighbors on the east and west, which we would like preserved.

Our family has been in Bellflower for over 70 years. Thank you for your consideration of issues of our community "BELLFLOWER".

The ELEVATED RAIL is the focus of our concerns. We want the rail system, but, ELEVATED.

Wayne Brown
Planning Commissioner
C 562.818.8181

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Monday, July 31, 2017 12:37 PM
To: ymfellow@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#76]

Dear Alan,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, July 27, 2017 6:03 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#76]

Name * Alan Fan

Email ymfellow@yahoo.com
(you@email.com)

*

Phone Number (213) 785-4480

Select a Subject Comment and/or Question

*

Comment and/or Question *

"NO" on above proposed route through Art District, please consider an alternative route

Enough is enough, alternative option is A MUST!!!

Art District has been under metro construction for plus 10 years, 1st with Goldline & currently still under construction for the expansion of blue/red line underground connectors.

Which result in inconvenience for residents(traffic congestions), unhealthy environment(dust & dirt), & less revenue for surrounding merchants.

Art District has been patient and suffer enough, "NO" another additional 10+ years of constructions.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Monday, July 31, 2017 12:31 PM
To: Julie Crisp; WSAB
Cc: Gary Crisp; Carter Crisp
Subject: RE: Metro Rail West Santa Ana Branch Corridor

Dear Julie,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Julie Crisp [<mailto:jcrisp@c2repro.com>]
Sent: Tuesday, July 25, 2017 8:09 PM
To: WSAB
Cc: Gary Crisp; Carter Crisp
Subject: Metro Rail West Santa Ana Branch Corridor

To whom it may concern,

My family about 1 year ago purchased a condo in the Savoy building on Alameda for over 700,000.

Our biggest deciding factor in our purchase was the proximity to Little Tokyo and the Arts District as well as the beautiful view out our 4th floor window.

Our view is now being threatened by your proposal for the for option A Pacific/Alameda and Option C Alameda. I understand the Option B Pacific/ Vignes and Option D Alameda Vignes

will not be going in front of our condo building. If you put the elevated rail right in front of our building you will significantly impact the value of our condo as well as disturb our peace and wellbeing due to your lack of vision and sensitivity to the community you are hired to serve. I have a hard time understanding why you would even propose such a poor option in the first place. Where is the vision and forward thinking of your agency?

We at the Savoy have been living with the building of the Metro station across the street being built 24/7 now it's going to go on even longer if you decide to put at station on Alameda. At least build it underground if you decide to put it on Alameda.

If this plan goes forward for a elevated rail in front of our building you give the homeowners no option but the fight the proposal all the way!!! We are planning to do so at this time and I highly suggest you go back to the drawing board and come up with a better plan that serves our community and area rather than congestion, reduced home values and stress due to the noise and congestion.

I look forward to seeing a better plan and vision for the West Santa Ana Branch Corridor.

Sincerely,

Julie Crisp

Julie Crisp
Executive Vice President
CRISP IMAGING

p. 714.545.2743 x1205
c. 949.433.1275
e. jcrisp@crispimg.com
w. www.crispimg.com



Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Monday, July 31, 2017 12:35 PM
To: karebear315k@aol.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#75]

Dear Kara,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, July 27, 2017 10:42 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#75]

Name *	Kara Noble
Email (you@email.com) *	karebear315k@aol.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	The City of Bellflower announced Metro is moving forward with possibly bringing a stop here to Bellflower. This is extremely exciting and will be very beneficial. I hope with project continues to move forward and Bellflower is awarded this opportunity.

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#75]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, July 27, 2017 10:42 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#75]

Name * Kara Noble

Email ([you@email.com](#)) * karebear315k@aol.com

Select a Subject * Comment and/or Question

Comment and/or Question * The City of Bellflower announced Metro is moving forward with possibly bringing a stop here to Bellflower. This is extremely exciting and will be very beneficial. I hope with project continues to move forward and Bellflower is awarded this opportunity.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Monday, July 31, 2017 12:27 PM
To: kayvw@verizon.net
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#72]

Dear Kay,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Monday, July 24, 2017 4:16 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#72]

Name * Kay VanWeerthuisen

Email ([you@email.com](mailto:kayvw@verizon.net)) * kayvw@verizon.net

Phone Number (562) 244-5000

Select a Subject * Comment and/or Question

Comment and/or Question * As a owner in Bellflower right along the bike/walking property, I am very concerned about putting in a transit system. The noise could be miserable. We now have a quiet community. What will happen to the walking/bike/horse path? Will we have access to it? Will the transit be elevated? Will we have access to the park? Will the transit be fenced in? We are very concerned. Thanks for listening. Kay

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Monday, July 31, 2017 12:34 PM
To: pyeh99@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#74]

Dear Paul,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Wednesday, July 26, 2017 11:19 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#74]

Name * Paul Yeh

Email pyeh99@yahoo.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I am a resident of Little Tokyo living at the Savoy at 1st and Alameda St. I am AGAINST any aerial route up Alameda St. Adding several years of construction after residents will have sustained over 10 years of construction for the Regional Connector and the Gold Line combined is unacceptable. The amount of construction that is being proposed by MTA will ultimately have a detrimental affect on the local community, businesses, and residents. The residents along Alameda St will sustain long term changes to their property values and increased noise and visual pollution. This community will be "fenced in" from the north and the west by aerial, underground, and at-grade tracks with trains running throughout the day. I doubt the project team has truly considered the local community in choosing these alternatives. I demand that the MTA consider alternatives along the LA River which would still provide an Arts District Station, provide a faster connection

to Union Station with the least disruption to the community. If aerial track is considered through Little Tokyo, why not along the LA River? As a long-time resident of Little Tokyo who cares about this community and values smart transit planning, I strongly object to any route along Alameda St.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Monday, July 31, 2017 12:40 PM
To: duongpeter@hotmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#77]

Dear Peter,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 12:37 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#77]

Name *	Peter Duong
Email (you@email.com) *	duongpeter@hotmail.com

Phone Number	(626) 696-6817
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Select a Subject *	Comment and/or Question
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Comment and/or Question *	<p>I am a homeowner at the Savoy located on 100 South Alameda St., Los Angeles, and I strongly oppose all the current options for the corridor project which entails bringing any above ground lines/stations near the Savoy. It would add years of construction and permanent unacceptable disturbance to all residents at the Savoy.</p> <p>Please consider other options that would minimize any negative impacts to the Savoy.</p>
----------------------------------	--

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Monday, July 31, 2017 12:29 PM
To: tdpokladowski@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#73]

Dear Thomas,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Tuesday, July 25, 2017 7:46 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#73]

Name * Thomas Pokladowski

Email tdpokladowski@gmail.com
(you@email.com)

*

Phone Number (714) 809-5554

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Monday, July 31, 2017 12:32 PM
To: toy
Subject: RE: public scoping feedback

Dear Toy,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: toy [<mailto:playwithtoy@gmail.com>]
Sent: Wednesday, July 26, 2017 9:43 AM
To: WSAB
Subject: public scoping feedback

i live at 100 s. alameda

part of the proposal is to have the line elevated

1. a proposal such as this for a past project was already shot down
nobody in this area wants an elevated public transport line
all other cities that used to have these have made efforts restructure the lines to go underground
2. why not put htis underground so that it will connect to the regional connector easily
hence the name REGIONAL CONNECTOR

--

TOY

action • songs • snow
www.playwithtoy.com
www.imdb.me/toy

representation

management: andy rooney, midwest talent 323.861.6679

Subject: RE: public scoping feedback

From: toy [<mailto:playwithtoy@gmail.com>]

Sent: Wednesday, July 26, 2017 9:43 AM

To: WSAB

Subject: public scoping feedback

i live at 100 s. alameda

part of the proposal is to have the line elevated

1. a proposal such as this for a past project was already shot down
nobody in this area wants an elevated public transport line
all other cities that used to have these have made efforts restructure the lines to go underground

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hence the name REGIONAL CONNECTOR

--

TOY

action • songs • snow

www.playwithtoy.com

www.imdb.me/toy

representation

management: andy rooney, midwest talent 323.861.6679

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Monday, July 31, 2017 12:24 PM
To: Yorkman Lowe
Subject: RE: OOps -- found another map error

Dear Yorkman,

Thank you for your interest in the West Santa Ana Branch (WSAB) Transit Corridor Project! We have reviewed and incorporated the comments you provided on the project maps for the Northern Alignment Options, and you can view those updated maps [here](#). For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Yorkman Lowe [<mailto:yorkmanlowe@gmail.com>]
Sent: Tuesday, July 11, 2017 6:14 PM
To: WSAB
Subject: OOps -- found another map error

On the same map:

https://media.metro.net/projects_studies/westSantaAnaBranch/images/map_wsab_northern_alignment.pdf

page 3 again. As Vernon Ave goes east, crossing Alameda St, it is still called Vernon Ave, then after crossing Santa Fe Ave, it changes name to Pacific Blvd. You can verify with a Thomas Guide or with the City of Vernon.

--

YORKMAN LOWE
1 510 601 9675

From:

WSAB <WSAB@metro.net>

page 3 shows the current Metro Blue Line tracks on Long Beach Blvd.

This should be Long Beach **AVE.** **This is a common but serious error.**

Long Beach Blvd is several miles to the southeast, and runs from South Gate to Long Beach.

--

YORKMAN LOWE

1 510 601 9675

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:22 PM
To: hello888lucky@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#105]

Dear Amanda,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 6:31 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#105]

Name * Amanda Choi

Email hello888lucky@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 3:57 PM
To: pswu1886@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#79]

Dear Pei-Shin,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:38 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#79]

Name * Pei-Shin Wu

Email pswu1886@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Thank you for reading my comment and caring about my concern.

Sincerely,

Pei-Shin

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:30 PM
To: anniewu2004y@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#113]

Dear Annie,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 8:17 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#113]

Name * Annie Wu

Email anniewu2004y@gmail.com

[\(you@email.com\)](#)

*

Phone Number (217) 819-0413

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:17 PM
To: gttalh_cherry@msn.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#99]

Dear Cherry,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 5:30 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#99]

Name * Cherry Fan

Email gttalh_cherry@msn.com

[\(you@email.com\)](#)

*

Phone Number (909) 263-3916

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:14 PM
To: cmorino@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#96]

Dear Chris,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 5:04 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#96]

Name * Chris Morino

Email cmorino@gmail.com
(you@email.com)

*

Phone Number (702) 378-1510

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:16 PM
To: etcielle@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#97]

Dear Christina,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 5:18 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#97]

Name * Christina Lee

Email etcielle@gmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

Hello. I am a resident and owner of properties on 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident and owner I am not only concerned but am also very much opposed to the significant impact of the aerial light rail on Alameda. We have already been exposed to continuous metro construction that has greatly and negatively affected our quality of life here on this street. This proposed aerial light rail will not only damage the character of my building as well as significantly devalue my property but will also mean that we will be subjected to even further years of construction. I am concerned about losing privacy, having my views of the city permanently altered and being exposed to

increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:34 PM
To: ikemon4eva@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#117]

Dear Cindy,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 9:21 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#117]

Name * Cindy Cheng

Email ikemon4eva@yahoo.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Cindy

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#107]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, July 28, 2017 6:58 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#107]

Name * Dan Deang

Email dpdeang49@yahoo.com

[\(you@email.com\)](#)

*

Phone Number (650) 808-5286

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:38 PM
To: marioander2@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#122]

Dear Dan,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 10:59 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#122]

Name *	Dan Rather
Email (you@email.com) *	marioander2@gmail.com
Select a Subject *	Comment and/or Question
Comment and/or Question *	It would continue north to Burbank and Glendale from union station.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:01 PM
To: daniel316@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#84]

Dear Daniel,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:52 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#84]

Name * Daniel Jalilvand

Email daniel316@gmail.com

[\(you@email.com\)](#)

*

Phone Number (425) 922-7544

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:05 PM
To: davewtam@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#88]

Dear David,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:53 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#88]

Name * David Tam

Email davewtam@yahoo.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option".

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 3:55 PM
To: elizakim23@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#78]

Dear Eliza,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:36 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#78]

Name * Eliza Kim

Email elizakim23@gmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:44 PM
To: petersklee@hotmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#128]

Dear Eunhee,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 29, 2017 10:39 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#128]

Name * EUNHEE LEE

Email petersklee@hotmail.com

[\(you@email.com\)](#)

*

Phone Number (912) 650-0060

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:37 PM
To: sharonmax1@aol.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#121]

Dear Farhad,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 10:51 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#121]

Name * Farhad Natan

Email sharonmax1@aol.com

[\(you@email.com\)](#)

*

Phone Number (213) 422-5939

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing to strongly oppose against Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

I'm a home owner of a condominium on Alameda.

Aerial light rail on Alameda will greatly damage the character of our building as well as devaluing my property. I am certain that I will be losing my privacy and having my views of the city altered forever, I will also being exposed to enormous noise and visual pollution.

Please reconsider to move the West Santa Ana Branch Transit Corridor Project to either the Pacific–Vignes option or the Alameda–Vignes option if you must proceed with this project.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:39 PM
To: hshen801@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#123]

Dear Hans,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 29, 2017 1:53 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#123]

Name * Hans Shen

Email hshen801@gmail.com

you@email.com

*

Phone Number (801) 865-8716

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:32 PM
To: noh.helen@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#115]

Dear Helen,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 8:24 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#115]

Name * Helen Noh

Email noh.helen@gmail.com

[\(you@email.com\)](#)

*

Phone Number (808) 745-0435

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:27 PM
To: multi_angie@hotmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#111]

Dear Inhee,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 7:45 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#111]

Name * Inhee Choi

Email multi_angie@hotmail.com

[\(you@email.com\)](#)

*

Phone Number (213) 249-4987

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:21 PM
To: missjamielee@Gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#103]

Dear Jamie,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 6:24 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#103]

Name * Jamie Lee

Email missjamielee@Gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:09 PM
To: peko1004@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#92]

Dear Jannie,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 5:01 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#92]

Name * Jannie Oh

Email peko1004@yahoo.com

[\(you@email.com\)](#)

*

Phone Number (213) 926-2917

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#118]

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Friday, July 28, 2017 9:28 PM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#118]

Name * Jeffrey Wang

Email jeffsbusiness@hotmail.com
(you@email.com)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

To Whom It May Concern:

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Respectfully,

Jeffrey Wang

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:13 PM
To: kitti1004@hotmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#95]

Dear Jesscia,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 5:02 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#95]

Name * Jesscia Lee

Email kitti1004@hotmail.com

[\(you@email.com\)](#)

*

Phone Number (213) 926-2289

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 3:59 PM
To: cindyandjim2016@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#82]

Dear Jim,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:43 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#82]

Name * Jim Wu

Email cindyandjim2016@gmail.com

[\(you@email.com\)](#)

*

Phone Number (626) 548-8815

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:46 PM
To: jimmychang02@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#130]

Dear Jimmy,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 29, 2017 1:24 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#130]

Name * Jimmy Chang

Email jimmychang02@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:26 PM
To: jk0261@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#109]

Dear Jimmy,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 7:14 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#109]

Name * JIMMY KIM

Email jk0261@gmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 405-2294

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:20 PM
To: jferruzzo@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#102]

Dear Joe,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 6:14 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#102]

Name * Joe Ferruzzo

Email jferruzzo@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

To Whom It May Concern:

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy, having my

views of the city permanently altered, and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Thank you,

J. Ferruzzo

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:19 PM
To: doctorbossman@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#101]

Dear John,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 6:07 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#101]

Name * John Lee

Email doctorbossman@yahoo.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:47 PM
To: jymjib@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#131]

Dear John,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 29, 2017 1:38 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#131]

Name * John Maki

Email (you@email.com) * jymjib@yahoo.com

Phone Number (626) 755-7256

Select a Subject * Comment and/or Question

Comment and/or Question * I am against metro building elevated metro rail line in Alameda. Building will create devalue of surrounding property, increase noise level, and attract too many people to the area.

John Maki

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 3:51 PM
To: Josh Kreger
Subject: RE: West Santa Ana Branch EIR Comments

From: Josh Kreger [<mailto:josh@southpark.la>]
Sent: Friday, July 28, 2017 3:56 PM
To: WSAB
Subject: West Santa Ana Branch EIR Comments

Please see the attached comments for the West Santa Ana Branch EIR. Thanks!

Josh Kreger
Director of Real Estate and Planning



South Park Business Improvement District
1100 S Flower St, Suite #3400, Los Angeles, CA 90015
josh@southpark.la | o. 213 663 1123 | c. 213-344-6749
southpark.la | [Facebook](#) | [Twitter](#) | [Instagram](#)
24/7 DISPATCH: 866-560-9346
24/7 DISPATCH: 866-560-9346
view commercial vacancies at: www.southpark.la/vacancies

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:22 PM
To: pharmxchic@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#104]

Dear Julie,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 6:28 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#104]

Name * Julie Ngo

Email pharmxchic@gmail.com

you@email.com

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

Please let it be noted that I, a constituent of this neighborhood, highly oppose the construction of this railway. Please do not build this railway in my neighborhood.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:06 PM
To: kcheng00@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#89]

Dear Kevin,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:55 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#89]

Name * Kevin Cheng

Email kcheng00@gmail.com

[\(you@email.com\)](#)

*

Phone Number (626) 297-1311

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:02 PM
To: kiyana.harris@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#85]

Dear Kiyana,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:53 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#85]

Name * Kiyana Harris Turner

Email kiyana.harris@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I am a homeowner at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option. Thank you

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:45 PM
To: joycekokim@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#129]

Dear Kyoung,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 29, 2017 11:50 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#129]

Name * Kyoung Ok Kim

Email joycekokim@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:25 PM
To: lawrence91007@GMAIL.COM
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#108]

Dear Lawrence,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 7:00 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#108]

Name * Lawrence Lau

Email lawrence91007@GMAIL.COM
(you@email.com)

*

Phone Number (626) 688-9988

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:18 PM
To: Okifille@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#100]

Dear Lisa,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 5:31 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#100]

Name * Lisa Vasquez

Email Okifille@yahoo.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:40 PM
To: lortiz21@att.net
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#124]

Dear Lupe,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 29, 2017 8:32 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#124]

Name * Lupe Ortiz

Email lortiz21@att.net

[\(you@email.com\)](#)

*

Phone Number (562) 556-2670

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 3:58 PM
To: mmurakawa@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#80]

Dear Maria,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:41 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#80]

Name * Maria Murakawa

Email mmurakawa@gmail.com

[\(you@email.com\)](#)

*

Phone Number (213) 321-4185

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:27 PM
To: lanyloancho@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#110]

Dear Minho,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 7:43 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#110]

Name * Minho Cho

Email lanyloancho@gmail.com

you@email.com

*

Phone Number (213) 364-6349

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:08 PM
To: peiyunchiang@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#91]

Dear Pei,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 5:00 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#91]

Name * Pei Chiang

Email peiyunchiang@gmail.com

[\(you@email.com\)](#)

*

Phone Number (949) 419-5066

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:31 PM
To: pswu1886@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#114]

Dear Pei Shin,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 8:22 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#114]

Name * PEI SHIN WU

Email pswu1886@gmail.com

[\(you@email.com\)](#)

*

Phone Number (217) 819-0413

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:42 PM
To: pritpete@hotmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#126]

Dear Peter,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 29, 2017 10:09 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#126]

Name * Peter Pritchard

Email pritpete@hotmail.com

you@email.com

*

Phone Number (323) 363-6293

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:07 PM
To: phillipkim84@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#90]

Dear Phillip,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:57 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#90]

Name * Phillip Kim

Email phillipkim84@gmail.com

[\(you@email.com\)](#)

*

Phone Number (562) 569-3411

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:11 PM
To: dgoodson@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#93]

Dear Randy,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 5:01 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#93]

Name * Randy Hui

Email dgoodson@gmail.com

[\(you@email.com\)](#)

*

Phone Number (310) 709-8898

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street and I am writing because I STRONGLY OPPOSE the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am EXTREMELY CONCERNED about losing privacy;

having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

Allowing passengers in metro cars able to peer into our units along Alameda is a NON-STARTER. That is an extreme violation of privacy.

Additionally, a line along Alameda would completely divide Little Tokyo from the Arts District and create a visual and physical barrier between the two neighborhoods, which completely negates the efforts of building strong, cohesive and walkable neighborhoods in the DTLA area.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Thank you for taking my feedback into consideration. Please call with any questions.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:17 PM
To: rayplin@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#98]

Dear Raymond,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 5:27 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#98]

Name * Raymond Lin

Email rayplin@gmail.com

[\(you@email.com\)](#)

*

Phone Number (213) 538-8668

Select a Subject Comment and/or Question

*

Comment and/or Question *

To: Fannie Pan and the MTA West Santa Ana Branch Transit Corridor Project Team,

I live and work in the Arts District and am writing to express my opposition to all four routes as currently proposed by the MTA West Santa Ana Branch Transit Corridor project team. Our community is especially against any aerial route going up Alameda St. As a major residential stakeholder in the Arts District and Little Tokyo, I have concerns that this project will have significant adverse impacts on my neighbors here in the Little Tokyo and Arts District communities.

I am against any proposal that extends the length of construction at the intersection of 1st and Alameda. We are currently in the third year of Regional Connector construction. As a resident, I have been dealing with traffic congestion, pedestrian barriers, detours, and construction noise and environmental pollution at all hours. The dust and dirt is terrible – I have a layer of dust on my porch within 3 days, and afraid to open my windows for fear of heightened allergies.

By the time the Regional Connector is completed, Little Tokyo and Arts District residents will have lived through over 10 years of MTA construction for the Gold Line Extension and the Regional Connector combined. It is unfair for the MTA to continue to subject this community to several more years of construction, noise, detours, and congestion.

If aerial tracks are installed along Alameda St., this will have the greatest affect on residents living near these tracks. As residents, we stand to lose property value with decreased privacy, permanently altered views of the city, and increased noise and visual pollution. Those of us that live along 1st street already deal with the noise (screeching and bells) coming from at-grade Gold Line trains. The proposed aerial route on Alameda threatens to encase our community to the west and north with trains running at all hours on underground, at-grade, and elevated tracks. The alternate routes surfacing on North Vignes Street threatens the Nishi Hongwangji Buddhist Temple in the same way. This kind of extreme planning is why we fought the initial flawed designs of the Regional Connector and it is why we object today to the proposed routes.

It is imperative that the MTA project planners and engineers understand that although DTLA is an urban environment, Little Tokyo and the developing Arts District are small communities. The proposed Little Tokyo stop on elevated track at Alameda St and 1st next to the Regional Connector station is not necessary, nor does it represent good planning. The ad hoc nature of building station after station at the same intersection threatens a community that has sacrificed enough for the construction of the Gold Line and the Regional Connector.

As a resident of Los Angeles, I understand the importance of building a regional transit network. I understand the benefit of the access to the Gold Line to the future Regional Connector Station. I applaud and appreciate the effort to connect Union Station to the cities of Southeast Los Angeles and beyond. However, I feel that the proposal from the West Santa Ana Branch, with its limited options, seems intent on carving through an existing community that is already a transit hub for the sake of higher projected ridership numbers. The new proposal simply does not take into account the impact on the local area of which I reside and fails to address the extended effects of over a decade of MTA construction. Therefore, I stand with the Little Tokyo and Arts District communities and demand that other alternative routes with less community impact be considered.

Thank you,

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:37 PM
To: npi@pacbell.net
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#120]

Dear Robert,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 9:31 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#120]

Name * Robert Navarro

Email (you@email.com) * npi@pacbell.net

Phone Number (213) 265-7270

Select a Subject * Comment and/or Question

Comment and/or Question * I am VERY much against a rail system of any kind running north/south on Alameda Street. The residents in that area have suffered enough.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:29 PM
To: tjpve@aol.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#112]

Dear Seenwei,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 8:03 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#112]

Name * seenwei chen

Email (you@email.com) * tjpve@aol.com

Phone Number (310) 377-0525

Select a Subject * Comment and/or Question

Comment and/or Question * please no elevated light rail running down Alameda in front of Savoy. It does not look good for a city landscape. And add more traffic chaos to the area.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:41 PM
To: maeliuhome@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#125]

Dear Shu Mae,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 29, 2017 9:13 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#125]

Name * Shu Mae Liu

Email maeliuhome@yahoo.com

[\(you@email.com\)](#)

*

Phone Number (909) 802-5902

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:36 PM
To: shwang12@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#119]

Dear Sidney,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 9:30 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#119]

Name * Sidney Yang

Email shwang12@yahoo.com

you@email.com

*

Select a Subject I have a suggestion

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option".

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:43 PM
To: petersklee@hotmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#127]

Dear Sunkyu,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Saturday, July 29, 2017 10:37 AM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#127]

Name * SUNKYU LEE

Email petersklee@hotmail.com

you@email.com

*

Phone Number (912) 665-1277

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:23 PM
To: callsuzy@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#106]

Dear Suzy,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 6:36 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#106]

Name * Suzy Yoon

Email callsuzy@gmail.com

[\(you@email.com\)](#)

*

Phone Number (562) 743-9990

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:12 PM
To: tk3brothers@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#94]

Dear Tae,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 5:02 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#94]

Name * Tae Kim

Email tk3brothers@gmail.com

[\(you@email.com\)](#)

*

Phone Number (213) 249-1711

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 3:58 PM
To: clarkvilla@yahoo.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#81]

Dear Wilma,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:42 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#81]

Name * Wilma Clark

Email clarkvilla@yahoo.com

[\(you@email.com\)](#)

*

Phone Number (818) 642-8366

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:33 PM
To: Sheryllai@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#116]

Dear Yu-hsiu,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 8:39 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#116]

Name * Yu-hsiu Lai

Email Sheryllai@gmail.com

[\(you@email.com\)](#)

*

Select a Subject Comment and/or Question

*

Comment and/or Question *

"I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a homeowner, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option”.

Ron Vargas

From: WSAB <WSAB@metro.net>
Sent: Thursday, August 03, 2017 4:00 PM
To: zdarajat@gmail.com
Subject: RE: Feedback - West Santa Ana Branch Transit Corridor [#83]

Dear Zakiat,

Thank you for submitting your official comments for the scoping phase of the West Santa Ana Branch (WSAB) Transit Corridor Project! Your comments will now become part of the official record and will be analyzed and addressed as part of the environmental review process. For more information on this project, please visit our website at www.metro.net/wsab. We look forward to your continued participation throughout this process. Thanks and have a great week!

Sincerely,

The WSAB Project Team

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Friday, July 28, 2017 4:51 PM
To: WSAB
Subject: Feedback - West Santa Ana Branch Transit Corridor [#83]

Name * Zakiat Darajat

Email zdarajat@gmail.com

[\(you@email.com\)](#)

*

Phone Number (954) 673-6025

Select a Subject Comment and/or Question

*

Comment and/or Question *

I live at 100 South Alameda Street, and I am writing because I strongly oppose the Pacific-Alameda and Alameda options of the West Santa Ana Branch Transit Corridor project.

As a resident, in one of only two residential buildings on Alameda in the Northern Alignment area, I have grave concerns about the significant adverse impact of aerial light rail on Alameda. Aerial light rail on Alameda will severely damage the character of my building as well as significantly devalue my property. I am concerned about losing privacy; having my

views of the city permanently altered; and being exposed to increased noise and visual pollution.

If the West Santa Ana Branch Transit Corridor Project must move forward, my Locally Preferred Alternative is either the Pacific-Vignes option or the Alameda-Vignes option.

Appendix K.4

Comments Received from Agencies and Stakeholder Groups



SOUTH PARK
THE PLACE TO BE

BOARD OF DIRECTORS

ROBIN BIEKER
President
Bieker & Co.

MARTHA SAUCEDO
AEG

BOB BUENTE
Treasurer
1010 Development
Corporation

DANIEL TABAN
Secretary
JADE Enterprises

CHANNING HENRY
Alma Development/
Proper Hotel

PAUL N. KELLER
Mack Urban

NATHAN R. NUSBAUM
California Hospital
Medical Center Foundation

JAMES E. PUGH, ESQ.
Sheppard Mullin, LLP

TERRY RUBINROIT
Evo Resident

TERRI TOENNIES
Los Angeles Auto Show

FAYE WASHINGTON
YWCA Greater Los Angeles

RICHARD CLEMENT WU
DTLA Families

ELLEN RIOTTO
Executive Director

KATIE KIEFER
Director of Operations

JOSH KREGER
Director of Real Estate
& Planning

WALLIS LOCKE
Director of Communications
& Policy

LARONNIA JUPITER
Marketing Coordinator

July 28, 2017

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

Dear Ms. Pan,

The South Park Business Improvement District (SPBID) would like to submit the following comments for consideration as part of the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) process for the West Santa Ana Branch Transit Corridor project:

1. Request that the EIS/EIR include the study of an underground spur of West Santa Ana Branch from 7th and Alameda west through Industrial and Fashion Districts and connecting to Pico Metro Station. The spur should be studied as an unfunded extension to be considered if funding becomes available.
2. Request that all stations built as part of the West Santa Ana Branch be built to accommodate 4 car (or longer) light rail trains. As experience on the Blue and Expo line shows – local light rail lines on popular routes built for a maximum of 3 car trains often quickly reach capacity. Building extra length into the station platforms now, will allow much easier capacity expansion and flexibility in the long-term.

Sincerely,

Ellen Riotto
Executive Director
South Park Business Improvement District

From: Jessica Prieto [<mailto:jessicap.eycej@gmail.com>]
Sent: Monday, June 12, 2017 11:17 AM
To: WSAB@arellanoassociates.com
Cc: WSAB
Subject: WSAB Mailing List

Hi Edgar,
I would like to be added to any listservs or mailing lists providing information on the West Santa Ana Branch Project.
Thank you,
Jessica

--

Jessica Prieto
East Yard Communities for Environmental Justice
2317 Atlantic Blvd Commerce, CA 90040
O: 323.263.2113/ C: 213.239.3766
[Website](#) | [Facebook](#) | [YouTube](#) | [Twitter](#) | [Instagram](#)
#ClimateChangeStartsInOurHoods



COMMUNITIES FOR A
BETTER
ENVIRONMENT

August 4, 2017

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

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

Dear Ms. Pan,

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

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

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

Sincerely,

Kayleigh Wade

Youth Organizer
Communities for a Better Environment



RETHINK RANDOLPH SURVEY RESULTS

December 5, 2016

Community Arts Resources (CARs) and Fehr and Peers collected 157 survey results from community members and local stakeholders at three separate pop-up engagement events:

- "Haunt"ington Park Halloween Festival (October 31, 2016)
- Huntington Park Farmers Market (November 16, 2016)
- Huntington Park Farmers Market (November 30, 2016)

1.) How do you typically travel to work, school or around your neighborhood? Check all that apply.

- Walk = 63 respondents (32%)
- Bike = 17 respondents (9%)
- Bus = 27 respondents (14%)
- **Drive = 91 respondents (46%)**
- Other responses included:
 - Skateboard

2.) How do you typically travel from your house to the following destinations? Check all that apply.

A.) Metro Blue Line

- Walk = 27 responses
- Bike = 8 responses
- **Drive = 41 responses**
- Bus = 25 responses
- I don't go here = 26 responses

B.) LA River

- Walk = 9 responses
- Bike = 17 responses
- **Drive = 40 responses**
- Bus = 8 responses
- I don't go here = 27 responses

C.) Pacific Blvd.

- **Walk = 71**
- Bike = 5
- Drive = 40
- Bus = 5
- I don't go here = 8

D.) Salt Lake Park

- **Walk = 60**
- Bike = 17
- Drive = 52
- Bus = 8
- I don't go here = 5

E.) Other Destinations written in:

- Bon Appetit (Drive)
- Huntington Park High School (Walk and Drive)
- School (Bus)
- Alameda Plaza (Walk, Drive and Bus)
- Other destinations (Skate)

3.) What keeps you from biking or walking more around your neighborhood?

- **Concerned about traffic safety (fast drivers, big trucks) = 88 respondents (41%)**
- Bad road conditions (broken sidewalks) = 45 respondents (21%)
- Concerned about crime = 41 respondents (19%)
- Takes too much time = 17 respondents (8%)
- Destinations are too far to walk or bike = 23 respondents (11%)
- Other responses included:
 - I don't have a bike / My bike was stolen
 - I have other things to do
 - There are no street lights
 - There are no bike lanes

4.) What amenities would make you more likely to bike and walk on Randolph St?

- Shade (trees, canopy structures) = 50 respondents (16%)
- Bike Parking = 61 respondents (16%)
- Drinking Fountains = 41 respondents (11%)
- Seating / Street Furniture = 47 respondents (13%)
- **Increased Lighting = 85 respondents (23%)**
- **Safer Crosswalks = 76 respondents (21%)**
- Other responses included:
 - More police / If it was safer
 - Bike lanes
 - If there were more pedestrians

5.) From 1-3, rate which bicycle improvement you would like to see most on Randolph St. (1 = strongly like, 2 = somewhat like, 3 = strongly dislike)



Standard Striped Bike Lane = Third choice (total points = 167)



Protected Bike Lane = Second Choice (total points = 158)



Separated Bike Lane in Trail Median = Most Popular Option (total points = 154)

6.) Would you support your city making street improvements, like the ones seen above, on Randolph St?

- **Yes = 144 respondents (99%)**
- No = 2 respondents (1%)

7.) What is your zipcode?

- **90255 = 115 respondents**
- 90280 = 9 respondents
- 90201 = 9 respondents
- 90001 = 8 respondents
- 90270 = 6 respondents
- 90240 = 2 respondents
- 90062 = 2 respondents
- 90047 = 1 respondent
- 90061 = 1 respondent
- 90011 = 1 respondent
- 91784 = 1 respondent
- 90023 = 1 respondent
- 90262 = 1 respondent

8.) How do you identify yourself?

- Male = 50 respondents (33%)
- **Female = 100 respondents (66%)**
- Other = 2 respondents (1%)

9.) What is your age group?

- Under 18 = 13 respondents (8%)
- + 18-24 = 14 respondents (8%)
- 25-34 = 40 respondents (26%)
- **35-44 = 55 respondents (36%)**
- + 45-49 = 16 respondents (10%)
- 50-54 = 11 respondents (7%)
- 55-64 = 3 respondents (2%)
- 65-74 = 1 respondent (1%)
- 75 or older = 0

10.) What is your race group?

- White = 5 respondents (3%)
- African American = 1 respondent (1%)
- Asian = 2 respondents (1%)
- **Hispanic / Latino = 138 respondents (90%)**
- Other = 3 respondents (2%)
- Prefer not to answer = 5 respondents (3%)

Rethink

Randolph



1 How do you typically travel to work, school or around your neighborhood?
Check all that apply.

- Walk Bike
- Bus Drive
- Other: _____

2 How do you typically travel from your house to the following destinations? Check all that apply.

	Walk	Bike	Drive	Bus	I don't go here
Metro Blue Line	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LA River	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pacific Boulevard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Salt Lake Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3 What keeps you from biking or walking more around your neighborhood?

- Concerned about traffic safety (fast drivers, big trucks)
- Bad road conditions (broken sidewalks)
- Concerned about crime
- Takes too much time
- Destinations are too far to walk or bike
- Other: _____

4 What amenities would make you more likely to bike and walk on Randolph St?

- Shade (trees, canopy structures)
- Bike Parking
- Drinking Fountains
- Seating / Street Furniture
- Increased Lighting
- Safer Crosswalks
- Other: _____

5 From 1-3, rate which bicycle improvement you would like to see most on Randolph St.
1 = Strongly Like
2 = Somewhat Like
3 = Strongly Dislike



Standard Striped Bike Lane: ____



Protected Bike Lane: ____



Separated Bike Trail in Median: ____

6 Would you support your city making street improvements, like the ones seen above, on Randolph St?

- Yes No

7 What is your zip code? _____

- Prefer not to answer

8 How do you identify yourself?

- Male Female
- Other Prefer not to answer

9 What is your age group?

- Under 18 18-24 25-34
- 35-44 45-49 50-54
- 55-64 65-74 75 or older

10 What is your race?

- White African American
- Asian Hispanic / Latino
- Other: _____
- Prefer not to answer



Repensar en Randolph

1 ¿Cómo acostumbra viajar al trabajo, a la escuela, o por el área donde vive? Marque todos los que se aplican.

- A pie
- En bicicleta
- En autobús
- En carro
- Otro: _____

2 ¿Cómo acostumbra viajar desde su casa hasta los siguientes destinos? Marque todos los que se aplican.

	A pie	En bicicleta	En carro	En autobús	No voy a ningún
Línea Azul del Metro	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Río LA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pacific Boulevard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parque Salt Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3 ¿Qué lo impide de andar más en bicicleta o a pie por el área donde vive?

- Preocupaciones por la seguridad del tráfico (exceso de velocidad, camiones grandes)
- Mala condición de la calle (banquetas rotas)
- Preocupaciones por el crimen
- Lleva mucho tiempo
- Destinos muy lejanos para ir a pie o en bicicleta
- Otro: _____

4 ¿Qué servicios o mejoras harían más probable que usted anduviera en bicicleta y caminara por la Calle Randolph?

- Sombra (árboles, toldos)
- Estacionamientos para bicicletas
- Fuentes de agua potable
- Bancas y asientos en la calle
- Mejor iluminación
- Pasos de peatones/cruces más seguros
- Otro: _____

5 Usando de 1 a 3, califique las mejoras que más quiere ver en la Calle Randolph para las bicicletas

- 1 = me gusta mucho
- 2 = me gusta algo
- 3 = no me gusta para nada



Carril normal pintado a rayas para bicicletas: _____



Carril protegido para bicicletas: _____



Sendero separado para bicicletas, como en la mediana de la calle: _____

6 ¿Apoyaría usted el esfuerzo de su ciudad de hacer mejoras en la calle como las mencionadas arriba en la Calle Randolph?

- Sí
- No

7 ¿Cuál es su código postal ZIP? _____

- Prefiero no contestar

8 ¿Cómo se identifica usted?

- Hombre
- Mujer
- Otro
- Prefiero no contestar

9 ¿Cuál es su edad?

- 1-18
- 18-24
- 25-34
- 35-44
- 45-49
- 50-54
- 55-64
- 65-74
- 75 +

10 ¿De qué raza es usted?

- Blanca
- Afroamericana
- Asiática
- Hispana/Latina
- Otro: _____
- Prefiero no contestar

DAVID T. IKEGAMI CORPORATION

1635 Redcliff Street
Los Angeles, CA 90026

August 3, 2017

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

Dear Fanny Pan,

My name is David Ikegami, and I am writing as a business owner and Little Tokyo Community Member, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit. As a business owner and community member in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives (Pacific/Alameda, Pacific Vignes, Alameda and Alameda/Vignes route alternatives), as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

I am a business owner and community stakeholder directly impacted by your four proposed routes. My grandfather immigrated to Los Angeles in 1945 and was an active participant in the establishment of Little Tokyo and the surrounding Buddhist temples. This is a community who bonded together over the overt discrimination they experienced after the war, and after being placed into concentration camps. Little Tokyo and Nishi Hongwanji is where they returned to, a safe haven where they reestablished their lives. These proposals negatively impact the Little Tokyo community.

Are you closing Vignes street to all traffic? We have owned a warehouse on Vignes for 30 years. Two of these proposals will prevent trucking access on Vignes. Our tenant will be forced to close their business, and will have to lay off all of their employees. I thought the Mayor was committed to increasing our employment rates, especially for the drivers, warehouse workers, and support that I employ.

Why must you build more above ground train tracks directly through our neighborhood?

DAVID T. IKEGAMI CORPORATION

1635 Redcliff Street
Los Angeles, CA 90026

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Respectfully,

David T. Ikegami Corporation



David Ikegami
President

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

Subject:

RE: Feedback - West Santa Ana Branch Transit Corridor [#42]--REVISED

From: Elaine Taiyoshi [mailto:ekt999@hotmail.com]**Sent:** Saturday, August 05, 2017 12:00 AM**To:** WSAB**Cc:** Elaine Taiyoshi**Subject:** Fw: Feedback - West Santa Ana Branch Transit Corridor [#42]--REVISED

Fanny Pan

Project Manager, Metro

One Gateway Plaza, M/S 99-22-4

Los Angeles, CA 90012

After hearing from our parish Maryknoll (St. Francis Xavier Chapel) and Little Tokyo Community Council, I would like to REVISE my previous reply. I now OPPOSE all 4 options proposed by Metro for the route alternatives, as currently presented by Metro staff. I also urge Metro to provide the community with clearer information about the four proposed routes and their impacts on Little Tokyo. I request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

All 4 routes concern us,

The one that will directly impact us at St Francis Xavier (Maryknoll) would be the Alameda Vignes route. The Alameda Vignes route would run underground on 3rd Street (next to the Chapel), with a station at 3rd Street and Traction Ave. The underground station would extend from Traction to almost Garey Street. It was mentioned they would close off our 3rd Street driveway for anywhere from 6 months to 2 year for utility realignment and construction. 3rd Street will be impacted and may be closed for months at a time. This would make it very difficult to come to St Francis Xavier Chapel. The noise from the construction would impact us at Mass but also for our community classes such as Karate, Dance, Kendo, etc. and our events. The Alameda Vignes route would also affect Nishi, Fukui Mortuary and Upper Crust (Gary Kawaguchi, a Maryknoll Alumni) who are north of 1st Street. Construction would close down Vignes from 1st street to Ducommun St. Gary Kawaguchi, mentioned that this route would greatly impact his business. They mentioned the possibility of turning Vignes into a one way street after all the construction is done.

The Pacific Vignes Route. This route is the furthest east and would be underground along Santa Fe, and coming above ground by Vigness and Temple. This would affect Nishi, Fukui Mortuary and Upper Crust (Gary Kawaguchi) who are north of 1st Street. Construction would close down Vignes from 1st street to Ducommun St. Gary Kawaguchi, mentioned that this route would greatly impact his business. They mentioned the possibility of turning Vignes into a one way street after all the construction is done.

The Alameda route and the Pacific Alameda routes would greatly impact Little Tokyo and would virtually cut off Historic Little Tokyo (including St Francis Xavier (Maryknoll), Nishi, Zenshuji and other businesses) from Little Tokyo, dividing our community into 2 areas These 2 routes are aerial routes that would cause noise and congestion on Alameda. The noise and congestion would continue after the construction is done and will be present for the life of the transit line. The Little Tokyo Community had previous ask that any Metro projects be below ground, but Metro seems to have ignored this.

Elaine Taiyoshi

Little Tokyo Arts & Gifts

317 E. First St.

L.A., CA 90012

(213) 620-1496

From: Wufoo [<mailto:no-reply@wufoo.com>]

Sent: Thursday, June 29, 2017 3:58 AM

To: WSAB

Subject: Feedback - West Santa Ana Branch Transit Corridor [#42]

Name *	Elaine Taiyoshi
Email (you@email.com) *	ekt999@hotmail.com
Phone Number	(213) 620-1496
Select a Subject *	I have a suggestion

Comment and/or Question *

I oppose:

Option A--Pacific/Alameda which would go through Little Tokyo and
Option D--Alameda/Vignes which would go under our parish church St.
Francis Xavier Chapel.

I would prefer Option C--Alameda.

Thank you,

Elaine Taiyoshi
Little Tokyo Arts & Gifts
317 E. First Street
Los Angeles, CA 90012

and

parishioner of
St. Francis Xavier Chapel
222 South Hewitt Street
Los Angeles, CA 90012

August 4, 2017

**VIA E-MAIL (WSAB@METRO.NET)
AND U.S. MAIL**

Ms. Fanny Pan
Project Manager
Los Angeles County Metropolitan
Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Re: West Santa Ana Branch Transit Corridor Project ("Project")

Dear Ms. Fan:

This law firm has been retained by the Los Angeles Wholesale Produce Market ("Market") to comment on the scope of the draft Environmental Impact Statement/ Environmental Impact Report ("EIS/EIR") for the Project. We appreciate the opportunity to convey our questions and concerns that should be addressed in the Draft EIS/EIR.

By way of background, the Market and other large produce warehouses operate in an industrial area of downtown Los Angeles bordered by Central Avenue to the west, 7th Street to the north, Alameda Street to the east, and Olympic Boulevard to the south. The Market is a roughly 30-acre site with 529,000 square feet of operations in five buildings. Millions of pounds of produce from all over the world are shipped from the Market to grocery chains, storefronts, and local restaurants in Southern California and neighboring states. Millions of dollars of equipment, pallet jacks, forklifts, and trucks are used at the Market on a daily basis, 24 hours a day, seven days a week, with peak operations from 10 p.m. to 9 a.m. Tenants at the Market each sell millions, and in some cases, tens of millions of dollars of produce per year, with the Market as a whole selling billions of dollars of produce each year.

Each day, thousands of commercial vehicles, semi-trailer and other large trucks and vehicles pass through the Market to deliver and purchase produce. These vehicles travel constantly between the Market and countless off-site warehouses located up and down Alameda Street between 1st street to the north, and Vernon Avenue to the south (the "Alameda Corridor"). The Alameda Corridor street system infrastructure was built specifically with the produce industry in mind. We cannot stress enough how critical this infrastructure is to the current and future success of the produce industry in Southern California.

While the Market is not opposed to the development of the Project, it is concerned about the impacts that the construction and subsequent operation of the Project will have on the Market and other businesses operating in the Alameda Corridor. Given the Alameda Corridor's significant contribution to the Southern California economy, we ask that Metro do everything in its power to fully identify the Project's impacts upon businesses in the Alameda Corridor and study how those impacts can be minimized or eliminated.

We understand that Metro is currently studying four alternative Northern Alignment Options ("Options"), each having a unique alignment and combination of at-grade, aerial and underground segments near and along the Alameda Corridor. The Market would prefer and support either the Alameda or Alameda/Vignes alignments, provided that (a) the rail line is constructed underground through the Alameda Corridor (not aerial or at-grade) and (b) there is no material impact or disruption to Market operations.

Because each Option would impact the Market and other Alameda Corridor businesses in different ways and to varying degrees, it is important that the draft EIS/EIR provide a comprehensive and comparative analysis of all anticipated impacts of each Option taking into account empirical data regarding baseline existing conditions in the Market vicinity.

With respect to each Option, we have the following concerns that should be addressed in the draft EIS/EIR:

- **Project Impacts During Construction.** Construction of the Project will cause impacts on the Market and other Alameda Corridor businesses such as increased and/or altered traffic, noise, vibration, subsidence and other geotechnical impacts, air quality and dust emissions, health risk, glare, construction worker parking, and perhaps most significantly, road and ramp alterations, detours and closures. The EIS/EIR should monitor and document existing micro-conditions in the Market vicinity relative to all CEQA and NEPA issue areas to ensure that any incremental impact of the Project is appropriately analyzed. The EIS/EIR should specifically identify and discuss the nature, extent and duration of such impacts, as well as study and recommend measures that would be employed throughout the construction period to reduce them (such as preserving left turn lanes and center lanes, ensuring circulation along the Alameda Corridor and surrounding streets, and maintaining freeway access).
- **Lasting Project Impacts.** The EIS/EIR also should specifically discuss the nature and extent of impacts that each Option would have on the Market and other Alameda Corridor businesses, such as vehicular and pedestrian traffic and access to freeways and arterial streets. The study also should identify and discuss all measures that could be taken to minimize or eliminate adverse impacts.
- **Impacts on Property Owners.** The draft EIS/EIR should identify the specific locations and extent of all anticipated temporary construction easements and/or property acquisitions necessitated by the Project along the Alameda Corridor.

August 4, 2017
Page 3

We appreciate your consideration of the foregoing, and request that all of the issues identified above be addressed in a thorough and comprehensive manner in the draft EIS/EIR. We also hereby request that we be provided with copies of all public notices relating to the Project. We look forward to our continued participation in the preparation of the EIS/EIR.

Very truly yours,



Francis Park
of PARK & VELAYOS LLP

cc: Richard Gardner
Estela Lopez
Steven D. Atlee



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyo.org

August 4, 2017

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

Dear Fanny Pan,

On behalf of the Little Tokyo Community Council, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor, we oppose all four current options presented by Metro for the route alternatives. We also want to suggest additional options for consideration and environmental study.

The Little Tokyo Community Council is the 501(c)(3) community coalition of businesses, residents, cultural, community, and religious institutions, and other vested stakeholders in the Little Tokyo community.

Based on the information currently provided, we have examined and assessed that all four of these lines would have detrimental and destructive impacts to Little Tokyo neighborhood and our stakeholders, and therefore stand in strong opposition to all of them, as presented.

LTCC's main concerns and interests:

- **We oppose four options as presented, with current information.**
- **We oppose anything aerial or at-grade on Alameda and Vignes** – anything that physically bisects and splits the Little Tokyo community is unacceptable.
 - An aerial train on Alameda would also incur **visual, noise, and air quality impacts** that cannot be mitigated through any efforts of Metro. The **visual and noise blight** in particular would deeply impact Little Tokyo, in addition to causing a physical barrier that cuts Little Tokyo in half.
 - Aerial would also necessitate above ground construction for the entire duration of construction and pre-construction in the downtown area. Little Tokyo knows first hand as we continue to go through construction of the Regional Connector that any prolonged, ongoing construction has devastating impacts and disruption to our community and its residents, businesses, and institutions.
- **Only a subway route is acceptable.** We therefore would be willing to discuss a fully underground route down Alameda, or a route that would go down Center on the east side.
- We are concerned about construction impacting St. Xavier Francis, The Little Tokyo Galleria, Fukui Mortuary, and Nishi Hongwanji Buddhist Temple, alongside all the residents and businesses on Alameda and to its east.



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyo.org

- Construction on Vignes will have deep impacts and harm to the legacy businesses on First Street, the historic churches and temples in the area (St. Francis Xavier-Maryknoll, Zenshuji Buddhist Temple, and especially Nishi Hongwanji Buddhist Temple which uses Vignes as the entrance to their parking lot).
- Tunnel boring construction, and especially any insertion of the tunnel boring machine, needs to be kept as far away from these historic institutions as possible – so the proposal to insert the tunnel boring machine directly adjacent to Nishi Hongwanji Buddhist Temple is absolutely unacceptable to Little Tokyo.
- Fukui Mortuary, at 100-years old, is a historic, longstanding important community institution. Both the construction of the train, as well as its constant resurfacing to an at-grade and aerial routes would have debilitating impacts on Fukui and its ability to hold funeral services. These impacts cannot be mitigated by any means of Metro.
- We are opposed to cut and cover construction through Little Tokyo
- We would only accept stations that are subterranean
 - We are opposed to a station at Third and Traction, which would have disruptive and destructive impacts to both the residence Mura, as well as the over 100-year old church, St. Francis Xavier –Maryknoll.
- We do not need another station in Little Tokyo, although would accept a station south of 3rd Street.
- 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.

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 lead to the displacement of historic, legacy small businesses, speculation, and hyper-development in our neighborhood. The plan to build another new line – just barely a decade after the Gold Line opened, and only halfway through the construction of the Regional connector – is far too much for the Little Tokyo neighborhood to survive, as currently proposed. **We therefore are opposed to all four of the route alternatives proposed by Metro, and request further conversations with Metro to identify new alternatives and realignment that would not so greatly impact and harm Little Tokyo and our stakeholders.**

LTCC and the Little Tokyo community is seeking answers and further information on the following:

1. Why is it not possible for the new line to connect with the Regional Connector?
2. Why have the other options along the Los Angeles River been discarded?

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
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyo.org

3. What would the relationship be between the two stations (WSAB and Regional Connector)? How would people access one from the other?
4. What is the size of the station Metro is planning? Will there be joint development? Will Metro be purchasing property?
5. What are the impacts to Vignes for the alternatives that utilize that street? What would the impacts to businesses be? In what ways is Metro planning to mitigate impacts to the historic temple and businesses that are on Vignes?
6. Why can't the proposed alignment along Vignest St. be moved easterly to Center St.?
7. What does the coordination with High Speed Rail and Regional Connector look like?
8. Will any property be taken (through eminent domain or other avenues) for this line? What loss of property will occur?
9. If /when the line is planned to go underground, how deep would that be?
10. Has Metro looked at the line being completely underground north of the Santa Monica Freeway? If not, does it plan to?
11. What are the MTA various plans that affect Little Tokyo (including east of Alameda to the LA River) and the surrounding areas? (including all possible transportation planning and joint development issues, and beyond)
12. What mitigation measures are proposed for the four options?

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:

- **A Business Interruption Fund with the following improvements:**
 - As we learned through construction of the Metro Regional Connector, even with mitigations and a Business Interruption Fund (BIF), business will regardless be impacted on this project, and many will be displaced. **Therefore, the current pilot of the Regional Connector BIF should be concretized into formal policy, and expanded so that it provides assistance to the entire Little Tokyo neighborhood.**
 - This means the BIF would consider Little Tokyo as a contiguous, whole neighborhood, rather than a piecemeal approach made up of disconnected blocks. The "directly adjacent" approach of the Regional Connector BIF has rendered many of the small businesses in Little Tokyo ineligible to receive funding, despite being similarly impacted by street closures and construction.
 - This would also mean businesses in the neighborhood's contiguous boundaries are able to apply during the entire duration of construction, starting from utility relocation until all street closures have finished.
- Money to continue the marketing of the Little Tokyo neighborhood – continuing the Go Little Tokyo program, which is currently subcontracted to CARS



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyo.org

- Money into a community fund to support Little Tokyo and help offset the visual, noise, and air impacts that cannot be mitigated through any other measures. We request \$50 million for this fund.
- A Legacy Business Fund – as a separate fund from the BIF - which supports the historic, legacy small businesses in Little Tokyo
- A small business incubator – given that the BIF is only for businesses that have been around for at least two years, and that the first few years for a business are the hardest, a Metro-funded small business incubator would increase retention for new small businesses.
- Continue and increase the budget for a LT small business counselor to support businesses before, during, and after construction with both Metro programs like the BIF and other forms of support
- As with the Metro Regional Connector – a parking validation program sponsored by Metro that supports the businesses and institutions during the parking shortage and construction impacts
- Wayfaring signs, notices, and maps for pedestrians and cars to help navigate street closures, construction, and detours.
- Affordable housing and equitable development as a requirement to all joint-development TOD projects.
- Mitigations for air quality impacts
- Proper translation and interpretation for all meetings with the Little Tokyo community
- Ongoing frequent communication, coordination, and meetings with the Little Tokyo community
- Strong coordination and communication between overlapping MTA, city, regional, and development projects that all impact this area

Per our negotiations and agreements with Metro and the Downtown Regional Connector project, LTCC reminds Metro that in addition to being the second oldest neighborhood in Los Angeles, one of three remaining historic Japantowns in the United States, and one of fourteen recently state-designated California Cultural Districts, Little Tokyo was also deemed during the Findings of Facts that we are an environmental justice community, and “certain mitigations must be implemented to offset impacts”

(https://media.metro.net/board/items/2014/07_july/20140717conitem61.pdf). This Metro document goes on to direct Metro that Little Tokyo, as an Environmental Justice community, requires “specific strategies and programs to mitigate the impacts of construction of the Regional Connector Transit Project on Little Tokyo's culturally-specific and independent businesses, cultural facilities and institutions which are central to maintaining and fostering the community's continued vitality, identity and cultural preservation.” Given this unique standing, both within the eyes of the federal government and Metro, as well as Los Angeles – we urge Metro staff to work closer with the Little Tokyo community to find a solution that works best for everyone.



Little Tokyo Community Council
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Little Tokyo is not against public transportation – however, for over a decade, we have experienced and been heavily impacted by Metro transit projects, with both the Gold Line and the Regional Connector being constructed in the heart of our neighborhood. 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 believe that there are options – such as a fully underground route, or a route that is further east – that would have less impact on the Little Tokyo community. We are more than happy to work with Metro to find a solution that benefits both the goals of the West Santa Ana Branch line, and supports rather than disrupts Little Tokyo’s future.

Finally, we are appreciative that Metro has recently created better maps that help detail the route as it goes through Little Tokyo and the Art District. We request that communication and information continue to have better details, more information, and be more explicit and overt in the impacts to Little Tokyo.

We look forward to receiving answers to these questions as soon as possible, and also look forward to deeper engagement between Metro staff and the Little Tokyo community. To that end, we request continuous, ongoing communication and coordination with Metro staff on this project.

Again, LTCC supports the expansion of public transportation in Los Angeles – in particular lines that would benefit our neighbors in the Arts District. However, 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.

Thank you, and we look forward to further communication.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristin Fukushima'.

Kristin Fukushima
Managing Director, Little Tokyo Community Council

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
Councilman Mike Bonin
County Supervisor Hilda Solis
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arts district
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Executive Director
Miguel Vargas

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Lowe Enterprises

August 4, 2017

Fanny Pan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012-2952

Re: Public Comments West Santa Anna Branch

Dear Ms. Pan:

I am writing on behalf of the Arts District Los Angeles (ADLA) to submit the following comments for consideration as part of the Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) process for the West Santa Anna Branch Transit Corridor project:

1. ADLA requests that Metro pursue a modified version of option "D."
2. ADLA requests that option "D" be modified in the following fashion:
 - a. The northern portion of the rail alignment proposed in Option "D" should be subterranean under Alameda prior to entering Downtown.
 - b. The proposed station at Alameda and 7th Street should be subterranean.
 - c. The West Santa Anna Branch (WSAB) should not surface on Vignes Street and instead surface on Center Street.
 - d. The tunnel-boring machine should be inserted/stored on Metro property to avoid impact to the community.
3. ADLA opposes any rail alignment that is at-grade or aerial on Alameda.
4. ADLA supports a subterranean Arts District Station in the vicinity of 3rd and Traction.
5. Metro should work with the community to identify the optimal location for the Arts District Station.
6. ADLA requests that the EIS/EIR include a study analyzing the projected loss of revenue to businesses not just adjacent to the rail alignment but also those businesses within a 500 foot radius of the proposed alignment.
7. ADLA requests that the total project budget for the WSAB include business interruption funds.
8. Metro should prioritize acquiring the minimal amount of private property.
9. The WSAB Arts District Station should not be considered as a substitute for the future 6th Street Red/Purple Line rail station.

Sincerely,

Miguel Vargas
Executive Director

Los Angeles Downtown Industrial Business Improvement District



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L.A. Wholesale Produce Market

Howard Klein
Ocean Beauty Seafoods

Larry Rauch
Los Angeles Cold Storage

Bob Smiland
Inner City Arts

Sylvia Kayoukjian
Golden State Seafood

Chairman Emeritus
Charlie Viko
Megatoys

Executive Director
Estela Lopez

August 4, 2017

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

Dear Ms. Pan:

Thank you for the opportunity to provide comments in advance of the draft Environmental Impact Report (EIS/EIR) of the West Santa Ana Branch (WSAB) Transit Corridor Project Notice of Preparation (NOP) on behalf of the Downtown Industrial Business Improvement District (BID). The BID spans a 46-block area bounded by Third Street, Olympic Boulevard, San Pedro Street and Alameda Street.

The WSAB Project would have considerable impact on the community within the BID. That is why our stakeholders, particularly those closest to the alignments under consideration, have been actively engaged in the public discourse about this project. Several have submitted their own separate comments directly to you.

Stakeholders who have communicated with the BID have expressed overwhelming support for the Alameda or Alameda/Vignes alignments. These alignments provide the greatest projected ridership capacity and would serve the most transit-dependent sector of eastern Downtown Los Angeles. Despite the vast transportation infrastructure investments in the Downtown Los Angeles area, the eastern industrial section of Downtown remains a transit desert. The Alameda and Alameda/Vignes alignments correct that imbalance by providing mobility to thousands of individuals residing in low-income and affordable housing clustered within a half-mile to the west of these alignments.

Further, the existing employment base within the Industrial BID is at the precipice of a renaissance spurred by creative neo-Industrial and live-work uses within and along the borders of Central City East. The 30-acre ROW DTLA campus at Seventh and Alameda is an example of a transformative project that combines office, design, manufacturing, retail and dining destinations. The Los Angeles Department of City Planning is presently revising the Central City Community Plan to respond with flexibility to changes in land use to accommodate contemporary reuse of existing manufacturing assets in this area.

The adjacent 30-acre Los Angeles Wholesale Produce Market at Olympic and Alameda is an example of a traditional industrial stakeholder that represents the hub of produce distribution serving not only Southern California but neighboring states, as well. It is imperative that Metro's Draft EIS/EIR evaluate the potential construction and subsequent operational impacts of the WSAB Project on the Market and other industrial businesses along Alameda and Central Avenues.

The BID supports the proposed station at 7th Street and Alameda. 7th Street will be an increasingly important east-west connector through Downtown, and is already a gateway for both the Industrial and Arts Districts. Additionally, we request that Metro analyze potential mobility linkages between this station and the 7th and Flower Streets Metro Transit Center to maximize the connectivity between the western and eastern sectors of Downtown.

The BID does not support either an at-grade or aerial transit line. Both options represent an unacceptable barrier between communities and will ultimately be detrimental to transit and pedestrian access. The project's northern alignment must be subterranean under Alameda and continue below grade to as close to Union Station as possible.

Thank you for your consideration. We look forward to working closely with Metro as this process continues forward.

Sincerely



Estela Lopez

Executive Director



August 3, 2017

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

RECEIVED AUG 07 2017

Re: West Santa Ana Branch Transit Corridor Project

Dear Ms. Pan

Thank you for providing us with the opportunity to provide comments on the West Santa Ana Branch (WSAB) Transit Corridor Project. Young's Holdings owns the property located at 500 S. Central Avenue, Los Angeles, CA 90013. The site, which is developed with an 239,515 square-foot warehouse distribution facility, also fronts 6th Street and Alameda Street. We have been a key stakeholder in the area for 61 years.

We understand that Metro is currently considering four possible alignments through the Arts District, two of which would go along Alameda Street and two that would go along Santa Fe Avenue. We are writing to express our strong preference and support for the Alameda Street alignments.

As you may know, the City of Los Angeles has embarked on DTLA 2040, which involves the update of the Central City and Central City North Community Plans. The draft plan designates most of the area along and to the west of Alameda Street as "Transit Edge" or "Transit Community" with floor area ratios (FARs) of between 6 to 1 and 8 to 1. The draft plan states that in Transit Communities, "residential, office, and community commercial uses are integrated to create balanced centers of activity." In contrast, the properties along Santa Fe Avenue are designated as Hybrid Industrial, with FARs of only 3 to 1 to 6 to 1. Clearly, the higher densities along Alameda will spur more development with more employees and residents that would better support ridership of the WSAB than the lower densities planned for Santa Fe. This is confirmed by Metro's Northern Alignment Options Screening Report dated April 2017, which concludes that the Alameda and Alameda/Vignes options would have the highest number of daily boardings and number of existing affordable housing units within ½ mile of stations. Further, the Alameda option would have the highest 2040 population density within ½ mile of stations. Moreover, the City is already processing approvals for a 2.8 million square-foot mixed project at 6th and Alameda that includes approximately 400 hotel rooms, 1730 dwelling units, and 250,000 square feet of office uses. This project would be well served by an Alameda alignment.

We also strongly believe that any route down Alameda Street should be underground from at least 6th street to as close to Union Station as possible. We are concerned that at-grade or elevated routes would create a physical and psychological barrier that would effectively wall off and segregate the Arts District from the less economically developed Skid Row area. Moreover, at-grade or elevated routes would truncate an already fractured street network in the Arts District to the detriment of existing business and possibly disrupt traffic flows on Alameda Street, a key commercial roadway linking the Downtown to the Port of Los Angeles. In addition, at-grade or elevated routes would reduce property values and incentives for new development along Alameda that would support WSAB ridership.

Finally, we request that construction of the WSAB begin at Union Station to bring additional transit opportunities to the rapidly evolving Arts District.

Very truly yours,



Drew Bauer
Senior Vice President, Finance & Treasurer



August 4, 2017

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

Dear Fanny Pan,

My name is Leslie Ito and I am writing on behalf of the Japanese American Cultural & Community Center (JACCC) as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit. As a major cultural institution in Little Tokyo, we strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff.

I am concerned by the proposed aerial or at-grade rail lines on Alameda or Vignes, which would create air and noise concerns, and become physical barriers separating our community and historic institutions east of Alameda. Even with construction mitigations, Little Tokyo has faced many losses during the construction of the Metro Regional Connector. Our community and legacy businesses could only survive an additional six years of construction with an expanded Business Interruption Fund, including broader radius of affected businesses and mitigations throughout all ends of construction and street closures. I also urge Metro to provide the community with more detailed and accessible information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10 Santa Monica Freeway.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Leslie A. Ito
President & CEO

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

8/02/17



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

RECEIVED AUG 07 2017

Re. COMMENTS West Santa Ana Branch Corridor

Dear Ms. Pan,

This letter is a follow up to the comments that I sent on June 20. I am writing as the executive Director of Trails4All, a Southern California non-profit organization made up of recreational trail users (bicyclists, equestrians, hikers/walkers and trail runners, where I serve as an appointed member of the Lower Los Angeles River Revitalization Plan (AB 530) Working Group. I am also writing as a concerned, (very) nearby, homeowner.

Subsequent to sending that letter, I attended the meeting in South Gate and another concern came up, the issue of the crossings at Gardendale St., Garfield Ave. and at Imperial Hwy., in particular.

On a normal afternoon, traffic on Imperial, backs up past Garfield Ave for west bound and all the way back to the freeway east bound. On Imperial Hwy there is an unusually hi amount of emergency vehicle traffic in BOTH directions. (Maybe because of Downer Regional and Kaser Hospitals to the east and St. Francis Hospital to the west. The same is true on Garfield Ave, with fire trucks from Station 57 right there at Garfield/Gardendale. In any case, if built, there would need to be grade separations in this large multi intersection complex.

One last concern that comes to mind, is that if the western most parcel (west of Garfield Ave. and south of the 105 Freeway, [and shared with LA DWP] is considered "surplus", that it be used as part of the trail, bikeway and openspace elements of our Lower Los Angeles River Revitalization (AB-530) efforts. Rather than sold off to a developer.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Meyer", is written over a horizontal line.

Jim Meyer.
Executive Director.



Telephone: (213) 973-4465
Email: info@kizuna-la.org

www.kizuna-la.org

August 2nd, 2017

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

Dear Fanny Pan,

My name is Michelle Yamashiro, and I am writing on behalf of Kizuna, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As an organization in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives, as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

Kizuna is a nonprofit organization based in Little Tokyo whose mission is “to build a future for our community through the education, empowerment, and engagement of the next generation.” Our longest running program, Leadership (Youth CAN), has taken place in Little Tokyo for the past ten years. This program, like many of our other programs, has focused on the important history and significance of Little Tokyo to the Japanese American, and greater community. We not only educate our students on the importance of preserving history and culture, we encourage students to exercise their voices through action.

As an organization that runs programs in Little Tokyo, and is housed in Little Tokyo, we are concerned of the traffic and construction that would affect not only our staff members and volunteers, but our program participants, board members, and visitors that use Little Tokyo to meet-up, learn, grow, and explore.

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Thank you,

Michelle Yamashiro
Kizuna

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis



August 3, 2017

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

Re: West Santa Ana Branch Transit Corridor Project

Dear Ms. Pan

We are writing to provide our comments on the West Santa Ana Branch (WSAB) Transit Corridor Project Notice of Preparation (NOP). LA Cold Storage is the long-term owner of the cold storage facility located at 400 S. Central Avenue, Los Angeles, California, adjacent to the intersection of 4th St. and Alameda St. According to the NOP, Metro is currently considering four possible alignments through the Arts District. We are writing to express our strong preference and support for the Alameda and Alameda/Vignes alignments.

These alignments would be most consistent with the City of Los Angeles' planning efforts. As part of DTLA 2040, the City is in the process of updating the Central City and Central City North Community Plans. The draft DTLA 2040 plan designates most of the area along and to the west of Alameda Street as "Transit Edge" or "Transit Community". The designations call for floor area ratios (FARs) of between 6 to 1 and 8 to 1. In contrast, the properties along the other two alignments are mostly designated as Hybrid Industrial, with FARs of only 3 to 1 to 6 to 1. The higher densities along Alameda will facilitate more intensive development, with more employees and residents, and would provide more transit riders than the lower densities planned around the other two alignments. In addition, there is a 2.8 million square-foot mixed project at 6th and Alameda in the City entitlement pipeline that includes a substantial amount of hotel rooms, dwelling units, and office uses. This project further supports choosing the Alameda or Alameda/Vignes alignment.

Metro's Northern Alignment Options Screening Report dated April 2017 also supports choosing the Alameda or Alameda/Vignes alignment. This report shows that the Alameda option would have by far the highest number of daily boardings, with Alameda/Vignes the second highest. In addition, both options have the highest number of existing affordable housing units within ½ mile of stations, and the Alameda option would have the highest 2040 population density within ½ mile of stations.

We also strongly believe that any route down Alameda Street should be underground from at least 6th street to as close to Union Station as possible. From a social justice perspective, an at-grade or elevated routes would create a physical and psychological barrier that would effectively wall off and



segregate the Arts District from the less economically developed Skid Row area. In addition, an at-grade or elevated system would disrupt the street network and adversely impact existing businesses in the area, including our own. Further, an at-grade or elevated route would reduce property values and therefore incentives for new development along Alameda that would support WSAB ridership.

We also request that construction of the new line begin at Union Station to bring additional transit opportunities to the rapidly evolving Arts District.

As a cold storage business, our buildings include large industrial freezers, which freezes the ground beneath the building to a depth of 10-15 feet below ground surface. Please take this into account when designing the new line.

Very truly yours,

Larry Rauch

President

SAINT FRANCIS XAVIER CHAPEL
JAPANESE CATHOLIC CENTER
LITTLE TOKYO



聖フランシスコ・ザビエル教会
日系カトリックセンター
小東京

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Metro –WSAB Transit
Attn.: Project Manager Fanny Pan
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

RECEIVED AUG 07 2017

August 1, 2017

Dear Ms. Pan

As the Administrator of St Francis Xavier Chapel – Japanese Catholic Center which is located in the Historic Little Tokyo area of the Arts District, I would like to address some of the concerns about the Alameda/Vignes route of the West Santa Ana Branch Transit Line in relations to our property and how it would affect our congregants. We have over 1,100 families registered at our chapel. Our Chapel is located on the corner of 3rd Street and S. Hewitt Street.

Per the map we were shown at the Metro meeting at Nishi, we understand that the station would be at the triangle of Rose St, Traction Ave. and E. 3rd Streets. We were also told by a Metro employee at the meeting that there would another exit for the light transit line at 3rd and Hewitt Streets. Exactly where would the 2nd exit be placed on 3rd and Hewitt?

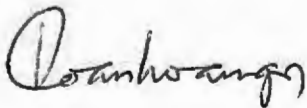
- ◆ If the WSAB Transit runs underground on 3rd Street, how wide would the underground construction area be for the tunnel and the station? How far would the construction extend underneath our chapel?
- ◆ How long would 3rd Street would be closed during construction?
- ◆ Would 3rd and Hewitt streets be open in the evenings and the weekends?
- ◆ Third and Traction?
- ◆ Vignes between 1st and 2nd St?
- ◆ And Vignes from 1st St to Commercial St?
- ◆ Our main entrance for our parking lot is on 3rd street. Would there be compensation for the loss of the use of that entrance? Also the loss of revenue for our tenants and the parking company?
- ◆ Our chapel was built in 1939 as well as our Rectory and Auditorium. During realignment of the gold line we notice a crack forming our clubroom building. What preventative measures will Metro put in place to preserve our historically significant buildings? Will Metro pay for to retrofit our buildings?

Continued on the next page

- ◆ Will there be vibrations from the construction of the light rail or even after from the light rail? The altar area of the chapel is on the 3rd Street side of the building. The altar was constructed to magnify sounds as it was built before microphone/sound systems were common. We are concerned of the noise and vibration issues not only during the construction phase but also once the WSAB Transit Line is operational.
- ◆ Would we be compensated for the loss of revenue caused by the construction? Loss of congregants? Loss of tenants? Loss of parking?

There are four main routes our congregants use to come to St Francis Xavier. Alameda, 3rd Street via the 4th Street Bridge, 1st street via Vignes and 2nd streets and Santa Fe. We have issues with the other routes that were presented as well. All four proposed routes would have closures that would cause difficulties for our congregants to come to the chapel during the construction phases.

Sincerely,

A handwritten signature in black ink, appearing to read "Doan Hoang". The signature is written in a cursive, flowing style.

Rev. Doan Hoang, S.J.
Administrator
St Francis Xavier Chapel
Japanese Catholic Center

PHONE
(213)680-9130

FAX
(213)680-2210

Los Angeles Homba Hongwanji Buddhist Temple

本派本願寺羅府別院

815 EAST FIRST STREET, LOS ANGELES, CALIFORNIA 90012-4303

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

RECEIVED AUG 07 2017

RE: West Santa Anna Branch EIR Scoping Period Public Comment

To Whom It May Concern,

I am Rev. William Briones, head minister of the Los Angeles Homba Hongwanji Buddhist Temple, located at the corner of 1st St. and Vignes. I'm a writing on behalf of our temple, AKA, Nishi Betsuin, as part of the public comment period in the scoping phase for the West Sana Ana Branch Transit Corridor. As a religious organization that has been in the Little Tokyo Community for the past 112 years, of which the last 48 years have been at the present location of 1st and Vignes, we strongly oppose two of the proposed routes that run through Vignes. We also have serious concerns over the proposed routes that run through Alameda.

Nishi Betsuin is one of the largest and busiest Japanese Buddhist Temples in Southern California, with a membership of over 800 and a mailing list of 3,000 people. Yearly we average over 110 funerals and 200 memorial services. We conduct Buddhist religious classes throughout the week and of course we have our Sunday Services. Not only do we serve our members and community with religious programs, we operate a Preschool/Kindergarten school. We also have a large scouting program and many other activities during the evening.

The main entrance to our main parking lot and our larger, North lot is on Vignes. With all the activities going on throughout the week and weekend at our temple, it is without a doubt that access to our temple during construction and when the line is completed, would be chaotic and create unsafe traffic conditions.

I implore Metro to reconsider the routes that run through Vignes as with the other two routes that impact Little Tokyo. Thank you for your consideration.

Sincerely,



Rev. William Briones, Rimban
Head Minister
Los Angeles Homba Hongwanji Buddhist Temple

TAIRA INVESTMENT COMPANY, LTD.

1635 Redcliff Street
Los Angeles, CA 90026

August 3, 2017

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

Dear Fanny Pan,

My name is David Ikegami, and I am writing on behalf of Taira Investment Company, Ltd., as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit. As a property owner in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives (Pacific/Alameda, Pacific Vignes, Alameda and Alameda/Vignes route alternatives), as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

We are a property owners directly impacted by your four proposed routes. My grandfather immigrated to Los Angeles in 1945 and was an active participant in the establishment of Little Tokyo and the surrounding Buddhist temples. This is a community who bonded together over the overt discrimination they experienced after the war, and after being placed into concentration camps. Little Tokyo and Nishi Hongwanji is where they returned to, a safe haven where the reestablished their lives. These proposals negatively impact the Little Tokyo community.

Are you closing Vignes street to all traffic? We have owned a warehouse on Vignes for 30 years. Two of these proposals will prevent trucking access on Vignes. Our tenant will be forced to close their business, and will have to lay off all of their employees. I thought the Mayor was committed to increasing our employment rates, especially for the drivers, warehouse workers, and support that I employ.

Why must you build more above ground train tracks directly through our neighborhood?

TAIRA INVESTMENT COMPANY, LTD.

1635 Redcliff Street
Los Angeles, CA 90026

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Respectfully,

Taira Investment Company, Ltd.



David Ikegami
General Partner

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

TAIRA SERVICES CORPORATION

1635 Redcliff Street
Los Angeles, CA 90026

August 3, 2017

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

Dear Fanny Pan,

My name is David Ikegami, and I am writing on behalf of Taira Services Corporation as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit. As a property owner in Little Tokyo, I strongly oppose all four options presented by Metro for the route alternatives (Pacific/Alameda, Pacific Vignes, Alameda and Alameda/Vignes route alternatives), as currently presented with the limited information provided by Metro staff. I also urge Metro to provide the community with more information about the four proposed routes and their impacts on Little Tokyo, and request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

We are a property owners directly impacted by your four proposed routes. My grandfather immigrated to Los Angeles in 1945 and was an active participant in the establishment of Little Tokyo and the surrounding Buddhist temples. This is a community who bonded together over the overt discrimination they experienced after the war, and after being placed into concentration camps. Little Tokyo and Nishi Hongwanji is where they returned to, a safe haven where the reestablished their lives. These proposals negatively impact the Little Tokyo community.

Are you closing Vignes street to all traffic? We have owned a warehouse on Vignes for 30 years. Two of these proposals will prevent trucking access on Vignes. Our tenant will be forced to close their business, and will have to lay off all of their employees. I thought the Mayor was committed to increasing our employment rates, especially for the drivers, warehouse workers, and support that I employ.

Why must you build more above ground train tracks directly through our neighborhood?

TAIRA SERVICES CORPORATION

1635 Redcliff Street
Los Angeles, CA 90026

I stand with the Little Tokyo community and oppose these four options as presented by Metro for the West Santa Ana Branch Transit Corridor, given that each would have a destructive impact on our historic community. I request that Metro pursue and study other alternatives that would not bring harm and impact to the Little Tokyo community.

Respectfully,

Taira Services Corporation



David Ikegami
President

CC: Councilman Jose Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis

August 2, 2017

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



JACL Pacific Southwest District
250 E. 1st Street, Suite 303
Los Angeles, CA 90012

Telephone 213.626.4471

www.jaclpsw.org

RE: West Santa Ana Branch EIR Scoping Period Public Comment

Dear Fanny Pan,

My name is Marissa Kitazawa and I am writing on behalf of the Japanese American Citizens League-Pacific Southwest District (JACL-PSW) as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As an organization and community stakeholder in Little Tokyo, I strongly oppose all four options proposed by Metro for the route alternatives, as currently presented by Metro staff. I also urge Metro to provide the community with clearer information about the four proposed routes and their impacts on Little Tokyo. I request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

Founded in 1929, the Japanese American Citizens League (JACL) is the nation's oldest and largest Asian American civil rights organization with nearly 10,000 members in over 100 chapters throughout the country. JACL-PSW consists of over 3,000 members and is the second largest district in the organization. We are comprised of chapters throughout Southern California, Arizona and Las Vegas, Nevada. Our advocacy represents Asian and Pacific Islanders on a variety of issues and our programming spreads across the western half of the country. The Pacific Southwest District has seen momentous growth over its history and will continue to be the leading advocate on community issues and the leading organization in developing future leaders.

JACL-PSW is primarily concerned with anything aerial or at-grade on Alameda and Vignes. Anything that would physically bisect the Little Tokyo community is unacceptable. We would only accept subterranean stations and have a strong preference for an underground route.

While new rail lines pose new opportunities for Little Tokyo, we have witnessed the stress the construction creates on the community. As the site for Metro's Regional Connect, Little Tokyo has been under construction for the past several years. Despite the mitigation program, small businesses have been displaced and Little Tokyo has become the target for hyper-development. Additionally, the construction obstructed both automobile and pedestrian access to Little Tokyo, making the neighborhood a less desirable location to visit, putting further strain on the local businesses.

Furthermore, I respectfully request that Metro pursue and study other alternatives that would not negatively impact the Little Tokyo community. I may be reached at mkitazawa@jacl.org for further questions. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Marissa Kitazawa". The signature is written in a cursive, flowing style.

Marissa Kitazawa
JACL-PSW District Governor

CC: Councilmember José Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis
Mayor Eric Garcetti
Congressmember Jimmy Gomez



LITTLE TOKYO BUSINESS ASSOCIATION
LITTLE TOKYO BUSINESS IMPROVEMENT DISTRICT

106½ JUDGE JOHN AISO STREET #132
LOS ANGELES, CA 90012
Phone (213) 880-6875
Email: board@visitlittletokyo.com
Website: www.visitlittletokyo.com

August 4, 2017

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Fanny Pan
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012
Transmitted via email to wsab@metro.net

Dear Ms. Pan,

On behalf of the Little Tokyo Business Association, which manages the Little Tokyo Business Improvement District (BID), we have reviewed the four alignment options for the proposed West Santa Ana Branch northern terminus--Pacific/Alameda (7.4 miles); Pacific/Vignes (7.2 miles); Alameda (8.0 miles); and Alameda/Vignes (8.1 miles)--and can neither recommend nor support any of options as presented.

With preservation and protection of Little Tokyo's historical landmarks, safety, and existing cultural integrity in mind, we set forth the following priorities:

Subterranean – Any alignments intended to traverse through or near our community must be constructed below ground.

Construction – We oppose any WSAB-related construction on or near Vignes that would impede access and traffic flow into any and all of the following institutions: Nishi Hongwanji Buddhist, a 112-year old religious institution that has occupied its present location for more than 50 years; Fukui Mortuary, a community icon that will celebrate its 100th anniversary in 2018; Zenshuji Soto Mission, established in 1922; and St. Francis Xavier Japanese Catholic Center, founded in 1912.

Station Location – We believe that the addition of a Metro station at or near Vignes is unnecessary and that existing stations can be modified and upgraded to accommodate the new WSAB alignment.

Historic Structures and Sites – As planning moves forward, please avoid negatively impacting structures or sites of historic significance in the greater Little Tokyo district during WSAB-associated pre-construction and construction activities.

Further, as a starting point for remedial actions, mitigations, and LPAs, we recommend referencing the Regional Connector Transit Corridor Project Final EIS/EIR prepared in January 2012 by the U.S. Department of Transportation, Federal Transit Administration and Los Angeles County Metropolitan Transportation Authority (Metro).

Yours truly,

Ellen Endo
President
Little Tokyo Business Association

cc: Joanne Kumamoto, Co-Chair, Little Tokyo BID



JOSE HUIZAR
COUNCILMEMBER, 14TH DISTRICT

August 4, 2017

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

RE: West Santa Ana Branch Scoping Document

Dear Ms. Pan,

I am writing to provide feedback on the West Santa Ana Branch (WSAB) Transit Corridor proposed by Metro.

After reviewing the four alternatives that are being proposed to be carried forward for the Draft Environmental Impact Report (DEIR), I feel that all four alternatives do not adequately address community concerns and environmental issues. We are supportive of a new alternative that provides service to the Arts District and Little Tokyo through a full underground option.

Furthermore, the Notice of Preparation (NOP) states that one of the goals is to *“address mobility and access constraints faced by transit-dependent communities, thereby improving transit equity.”* All four alternatives fail to achieve this goal and will divide existing communities and create barriers to multimodal mobility across the proposed routes.

Additionally, my office has received numerous calls and emails from constituents who are concerned about the four proposed options. To that end, each proposed option fails to meet the needs of the community as outlined below.

Option A - Pacific/Alameda

- The proposed station in the Arts District would require significant right-of-way acquisition just north of 4th Place
- The proposed aerial station in Little Tokyo would have a significant impact to the aesthetics, cultural resources, and traffic of the neighborhood
- Fails to serve the low-income and transit dependent communities along Alameda

- Would be redundant with the Red/Purple Line Extension proposed for 6th Street

Option B - Pacific/Vignes

- Passes under multiple historic bridges
- Does not address the service needs of the Industrial District and Little Tokyo
- Would be redundant with the Red/Purple Line Extension proposed for 6th Street

Option C - Alameda

- Creates a visual and physical barrier along Alameda Street through Downtown
- The proposed aerial station in Little Tokyo would have a significant impact to the aesthetics, cultural resources, and traffic of the neighborhood

Option D - Alameda/Vignes

- Requires significant right-of-way acquisition adjacent to 4th Street/ Alameda Street for the tunnel portal construction and at 3rd Street/Traction Avenue for the proposed Arts District Station
- Aerial station at 7th Street/Alameda Street would cut off the Industrial District from the Arts District

Due to the proposed Red/Purple Line Station at 6th Street, having a route run along Santa Fe Avenue would duplicate service and provide a major gap in the transit network in the Central City East area. A route running along Alameda Street would serve a wider range of people and provide transit access to low-income communities who are transit dependent.

However, the options proposed for Alameda would have a significant impact due to the aerial structure and/or right of way acquisition needed to deliver that option.

Metro must analyze an alternative that runs below grade from 8th Street to Union Station or shares the existing track with the Blue and Gold lines north of the new Little Tokyo/Arts District Station being constructed as part of the Regional Connector Project. This alternative must also include a station that serves the Arts District. Furthermore, any option proposed must meet the following conditions and mitigation measures:

Aesthetics

- Aesthetic treatments along the rail right-of-way that fit the character of the neighborhood and minimize the visual blight of the trains and accompanying infrastructure
- Does not have an aerial station

Cultural Resources

- Does not alter or touch the historic LA River bridges
- Does not alter or touch the Nishi Hongwanji Buddhist Temple
- Does not alter or touch Fukui Mortuary
- Tunnel boring machine should be stationed on Metro property and not on community property

Land Use and Planning

- Minimizes right-of-way acquisition of privately owned properties
- Does not cross over the City of Los Angeles Mangrove property at 1st Street and Alameda
- Facilitates, and does not hinder the Metro/LA County/LA City Union Station/Civic Center Planning Project

Noise

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

Population and Housing

- A business mitigation fund that serves the whole neighborhood and not just businesses immediately adjacent to the project route
- Allowing new businesses the ability to access the business interruption fund instead of just those who have been around more than two years

Transportation and Traffic

- Compatible with a proposed rail or streetcar along 7th Street from 7th Street/Alameda Street to Metro Center
- Construct multimodal infrastructure adjacent to the project stations consistent with Metro's 1st/Last Mile Plan and the City of Los Angeles Mobility Plan and Complete Streets Design Guide
- Mitigates parking loss during construction by providing alternative parking locations or shuttle service to affected communities
- Stations designed to hold four-car trains in order to meet the capacity needs of Downtown Los Angeles

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

Should you have any questions, please do not to contact Nate Hayward of my office at (323) 383-4906 or Nate.hayward@lacity.org.

Sincerely,

A handwritten signature in black ink that reads "José Huizar". The signature is written in a cursive style with a large, stylized "J" and "H".

José Huizar
Councilmember, 14th District

Subject: FW: Question

From: Kim Harabedian, Young-Gi [<mailto:YKimHarabedian@bos.lacounty.gov>]
Sent: Thursday, June 15, 2017 4:48 PM
To: Brown, Julia; Pan, Fanny
Subject: Question

Hello Julia/Fanny,

Would you please help address the concern below?

Thank you.

--

This is a potential trail/bikeway corridor that Trails4All identified as part of our "Coyote Creek Trail" Master Plan Study a few years back. It can provide a regional link between Orange and LA Counties and is identified as part of the "OC Loop".

Metro is considering it for a new light rail line, and is holding scoping meetings over the next couple of weeks, beginning tonight (6/15) in Bellflower.

The area that is adjacent to the Los Angeles River Trail & Bikeway in the City of Paramount, is of particular concern to Trails4All, and also to the Lower Los Angeles River Revitalization Plan (AB530) Working Group of which we are a member.

It is our understanding that the locations of transit hubs/stations have not been determined, so it is important that we participate in hope of influencing decisions favorable to the goals of our Revitalization Plan and, of course, our Multi-Use trails community.

Looking at the attached map, it appears that the proposed route will turn north at the UP "Harbor Line", so any stations east of Garfield Ave. and/or north of the 105 Freeway would have minimal impact on the LA River Bikeway or Multi-Use Trail. However, if a station is planned on the west side of Garfield Ave. and south of the 105 Freeway, it would have a huge negative impact on future gateway, trailhead and habitat restoration opportunities associated with our Revitalization Plans.

Please try to attend or submit written comments.

Young-Gi Kim Harabedian
Sr. Transportation Deputy
213.974.4444
ykimharabedian@bos.lacounty.gov





THE NEW 9th COUNCILMEMBER CURREN D. PRICE, JR.

August 4, 2017

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

Dear Ms. Pan:

Thank you for allowing me to comment on the West Santa Ana Branch, Transit Corridor Project. This exciting project promises to provide greater connectivity in the Southern region. Council District 9 is home to many public transit dependent families and individuals. The Blue Line as well as the Union Pacific right of way have been a source of safety concerns for residents, pedestrians and commuters for many years. Metro and UP are retroactively addressing these concerns. However it is unlikely without a major overhaul that the community will see significant improvement to their quality of life.

This letter will touch on my concerns regarding:

- *Safety*
- *Esthetics*
- *Pollution*
- *Noise*
- *Traffic*

Safety

Unlike other light rail lines in Los Angeles, The Blue Line which travels along Long Beach Avenue does not have pedestrian safety gates. In addition to lacking safety gates it also lacks the level signage typical in other areas. Blue Line stations have narrow platforms and until recently lacked adequate lighting. Combined with a lack of esthetics many riders find it undesirable to catch the Blue Line or disembark South of Washington. The Union Pacific ROW also lacks fencing or safety measures near residential homes and at grade crossings. UP has also used their ROW to store rolling stock not in use near the Pueblo Del Rio Housing Project creating an attractive nuisance for children. It is essential that the WSAB have the most forward thinking safety protocols as possible including security cameras, lighting in and around the platforms.

Esthetics

The Blue Line alignment in Council District 9 lacks amenities, there are no plantings, artwork, tile or place making along the route. The UP right-of-way constantly attracts illegal dumping, graffiti and homeless encampments, unfortunately the City has no recourse to clean these areas leaving the residents frustrated. Esthetics should be a priority because it's been my experience when we invest in area whether through economic development or targeting graffiti or trash the community will also take pride in their local station.

Pollution

With the inclusion of WSAB there will be three rail lines running through or near Council District 9. The alignment near between 41st and 48th Street has residential homes on both sides. While transit orientated development is a popular modality the homes near the rail lines are not equipped with air filtration windows or any other technology to mitigate particulates that are continuously stirred up by the rail lines. There should be plans to mitigate the impact in the areas where the ROW narrows and the alignment will be in closer proximity to residential homes.

Noise

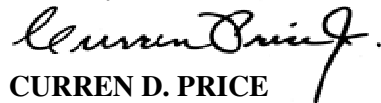
It is important that given the proximity to residential homes that increased noise levels be addressed.

Traffic

There is heavy truck traffic between Los Angeles and Vernon. The trucks combined with narrow turns along the row create heavy congestion. The back-to-back semi-truck trailers idling for several minutes add to the overall pollution impact. When the trucks have to stop for a UP train their idle time increasing exponentially creating further health concerns for nearby residents.

While there are many more concerns that should be addressed, I feel that these are the most pertinent and the most costly and will need careful planning. The Blue Line is the oldest light rail line in the City, and an example of what not to do. Its heavy use has prevented much needed improvements, with planning and careful consideration the West Santa Ana Branch can raise the bar for South Los Angeles.

Sincerely,



CURREN D. PRICE
Councilmember, 9th District

CP:br



CITY OF BELL

August 3, 2017

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

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

Dear Mr. Infanzon:

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

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

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

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

Sincerely,

Fidencio Joel Gallardo
Mayor
City of Bell



August 4, 2017

Los Angeles Metropolitan Transportation Authority
Attention: Fanny Pan
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: Response to Notice of Preparation of a Draft Joint Environmental Impact Report and Environmental Impact Statement for the West Santa Ana Branch Transit Corridor Project

Dear Ms. Pan:

The City of Huntington Park (City) is in receipt of the Notice of Preparation (NOP) for a Draft Joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the subject project. This letter conveys the City's response on potential impacts that may arise as a result of the subject project.

The subject project, the Los Angeles County Metropolitan Transportation Authority's (Metro) 20-mile light rail transit line, will connect and run from downtown Los Angeles through the southeast cities. As proposed, the light rail transit line will have two stations within Huntington Park City limits, and a third station within a half (½) mile of City limits located at:

- 1) Salt Lake Avenue and Florence Avenue (City limits)
- 2) Pacific Boulevard and Randolph Street (City limits)
- 3) Slauson Avenue and Randolph Street (½ mile from City limits)

Please evaluate the following environmental impacts relating to the proposed light rail transit line.

TRAFFIC

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



The City requests that Metro diligently evaluate mitigation measures that will help alleviate any impacts caused to traffic due to the proposed light rail transit line.

PARKING

The proposed light rail stations are located within densely populated residential and commercial areas. There is a scarcity of public parking throughout the City and therefore it is a highly valued commodity for residents and businesses. Metro should provide sufficient parking for transit riders to ensure local parking is not impacted.

NOISE AND AIR QUALITY

Because of the close proximity to densely populated residential and commercial uses around the proposed light rail transit line, the City requests that noise and air impacts be evaluated and monitored during construction. Metro should continue to monitor noise and air impacts after the transit line is fully operational.

SAFETY AND SECURITY

The proposed light rail transit line should be designed in a manner that provides safety to riders and the local community. The City requests that Metro evaluate safety concerns commonly associated with rail systems. Common safety concerns include transient loitering, theft, graffiti, and violent crimes. Mitigation measures should be evaluated and addressed in the physical design and operation of the rail line.

AESTHETICS

The proposed light rail transit line will run through densely populated residential and commercial uses, including the City's Downtown (Randolph and Pacific). The proposed stations and rail line should be designed in an aesthetically pleasing way in order to maintain the quality of life that is enjoyed by those who live, work, and shop within the City. Lighting and landscape elements should be used to help achieve this goal.

PLANNED LAND USE

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



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

SUBTERRANEAN STATIONS

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

MATCHING FUNDS

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

The City recognizes that the goals of the proposed light rail transit line are to reduce vehicle traffic and encourage the use of the rail system. There are many means to achieve this, and the City believes that local expenditures for parking and street improvements near the proposed stations, whether or not specifically designed for station use, should be considered eligible as part of the required match. City funds expended towards these improvements should be considered eligible even if they were expended prior to when the final scope of the proposed light rail transit line was deemed complete.

The City looks forward to working with Metro in reviewing the draft EIR and EIS and evaluating any potential environmental impacts the proposed light rail transit line may have on the neighboring residential, commercial, and planned land uses throughout the City. Please send the draft EIR and EIS to the following address for the City's review:

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



Response to NOP of Draft EIR and EIS
August 4, 2017
Page 4 of 4

If you have any questions regarding this response, please contact Juan Arauz, Associate Planner, at 323-584-6270 or by email at jarauz@hpca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Karina Macias".

Karina Macias
Council Member, City of Huntington Park

Attachments

1. Rethink Randolph Survey Results (December 2016)
2. City of Los Angeles, Support Letter for Bicycle and Pedestrian Facility
3. City of Bell, Support Letter for Bicycle and Pedestrian Facility
4. City of Maywood, Support Letter for Bicycle and Pedestrian Facility
5. Communities for a Better Environment, Support Letter for Bicycle and Pedestrian Facility



ERIC GARCETTI
MAYOR

September 29, 2016

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

Dear Mayor Ortiz:

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

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

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

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

Sincerely,

ERIC GARCETTI
Mayor



City of Maywood

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

August 2, 2017

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

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

Dear Mr. Infanzon:

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

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

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

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

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



MEGGY LEMONS
Mayor

DIANE J. MARTINEZ
Vice Mayor

LAURIE GUILLEN
Councilmember

TOM HANSEN
Councilmember

DARYL HOFMEYER
Councilmember

City Manager's Office
(562) 220-2225

August 3, 2017

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

RE: Scoping comments, West Santa Ana Branch

Dear Ms. Pan:

The City of Paramount appreciates being included in the Notice of Preparation (NOP) for the proposed West Santa Ana Branch Line. As you are aware, the proposed alignment extends through the City within two former railroad right-of-ways (ROWs) and two stations (Paramount Boulevard/Rosecrans Avenue and Green Line Transfer Station) are planned. As a result, the proposed project's construction and subsequent operation will require a thorough environmental review to ensure the proposed light rail transit (LRT) project will not adversely impact the City's residents, businesses, and property owners. Our specific concerns that need to be addressed in the Draft Environmental Impact Report (draft EIR) are outlined in the remainder of this letter.

1. Project Description

During an initial meeting with City staff, representatives from the Los Angeles County Metropolitan Transportation Authority (Metro) provided detailed maps indicating the location and extent of the proposed alignment. These maps were going to be revised to better illustrate the potential land use acquisitions that would be required to accommodate the new LRT alignment. Similar detailed maps must be provided in the draft EIR. The project description must also include a discussion of the ridership and patronage of the proposed LRT line. This information will be critical in understanding the frequency of the trains and the operating hours.

The exhibits, indicating the location and extent of the proposed line, also indicated that a station is proposed near the intersection of Paramount Boulevard and Rosecrans Avenue. This intersection is amongst the busiest in the City. City staff is recommending that any future station that may be located in this area be located on the southeast corner of Paramount Boulevard and Rosecrans Avenue. The congestion at this intersection is compounded during the weekday



periods when students go to and from school at the adjacent Paramount High School. Because of the traffic, the LRT alignment must be grade separated to limit the vehicular congestion at this intersection. In addition, the City cannot support any design concept that would locate the station and the attendant parking area within the City-owned Paramount Park facility. Any refinement to the engineering plans must also identify a parking area so that the potential impacts may be understood. Finally, the project description and the plans must clearly identify any staging areas that will be required during the construction phase of the proposed LRT project.

Please refer to the aerial photo below for the Paramount/Rosecrans Station and associated parking facility locations supported by the City of Paramount:



It has come to our attention recently that the Metro is now proposing to locate the rail maintenance yard within the City of Paramount, including areas located (1) in an area near the Paramount Drive-In Theatre Complex and the Paramount Adult School and (2) at the northwest of Garfield Avenue and Petterson Street. The City understands that a maintenance yard was also proposed in the City of Bellflower. A more suitable location would be located near the terminus of the proposed LRT line. The maintenance yard in the City of Paramount would introduce additional impacts, and the City of Paramount will not support locating a rail maintenance yard in the City.

The station locations selected at the I-105 Freeway may present some safety related issues due to the limited pedestrian access. The City does not want to create a potential for pedestrians exiting or entering this station to use the rail alignment itself for access. In addition, the only vehicular access in proximity to this station is located on the north side of the I-105 Freeway,

thus limiting access from Paramount itself. These constraints must be identified and resolved as part of the refinement process for the new station. In addition, the parking area for the Paramount/Rosecrans station should include charging stations for electrical powered cars, bicycle racks and lockers, and appropriate ridesharing pick-up and drop-off facilities. The City of Paramount also supports in concept a freeway cap project over the I-105 Freeway to provide expanded access, connectivity, and recreational amenities.

2. Aesthetics

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

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

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

The City has a very ambitious "public arts" program which should be incorporated into this project. This new "public art" should be located in and around the new Paramount Boulevard and Rosecrans Avenue station and should include a diversity of art forms with references to local Paramount history and culture. These art features may improve the appearance of the station and grade separation.

3. Air Quality/Greenhouse Gas Emissions

The draft EIR must clearly identify the potential air emissions associated with the project's construction and subsequent operation. It is likely that the existing railroad track ballast contains hazardous materials associated with the historical railroad operations. The draft EIR must indicate the nature and extent of any known contaminations and the protocols that will be followed for safe removal so as to prevent toxic air contaminants (TACs) from being emitted into the surrounding area. Other construction related emissions must be identified along with pertinent mitigation. Of special concern is the diesel emissions associated with the use of heavy construction equipment.

The City recognizes that the LRT, once it is operational, will benefit local and regional air quality by reducing automobile emissions. However, the electricity required to power the new LRT equipment will generate emissions at the power source (stationary source emissions). The

potential impacts related to offsite power generation must be analyzed in the draft EIR. The analysis must consider both the criteria pollutants and the greenhouse gas emissions from power generating activities.

4. Biological Resources

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

5. Cultural Resources/Tribal Resources

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

6. Geology and Soils

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

7. Hazards and Hazardous Materials

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

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

8. Hydrology and Water Quality

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

9. Land Use

As indicated previously, the draft EIR must provide a thorough analysis of any potential property acquisition and/or displacement impacts. It is our understanding that the portion of the ROW located north of Rosecrans Avenue will require "the taking" of portions of the rear yard areas for a number of single-family properties located adjacent to the alignment. The nature and extent of this potential acquisition must be clearly identified and mapped in the draft EIR.

The draft EIR must also clearly identify the properties acquired to accommodate the proposed grade separation located over the Paramount Boulevard/Rosecrans Avenue intersection. Other areas where acquisition must be identified include potential station parking areas and other facilities that will be required as part of the project's implementation. The City requests that the draft EIR clearly delineate any potential land acquisition or access-related impacts associated with the construction of the grade separation at the intersection of Paramount Boulevard and Rosecrans Avenue.

10. Noise

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

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

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

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

11. Public Services

The two public service areas that the City is concerned with include "emergency response" and "law enforcement." The draft EIR must clearly indicate the public service agency responsible for law enforcement services. Will Metro provide safety personnel at the stations or will it be the responsibility of the Los Angeles County Sheriff's Department? The draft EIR must include a detailed description of the security systems and/or personnel that will be provided at the two stations.

12. Recreational Services

As indicated elsewhere, the main station proposed in the City of Paramount will be located in close proximity to Paramount Park. The City would like to re-emphasize their strong opposition to any transit facilities that would affect the utility of this key park in the City. The draft EIR must clearly indicate those service-related and physical impacts the project could have on Paramount Park. The City is also concerned about the impact any future station would potentially have on the existing Park. The City of Paramount opposes any physical incursion into Paramount Park.

13. Traffic and Pedestrian Safety

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

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

The draft EIR analysis must clearly indicate those areas where there is a potential for vehicular accidents along the alignment. The draft EIR must clearly indicate the safety features that will be used to limit the potential for train/automobile accidents. The City's major concern is once again where the LRT alignment passes through the Paramount Boulevard and Rosecrans

Avenue intersection. In addition, pedestrian safety is a substantial concern given the transit-dependent characteristic of the community. For example, many hundreds of high school students and their parents use Paramount Boulevard to travel to and from Paramount High School. The draft EIR must indicate the mitigation that will be implemented to limit pedestrian access to the tracks as well as the various warning techniques that will be used to alert pedestrians regarding oncoming trains.

14. Utilities

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

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

If you have any further questions, please contact:

John Carver jcarver@paramountcity.com or John King jking@paramountcity.com
City of Paramount Community Development Department
16400 Colorado Avenue
Paramount, CA 90723
562-220-2036

CITY OF PARAMOUNT



John Moreno
City Manager



RECEIVED JUL 25 2017

July 13, 2017

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

CITY OF BELL GARDENS - WEST SANTA ANA BRANCH TRANSIT CORRIDOR SCOPING COMMENTS

Dear Ms. Fanny Pan:

The City of Bell Gardens is in support of the West Santa Ana Branch (WASB) Transit Corridor Project which will improve transportation within the Gateway region. We have completed a review of the proposed alignment and are providing the following comments to be addressed as part of the environmental assessment.

- 1) Evaluate any impacts of stormwater discharge on water quality from development of the alignment particularly along the Pacific Electric Right of Way.
- 2) Evaluate noise, traffic impacts, and potential access (1ST & last mile) to the Firestone Station within City of Southgate and its surrounding cities.
- 3) Evaluate noise and traffic impacts in surrounding areas for the proposed maintenance yard to be located on Imperial Highway within the City of Southgate.
- 4) Evaluate noise, traffic impacts, and any mitigation measures during construction of the WSAB Project.
- 5) Evaluate future potential for stations along Randolph Avenue to connect with Metro's Gold Line Eastside Extension.

We appreciate your leadership and efforts on expediting this significant corridor project.

Sincerely,

Chau L. Vu
Director of Public Works

The City of Bellflower

Families. Businesses. Futures.

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org



August 1, 2017

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

**Re: WEST SANTA ANA BRANCH CORRIDOR PROJECT (WSAB) SCOPING
COMMENTS**

Enclosed for your review are scoping comments on behalf of the City of Bellflower and its residents.

Should you have any questions, please do not hesitate to contact me at (562) 804-1424, extension 2224 or via email at jdellalonga@bellflower.org.

Sincerely,

A handwritten signature in blue ink that reads "Jim DellaLunga". The signature is fluid and cursive.

Jim DellaLunga
Director of Economic Development

Enclosures:

- (1) City of Bellflower Official Scoping Comments - 8-1-2017
- (2) Public Comments Collected From Residents

The City of Bellflower

Facilities. Businesses. Futures.

16600 Civic Center Drive, Bellflower, CA 90706

Tel: 562.806.1424 Fax: 562.925.8600 www.bellflower.org



August 1, 2017

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

Subject: West Santa Ana Branch Project Scoping Comments

Dear Ms. Pan:

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

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

Because the Right of Way (ROW) for the Southern Alignment traverses Bellflower at the angle that it does, nearly every major arterial road is affected. This includes Woodruff Ave, Flower St, Bellflower Blvd., Alondra Blvd., Clark St., and Lakewood Blvd. Therefore, the community is understandably concerned about "At-Grade" street crossings. There are several downsides to this design option especially with the projected ridership numbers of 65,000 to 70,000 daily riders for the WSAB line. During peak periods, 5 to 6 minute headways in each direction could easily STOP traffic for at least 20 and perhaps as much as 28 minutes during each hour, with the crossing gates coming down every 3 to 6 minutes. Because this is the peak period, this adds travel time to a substantial amount of Bellflower's routine vehicle and pedestrian traffic, including those commuting to work and parents dropping off/picking up children from the major schools in and just outside of Bellflower. These many and prolonged stops will add to local air pollution, traffic delays and travel frustrations thereby decreasing the quality of life of Bellflower residents and Bellflower business owners by a project that by its very nature is meant to decrease these same issues for the cities the WSAB traverses and is supposed to serve.

**City of Bellflower – West Santa Ana Branch Corridor Project
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Not only should current traffic levels be analyzed, but future levels as well as the population grows and population densities increase over time.

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

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

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

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

Traffic Interruptions Will Be Reduced: A grade separated track through the City of Bellflower will alleviate the traffic interruptions and other issues discussed above. In addition, it would facilitate the continued safe use of the recently constructed, high quality pedestrian trail and class I bicycle path, which are heavily used for environmentally friendly transportation while also contributing positively to the health of those who use them. The walking trail and bicycle path will also then provide opportunities for the community to get to the transit station on safe, quality routes that are separated from the vehicular traffic on the streets and the light rail in the right of way. The City believes strongly that the operation of these

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paths should not only continue, but be expanded into other cities to enhance first/last mile use of the transportation system and encourage healthy lifestyles. Steps toward this end have already been taken between the cities of Bellflower and Paramount in an effort to continue the paths from their current northern Bellflower terminus at Lakewood Blvd., northward into and through the City of Paramount.

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

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

POTENTIAL ENVIRONMENTAL IMPACTS

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

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

Landscaping Improvements: Describe all proposed vegetation and landscaping improvements, including the size and height of trees and shrubs along the ROW and train station and how they can be used as a visual and potential sound buffer between the track and adjacent residences.

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

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

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

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

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

PUBLIC OUTREACH TO MITIGATE BUSINESS INTERRUPTION DURING CONSTRUCTION

The City believes that Metro must do a better job to ensure it minimizes the negative impacts and effects on adjacent and surrounding businesses. In Metro's public outreach process, the City recommends that several meetings be geared specifically to the business community that will be impacted. Detailed

discussions on how Metro will mitigate the negative effects as well as focused and thoughtful consideration of the suggestions from the business community should be apparent. The City is certain that the Bellflower community will be concerned about changes in traffic patterns, traffic delays, construction traffic, pollution and noise as well as possible construction related parking challenges. The City believes that a "Business Interruption/Mitigation Fund" be established to assist businesses negatively impacted by the project, especially during the construction phase. Initiatives such as the "EAT, SHOP, PLAY – CRENSHAW" should be explored with local communities along the WSAB corridor including the City of Bellflower.

ARCHITECTURAL AND RELATED AMENITIES STANDARDS

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

SAFETY AND SECURITY

The Bellflower Station should be designed in a manner that provides safety to riders and the local community. Activities negatively impacting ridership including but not limited to transient loitering, graffiti, theft, and assault should be addressed in the physical design and operations of the station.

SUPPORT FOR EXPECTATIONS OF OTHER CITIES

The City of Bellflower is an original member of the Orange Line Development Authority (OLDA), now Eco-Rapid Transit. As a member of that organization, Bellflower, like the other members of Eco-Rapid Transit, are committed to support the point of view of the other member cities. Each city has its own designs and expectations that reflect the attitudes and personalities of each community. These cities have agreed that what will work for one city may not be the desire of other cities. Accordingly, the cities are committed to support each other throughout the development process of the WSAB and support the notion that the WSAB line be constructed as one project from the City of Artesia to Union Station and not completed in phases.

MAINTENANCE YARD FACILITY

The WSAB project will necessitate a maintenance yard facility. The City of Bellflower was approached by Eco-Rapid Transit/AECOM for possible maintenance yard sites within the City. Specifically, the City owned Hollywood Sports Park Paintball facility located at 9030 Somerset Blvd. was identified as one of the best potential locations for the maintenance yard facility. The City continues to demand that this site to NOT be considered in the WSAB project scope for a maintenance yard facility. The site is not be supported by the City as evidenced by the attached City Council Resolution. Additionally, at their July board meeting, the Eco-Rapid Board of Directors unanimously passed a resolution supporting the City of Bellflower Resolution and approving the removal of the Bellflower option from further consideration for the WSAB maintenance yard.

In a recent study, the County of Los Angeles Regional Park and Open Space District concluded that the City was “park poor” and in need of passive and organized recreation opportunities. The current Hollywood Sports Park site is one of the few remaining large acreage sites of open space in Bellflower. Moreover, local policy requires that the open space to be replaced with “like-for-like” open space in the community. This is not possible in the built-out community of Bellflower without costly acquisition and relocation of existing homes and businesses. By eliminating the Hollywood Sports Park site as a possible maintenance yard facility, three of the five main WSAB project goals would be met: 1) Support Local and Regional Land Use Plans and Policies - by ensuring local policies are met; 2) Ensure Cost Effectiveness and Financial Feasibility – by not analyzing a site that would ultimately not be viable; and 3) Ensure Equity – by preserving open space and recreational opportunities for a park-deficient disadvantaged community.

TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN AND CURRENT DEVELOPMENT EFFORTS

The City of Bellflower is a recipient to the Metro TOD Planning Grant Program and is in the process of finalizing a specific plan in anticipation of the WSAB project. The current draft calls for mixed use zoning of up to 100 dwelling units per acre in the areas immediately around the proposed station site (Bellflower Blvd and the Pacific Electric Right of Way). Additionally, some near term projects will also impact the same intersection. The City is expecting to complete its 24,000 square foot Events Center and Fire Museum immediately across from the station site this autumn. This project will bring additional pedestrian and vehicular traffic to the Downtown. The facility is also designed for future expansion, which may bring additional traffic to the Downtown. Two other proposed regional draw

projects less than ¼ from the station site are in the planning/proposal stage and will have impacts to parking in the area. Therefore, the proposed planning efforts and current developments will have immediate near term effects to traffic volumes and parking, and should analyzed accordingly. The City believes the impact on traffic to Bellflower Blvd will require the station and the track to be elevated.

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

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

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

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



BIKE STATION, BIKE SHARE, AND RELATED FACILITIES

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

PRESERVATION OF LOCAL AMENITIES AND LANDMARKS

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

STATION LOCATION AND CONSTRUCTION STAGING AREA

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

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

FLEXIBILITY IN LOCAL MATCHING FUNDS

It is understood that the City of Bellflower will be expected to show/provide a 3% local agency match and that the guidelines for what qualifies as part of the 3% match have not yet been detailed. The City believes that Metro should be flexible in its interpretation of what expenditures qualify for the local 3% matching funds and when those expenditures occurred. The City recognizes that the goals are to reduce vehicle traffic and encourage use of the rail system. With that being said, there are many means and paths to achieve that end. The City believes that local expenditures for parking near the station (whether or not

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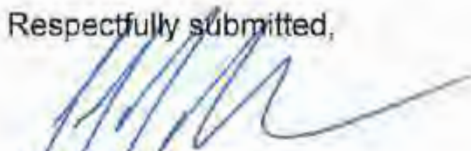
specifically designed for station use), costs for construction and maintenance of specific first/last mile systems (bus, bicycle, pedestrian) designed to encourage use of the rail system should be considered eligible as part of the required match.

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

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

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

Respectfully submitted,



Jeffrey L. Stewart
City Manager

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

Copies: Bellflower City Council
Eco-Rapid Board of Directors

CITY OF BELLFLOWER

RESOLUTION NO. 17-33

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

THE CITY COUNCIL RESOLVES AS FOLLOWS:

SECTION 1. The City Council finds as follows:

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

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

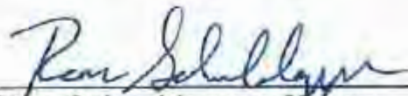
SECTION 3. If any part of this Resolution or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Resolution are severable.

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

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

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

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




Ron Schnablegger, Mayor

ATTEST:



Mayra Ochiqui, City Clerk

APPROVED AS TO FORM:



Karl H. Berger, City Attorney

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

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

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

NOT PARTICIPATING: Council Member – Mayor Schnablegger

Dated: June 27, 2017



Mayra Ochiqui, City Clerk
City of Bellflower, California

(SEAL)



Eco-Rapid Transit, formerly known as the Orangevale 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 density in Southern California. The Authority is composed of the following public agencies:

July 31, 2017

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

Re: Potential Bellflower Rail Maintenance Facility

Dear Ms. Pan: *Fanny*

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

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

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

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

We look forward to your response.

Sincerely,

Michael R. Kodama
Executive Director, Eco-Rapid Transit

- City of Artesia
- City of Bell
- City of Bell Gardens
- City of Bellflower
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of South Gate
- City of Vernon
- Burbank-Glendale-Pasadena Airport Authority
- Chair
- Zarah Shanyin
Council Member
City of Glendale
- Vice-Chair
- Pedro Acutano
Council Member
City of Bell Gardens
- Secretary
- Kerina Macias
Council Member
City of Huntington Park
- Treasurer
- Ali Sajad Taj
Mayor
City of Artesia
- Internal Auditor
- Cristian Marinovich
Council Member
City of Cudahy
- Executive Director
Michael R. Kodama
- General Counsel
Terese L. Highsmith
- Ex-Officio
Rene Bohadille
City Manager Representative



CITY ADMINISTRATION
4305 Santa Fe Avenue, Vernon, California 90058
Telephone (323) 583-8811

July 27, 2017

Phillip Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: West Santa Ana Branch Transit Corridor Scoping Period

Mr. Washington,

First, the City would like to thank your staff for taking the time to discuss with us the development of the Metro West Santa Ana Branch Transit Corridor. As of today, the City understands that Metro is currently evaluating four alignment options: the Pacific/Alameda, Pacific/Vignes, Alameda, and Alameda/Vignes alignment options.

At this time, it is difficult to ascertain whether there are any right-of-way acquisitions required for the Pacific Boulevard alignments. The City of Vernon prides itself on being one of the most business-friendly cities in California. The prospect of right-of-way acquisitions of private property is antithetical to the City's mission. We ask that you provide as much information as possible regarding right-of-way acquisitions as soon as possible so that the City can take these matters into consideration when deliberating which alignment provides the most benefit to the City. If right-of-way acquisitions of private property are unavoidable, we ask that Metro take every measure possible to minimize their impact on business operations. Extensive right-of-way acquisitions of private property, including temporary construction easements, may not be acceptable to the City.

Both the Pacific/Alameda and Pacific/Vignes alignments are proposed to be constructed at-grade south of Vernon Avenue. The City has always maintained that any light rail line constructed within City limits should be grade-separated. At least two reasons for doing so are described below:

- 1) The Vernon City Civic Center, which houses the City's Police Station and one of its Fire Stations, is located approximately 700 feet east of the two Pacific alignments (the BNSF Railroad right-of-way which parallels Santa Fe Avenue). While the City of

Exclusively Industrial

Vernon sees many benefits to this alignment, the City is concerned about the alignment's adverse effect on public safety response times. The City was advised that the light rail line would operate on five-minute headways in each direction during peak periods. The railroad safety gates would be down approximately 40 seconds during each train crossing. Based on this information, during peak periods, the gate could be down blocking traffic up to 25% of the time. The City's Public Safety departments pride themselves on the short emergency response times they are able to provide to the citizens of Vernon. Since the light rail line is not proposed to be grade-separated along Pacific Boulevard, it may impact their response times potentially putting our citizens and business community at risk.

- 2) Vernon is unlike any other community in the county. The City is made up almost exclusively of industrial, commercial, distribution, and trucking firms. Its close proximity to four major freeways is a key reason why so many distribution and trucking firms choose to locate their businesses here. While the light rail line will serve the community by providing an alternative mode of transportation for many Vernon businesses' employees, an at-grade light rail line will significantly impede the movement of freight through our City and, as a result, the region as a whole.

Large truck access is needed for virtually every business in Vernon including those along Pacific Boulevard. Most properties along Pacific Boulevard are only accessible from Pacific Boulevard. While Pacific Boulevard has sufficient width to accommodate the light rail line, an at-grade line proposes to eliminate left-turn movements along this street. Due to the large percentage of heavy vehicle traffic, U-turns are prohibited at most intersections within the City. As a result, these turning movements are vital to the City's circulation system along Pacific Boulevard and will have a tremendous negative impact on the businesses along the street. Poor access to these properties as a result of the light rail line may in turn reduce property values. The elimination of left-turn movements along Pacific Boulevard would be unacceptable to both the City and the businesses whose points of ingress and egress are located along Pacific Boulevard.

Additionally, it should be noted that 2% of the average roadway's traffic consists of heavy vehicles. The percentage of heavy vehicles on the typical Vernon street is approximately 20%. The deleterious environmental impacts associated with any delays to traffic and circuitous routes created by the elimination of left-turn movements along Pacific Boulevard would be magnified by the presence of such a large number of heavy vehicles.

A grade-separated alignment through the City would mitigate many of these concerns and we ask Metro to give careful consideration to implement such an alignment. It is not entirely clear from the Measure M Final Guidelines if a grade-separated alignment through the City would be considered a "betterment" as defined by the guidelines by Metro. It should be clear that we at the City do not consider a grade-separated alignment through the City as a "betterment" as defined by the Measure M Final Guidelines, but rather the *bare minimum* that must be done to avoid negative impacts on the City and its nearly 1,800 businesses. Along those lines, the City believes

that its 3% Local Contribution should be based on the cost of an at-grade alignment, as we do not believe the City should be financially responsible for mitigating the negative impacts a project would have on the City.

As the Pacific Boulevard alignment of the light rail line travels north of the City it transitions onto Santa Fe Avenue. Santa Fe Avenue has very high traffic volumes and serves as one of the primary arteries from Vernon to the State's freeway system. While the light rail line is proposed to be elevated through this section, at one point it must transition to run at-grade before transitioning below-grade. This transition is currently being proposed near the on- and off-ramps for the I-10 freeway. Neither the elimination of left-turns movements off and onto the I-10 nor the elimination of through lanes is an acceptable option on Santa Fe Avenue. Delays associated with the light rail line near these on- and off-ramps, both during and after construction, would impact the movement of goods throughout the entire region. The City anticipates that the traffic impact during construction will significantly diminish the level of service of Santa Fe Avenue. During peak periods the roadway already performs poorly with long queues occurring at many intersections. Construction along Santa Fe Avenue would only exacerbate this situation. Metro must study the traffic impact along this roadway, especially with respect to its impact on public safety response times.

The BNSF Harbor Subdivision rail corridor that will be utilized for the Pacific Boulevard alignments currently provides freight rail service to businesses in Vernon. We understand that Metro is currently proposing to grade-separate the line along this portion of the corridor, but it remains to be seen if doing so will have an impact on the movement of freight underneath. Metro should conduct a comprehensive study to fully understand if any properties will have their rail service totally eliminated. Abandonment of freight service as a part of this project could potentially negatively impact property values in Vernon and could cause certain businesses to leave or incur great costs to transport the materials by truck to their site if they cannot be provided rail service. In addition, any interruption to freight service during construction must be carefully coordinated with BNSF and their customers along this segment. Please note that trains along this segment of the Harbor Subdivision have a tendency to stop on Pacific Boulevard, causing extended delays to traffic along Pacific Boulevard as well as at the nearby Santa Fe Avenue/Pacific Boulevard intersection. Any aspects of the project that would cause further traffic delays, both during and after construction, would compound an already poor traffic situation and would be unacceptable to the City.

The City understands that Metro has a Grade Crossing Safety Policy and that an Initial Screening of the Pacific Boulevard/Slauson Avenue intersection suggested an at-grade crossing was possible. While not within City limits, delays at this intersection would have a chain reaction effect on several intersections through the City. We ask that Metro consider maintaining light rail alignment grade-separation at this intersection.

If an above-grade alignment through the City were selected, the City is concerned about the possibility of the transient population taking shelter underneath such structures. Metro should design the corridor to mitigate against such a possibility.

The City understands that Metro has established a Business Interruption Fund for businesses affected by the construction of projects elsewhere in the County. We urge you to establish such a fund for this project as well. Vernon's proximity to major transportation corridors appeals to many businesses and is one of the City's key selling points in attracting new businesses. Due to the size of the businesses in Vernon as well as the large amount of traffic coming into and through the City, traffic delays associated with the construction of the project could possibly result in revenue losses greater than what Metro has seen in previous projects.

The City of Vernon is home to nearly 1,800 businesses that employ nearly 55,000 people. The City can foresee a future where the station in Vernon or along the Blue line alignment acts as a transportation hub that is serviced by a bus route that circulates throughout the City. The City believes Metro should study as part of this EIR how bus service from the stations could be improved to serve our community.

As you may know, the City of Vernon offers utilities to its businesses via its Public Utilities Department. The rates it offers are some of the most competitive in the state. Should the final alignment go through the City, the City would like to work with Metro to provide power to the new light rail line. We believe such an arrangement would be mutually beneficial and would exemplify the level of partnership that is possible between Metro and local cities.

Without knowing the full scope of impacts of the project, the City feels that it is premature to offer an opinion on a preferred alignment. We would like to review the draft Environmental Impact Report before selecting a preferred alignment.

Once again, we appreciate the time you and your staff have devoted to working with the City thus far and we look forward to working with you moving forward.

Sincerely,



Melissa Ybarra
Mayor

cc: Fanny Pan, Metro, West Santa Ana Branch Corridor Project Manager
Michael Kodama, Eco-Rapid Transit, Executive Director



City of Downey

August 2, 2017

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

Via email: wsab@metro.net

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

Dear Ms. Pan:

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

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

Aesthetics

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

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

Future Unlimited

CIVIC CENTER
11111 BROOKSHIRE AVE.
PO BOX 7016
DOWNEY, CALIFORNIA
90241-7016
562-869-7331
www.downeyca.org

LIBRARY
11121 BROOKSHIRE AVE.
DOWNEY, CALIFORNIA
90241-7016
562-904-7350
www.downeylibrary.org

POLICE DEPARTMENT
10911 BROOKSHIRE AVE.
PO BOX 7016
DOWNEY, CALIFORNIA
90241-7016
562-861-0771

PARKS & RECREATION
7850 QUILL DR.
DOWNEY, CALIFORNIA
90242
562-904-7238

UTILITIES DIVISION
9252 STEWART & GRAY RD.
DOWNEY, CALIFORNIA
90241-7015
562-904-7202

MAINTENANCE SERVICES
12324 BELLFLOWER BLVD.
DOWNEY, CALIFORNIA
90242
562-904-7194

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

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

Air Quality

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

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

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

Cultural Resources

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

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

Hazards and Hazardous Material

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

Hydrology and Water Quality

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

Noise

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

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

Public Service

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

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

Transportation/Traffic

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

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

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

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

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

Economic Impacts on Existing Businesses

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

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

Maintenance Facility

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

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

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

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

Sincerely,

A handwritten signature in blue ink, consisting of a stylized cursive name followed by a sharp upward-pointing triangle.

David Blumenthal
City Planner



City of South Gate

8850 CALIFORNIA AVENUE + SOUTH GATE, CA 90280 + (323) 357-9887
FAX (323) 563-9872

ARTURO CERVANTES, P.E.
DIRECTOR OF PUBLIC WORKS
CITY ENGINEER

August 3, 2017

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

RE: Scoping Comments for the West Santa Ana Branch Transit Corridor Project EIS/EIR

Dear Ms. Pan:

Thank you for this opportunity to provide comments related to the Notice of Preparation and public scoping for the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project. Based on our review of the scoping documents and understanding of the proposed project alignment concept, we are requesting the following potential impacts be considered and analyzed in the EIS/EIR.

Project Concept

1. **Proposed Maintenance Yard:** The maintenance facility is critical to the operations of the transit system. A feasibility study was conducted to try and identify potential sites. Eco-rapid Transit commissioned AECOM to prepare report, dated June 14, 2017, which recommended that 41 acres located east of the I-710 Freeway in the City of South Gate (Option 17B) be acquired and developed into a light rail transit maintenance yard for the West Santa Ana Branch transit line. This area is comprised of industrial businesses that are longstanding, valued members of the South Gate community. These businesses are also significant employers of residents in South Gate as well as those in surrounding communities. The loss of these companies would conflict with the City's goal of reducing the City's 5% unemployment rate, which is higher than the unemployment rates of Los Angeles County and the State of California. Furthermore, a large portion of the recommended area is owned by the City of South Gate and leased to an existing landscaping waste recycling business, Universal Waste Systems. The lease to Universal Waste Systems of the 14.6 acre site extends to 2028, with possible extensions of up to 10 additional years, and is a significant revenue generator for the City. In order to preserve the existing businesses, jobs and revenue produced by businesses in this area, the City of South Gate opposes the acquisition and development of this area as a light rail transit maintenance yard for the West Santa Ana Branch transit line. Therefore, South Gate Site (Option 17B) should be removed from consideration as a possible light rail maintenance yard site. Also, the City of South Gate will not support the use of eminent domain powers to acquire a potential site (See Comment 6). The consultant team should look at other sites and try and refine potential alternatives.

2. **Proposed Crossings at Garfield Avenue and Imperial Highway:** In the current project concept, at-grade crossings are proposed at the north-south arterial of Garfield Avenue and at the east-west arterial of Imperial Highway. Due to the close proximity of these arterials along the alignment, crossings at these locations would require simultaneous closure of both streets to traffic operations, causing significant interruption to traffic flow and adjacent intersection operations. These concerns are exacerbated during peak travel periods where vehicle queuing from the intersection may extend to the crossing on both Imperial Highway and Garfield Avenue. To mitigate these conditions, we request that an aerial crossing for both Garfield Avenue and Imperial Highway be considered and analyzed as an alternative alignment in the City. Some discussion regarding the frequency of crossings that will be anticipated during operation will be helpful to assess the impacts upon the intersection and other City facilities along the alignment.

There needs to be a careful examination of creating an alignment profile that can accommodate the estimate ridership and maintain or mitigate impacts on community character. The alignment profile chosen to accommodate demand may include significant grade separated crossings and grade separated segments. Both elevated track as well as trenched or cut and cover profiles should be examined to integrate the alignment into the built environment. Most of the PEROW runs through low profile built-out urban environments where an aerial structure might impact the community aesthetic as well as create privacy issues for backyards and windows that are immediately adjacent to the ROW. At-grade or elevated structures potentially may divide communities through the creation of barriers. In addition to considering all potential project profiles to minimize community separation; the use of landscaping and screening, pedestrian pathways and bike trails may mitigate this effect.

3. **Project Alternatives:** Each station area in the WSAB corridor is unique. The communities they serve vary greatly. The communities have grown from farm lands and dairies to industrial centers, residential communities with close knit neighborhoods. Almost each neighborhood represents a different era; cultural background and each has developed cultural centers; significant buildings, historic shopping district and neighborhoods that will be affected by the transit line. A thorough analysis of the project alternatives, alignment profiles and design elements relative to potential effects on individual communities must be done using criteria from the FHWA *Community Impact Assessment* guide.

The analysis of the project alternatives and design options relative to potential effects on individual communities includes a combination of several social and psychological criteria:

- Changes in population-whether the project will cause redistribution, an influx, or loss of population;
- Community cohesion and interaction-the degree of attraction among the parts of a neighborhood (i.e., individual groups and institutions). In addition, cohesion relates to the level of interaction and interdependence present within a community;
- Isolation-whether people of a community will be separated or set apart from others;
- Social values-whether the project will cause a change in social values; and
- Quality of life-what is the perceived impact on quality of life.

The analysis should help determine the potential effects of each project alternative, alignment profile and design option, as well as the proposed maintenance and operations facility on the social and psychological aspects of the local established communities.

Land Use and Development

4. Compatibility with City's Land Use and Development Plans: Three of the planned light rail stations (LRT) are located within or near the City's recently adopted Gateway District Specific Plan (which includes the Firestone station) or the Hollydale Area Specific Plan (which includes the Gardendale station on the north boundary and the I-105/Green Line station located just outside of the plan boundary in the City of Downey). These City-initiated plans were developed to guide the future redevelopment of a model mixed-use, pedestrian- and transit-oriented community, based on planned future transit service to these areas. Hence, we request that analyses of these future LRT Stations within the EIS/EIR consider and support the framework of these comprehensive specific plan documents. Both of these specific plans are further supported by the City's 2035 General Plan that will enhance multi-modal access and increase future development opportunities to other parts of the city. For your convenience, both Specific Plan documents and the General Plan are available on the City's website at the following link: <http://www.cityofsouthgate.org/185/Planning>.

Building on the unique characteristic of each station, each station needs to be analyzed by potential use as neighborhood stations or destination or transfer station. The land uses, market/development potential is impacted by the location and configuration of the station at a particular site. Placement of the station within the proposed site, impacts potential joint development opportunities, station safety, ridership and use. Underground station provides more opportunity for development. An at grade station, may provide possibilities of integration into new development. An elevated station limits connectivity to development, unless designed to allow for development adjacent to and/or under station structure. We ask that station area TOD plans and development plans for the jurisdiction be taken into account with the development of each station.

Perform an analysis of the underlying transit system and a bus restructuring plan for serving the stations to help determine the rail/bus interface at each station.

Additionally, the City has several development projects that will be affected by the alignment which include the Urban Orchard, a linear park proposed along the east side of the Los Angeles River and a recently approved 244-unit apartment project at Garfield Avenue and Imperial Highway. The City would like to include these projects in the environmental analysis to address any impacts associated with any environmental effects caused by the project (i.e., noise, traffic, pedestrian access, etc.). Please contact the City's Community Development Department at (323) 563-9529 for further project information.

5. Consistency with Other Regional Projects: Presently, the City is engaged in the planning stages of several regionally significant projects within the vicinity of the alignment. Implementation of these regional projects may have significant impacts to the community in future years and should be addressed and analyzed in the EIS/EIR as to whether such impacts in concert with the project may have cumulative, temporary or long term impacts. The projects currently in the planning process would include the I-710 Corridor Realignment, the Los Angeles River Revitalization, and the Metro Regional

Bike Network. Due to the relative proximity of these projects to the alignment, impacts to local businesses and residents as well as accommodating multi-modal access should be considered including an evaluation of an aerial alignment as an alternative.

6. **Eminent Domain:** As stated above, the City will not support the use of eminent domain powers on any properties located within the city. Any proposed property acquisitions must include feasible alternatives and meet the full review by the City and its staff and satisfy all regulatory requirements before such acquisitions may begin negotiations with affected property owner(s).

7. **Other Land Use Impacts:** We are particularly interested in the potential impacts from the possible alignment profiles that may be considered for the project and any physical barriers that may result from at-grade, below grade or elevated structures and crossings.

There have been many studies and transit oriented development plans done in preparation for the integration of this rail line into the land use and economic fabric of the twelve host cities; these plans will help guide development and may influence the design of the project. Thus, close coordination between the environmental inquiry and the Transit Oriented Community study is necessary. Key assumptions regarding the project's cost, scope and schedule that may emerge from the environmental review process should be aligned with the TOC scope as the planning and implementation of viable transit oriented developments necessarily pivots on the scope and timing of the transit investment.

Many existing right-of-ways (ROW) being proposed for use do not currently physically divide the communities in which they are located. Any changes in elevations, both above or subterranean, must be analyzed based on whether the new crossings physically divide an established community. When a change in elevation is being proposed, the analysis should include a comparison between the existing condition of the ROW crossing(s) and the proposed improvements. Significant impacts in this area should not be included in overriding considerations but should be mitigated to fullest extent possible.

In addition to coordination and collaboration with the TOC effort the environmental inquiry shall build upon the framework developed in the WSAB Sustainable Transit Corridor – Phase 1 Near-term Agreement regarding pre-development Transit-oriented Communities. Examination of environmental impacts shall be coordinated with the preparation of the Project and complement the recommendations and findings from all prior studies including the WSAB TOD Guidelines; Caltrans Environmental Justice Assessment, South Gate Station Conceptual Plan, Bellflower Mixed Use Zone Plan, Cerritos Station TOD District, Huntington Park Focused General Plan Update; Rancho Los Amigos South Campus Specific Plan; Bellflower Station Specific Plan; Artesia International Downtown Specific Plan; AECOM Land Use Studies located in Cudahy, Downey, South Gate, and Huntington Park; Conceptual Land Use Planning Studies for stations in Cerritos, South Gate, and Paramount; and Visioning Planning Studies for the City of Vernon Station.

The development potential and accompanying ridership inducing impacts needs to be incorporated into the environmental impact and project design. There will be a much wanted and needed symbiotic relationship between the introduction of rail service and increased development. We anticipate that the growth-inducing impacts of high-quality transit service will require special attention.

Community and Neighborhood Impacts

8. **Parking and Access:** The City has several planned Class I and II bike facilities to build out its bicycle network. However, the City would like Metro to consider construction of a proposed Class I bike path that would be contiguous to the proposed alignment to supplement the build out of the City's bike network. Such a bike facility would offer greater options for multi-modal access between the three stations while promoting greater transit access from the LA River as well as providing a more safe and convenient access from different parts of the City to the new stations. This additional bike path would help solve critical first and last mile issues for transit users who are more likely to use pedestrian and bike access and thereby reduce parking demand at LRT stations.

The WSAB project, where it has an exclusive alignment needs to consider the addition of a Class I bike lane wherever feasible. There is currently a class I in Bellflower and another planned in the City of Paramount and Artesia along with a number of regional bike projects currently underway. Active Transportation facilities need to be planned within or adjacent to the alignment wherever feasible. The Gateway Cities Strategic Transportation Plan Active Transportation element should be integral to the planning for any facility.

To minimize impacts to the surrounding communities within the vicinity of the proposed stations, the City is concerned that adequate infrastructure facilities for parking and pedestrian/bike access will be sufficient to support future transit demand at the new stations. As such, please include bike sharing program/facilities and other TDM type improvements (bike lockers, bike racks, information kiosks, etc.) to support future multi-modal access to these stations.

Station locations and station access including first/last mile considerations and their impact to the built environment and potential for development. The WSAB differs from other lines in that most station areas have development plans associated with them that were developed with the TOD and TOC planning efforts. The environmental review should include these city plans to the greatest extent possible.

Follow Metro Board direction, Eco-Rapid Transit Guidelines and city specific plans, safe and accessible first/last mile routes need to be studied and implemented as part of the station area construction.

There are opportunities for shared transit/commercial parking and other first/last mile improvements. We would like to see plans that include ride-share or car-share into station area environments as well as bike stations and opportunities for shared ride drop off. Station areas should also be planned with personal electric vehicles in mind (bicycles, Segways, skateboards) as well as traditional active transportation modes.

Wayfinding to and from the station areas must be incorporated into the station area plans. We must not assume that people will be using their smartphones to orient and navigate themselves.

The issues raised in this section have the potential to create significant impacts in Air Quality, Land Use and Planning, and Public Services and must be analyzed.

Eco-Rapid Transit has already established the principle of comprehensive on-street and off-street parking policies which support transit oriented development and the use of parking demand, location, time, price and supply parking management strategies. The parking program needs to be developed in partnership with the local communities in the corridor, supporting local economic development opportunities while protecting existing residential neighborhoods that are adjacent to the proposed station areas. This policy must be taken into account when analyzing potential effects in Land Use and Planning and Parking.

9. Residential Impacts: Although the project will affect mostly industrial areas of the city, there are sensitive uses along the alignment that consist mostly of single-family homes. The City would like to emphasize that noise/vibration and lighting/glare impacts resulting from the alignment including any alternative alignment must be analyzed and determine what if any mitigations may be necessary to reduce such impacts to less than significant levels.

With a total of seven planned crossings in the City, four of those crossing will be located near or adjacent to residential uses. If feasible, the City would like to establish "Quiet Zones" to minimize intrusive alarms adjacent to residential uses. The noise analysis should consider all feasible options that would ensure the safety of pedestrian and vehicle traffic at crossings while also minimizing the use of loud and intrusive alarms that may unduly disturb the peace and well-being of adjacent residences.

10. Contaminated Sites: Within the vicinity of the project, three superfund sites are located on or near the alignment and are identified as Cooper Drum, Jervis Webb and Southern Avenue Industrial Area. These superfund sites are located mostly in the industrial area east of Atlantic Avenue, south of Firestone Boulevard and west of the Los Angeles River, encompassing an area of approximately 10 acres. All sites are currently administered by the USEPA and have undergone investigation and/or have completed limited remediation. For further information, please contact Ms. Karen Jurist, (415) 972-3219 or Jurist.Karen@epa.gov.
11. Public Outreach: As part of the community outreach program to inform and educate residents and businesses in the community, the City would prefer that such efforts will be bilingual to reach the widest audience as possible in all media communication. Similarly, it has been our experience that presentation renderings supplemented with physical models has been the most effective communication tool to convey the project intent based on previous outreach efforts performed on past City projects.
12. Historic/Cultural Resources: We request that close attention be made to historic and cultural resources located along the alignment. Both the San Pedro Branch and the Pacific Electric ROW (PEROW or Red Cars) were active rail lines for decades. As such it passed in close proximity to many historic and cultural resources in the communities it traverses, such as the Bellflower Train Station. Additionally, as the line leaves the PEROW it follows a rail spur that also goes by historic and cultural resources in South Gate, Cudahy, Huntington Park, Bell, Bell Gardens, and Vernon.
13. Schools: The City request that Metro coordinate with all local schools including LAUSD regarding which of their schools or facilities will be impacted by implementation of the project for both construction and operation. Such outreach efforts will help minimize any inconvenience to students, parents and staff.

14. **Air Quality:** Many cities located along the alignment of the proposed project and project activities are environmental justice areas as defined by the EPA and other policy documents. Therefore, AQMD standards alone should not be used when determining air quality impacts. Any increase in the degradation of air quality should be considered significant and mitigations should be considered to address environmental effects that return the air quality to the baseline, or better, number of particulates. Additionally, air quality measurements should be taken in all areas within the proposed alignment study area and not just adjacent to the ROW. Further, analysis on the potential effect on low income and minority communities must be taken into consideration in the analysis.
15. **Noise:** The WSAB will be integrated into a built-out urban environment. In many cases the alignment abuts or is within close proximity to sensitive receptors such as residential or educational uses. Special attention must be paid to mitigating any potential adverse impacts associated with potential noise from the alignment as well as the noise potential generated by the different alignment profiles, the train running on steel rails and warning devices that are associated with each profile crossing, such as wayside bells, train gongs and other CPUC required devices.

The proposed alignment traverses a variety of noise environments included environments already impacted by traffic and freeway noise. There are areas where freight trains currently operate - although infrequently. We ask that noise studies be conducted that evaluate day and night time ambient noise levels and predict the impact of at-grade and elevated alignment profiles as well as the crossing warning systems associated with each. There can be acute differentials between day and night noise levels through most of the WSAB communities and detailed analysis will help identify potential impacts and help formulate mitigations. The environmental documents should include evaluations of noise attenuating barriers, landscaping and rail dampening technology to address potential noise impacts. Given the proximity of the line to residential, schools, some business, industrial and other sensitive receptors, vibration studies should be conducted to identify impacts and suggest appropriate mitigation.

There are numerous church run or other private schools/daycare/preschools located within a ½ mile of the alignment, these uses may or may not be indicated on land use maps due to their secondary, yet permitted, land use status— these uses should be identified for safety, air quality, and noise consideration. Sound walls with attenuation may be required for these existing facilities. Within the City of South Gate, there are several LAUSD facilities which include three elementary schools, two middle schools and one high school located within approximately one half mile from the alignment. However, these facilities are not inclusive of private schools that may be located within proximity to the alignment.

Safety

16. **Safety and Security:** Specifically, the City has safety concerns regarding the operation of the crossings for pedestrians and cyclists, particularly for students where such crossings are located along existing Safe Routes to School. Need to identify various safety measures that will be employed at each crossing location and provide outreach to schools and the local community to address safety issues including potential traffic and environmental impacts associated with construction and transit operation. In regards to the proposed stations, what security features will be provided to ensure the safety of the

public and the security of the transit facilities (i.e., surveillance video, station lighting/fencing, call boxes, etc.)? Will additional local police enforcement presence be required at the LRT stations?

One of the biggest perceived and real impediments to transit utilization is safety and security. Access to station areas, security monitoring and lighting help to ensure rider safety and encourage transit usage and mitigate potential negative impacts. Additionally, we cannot stress that identification of pathways to schools and other activities centers are a huge safety concern. It is critical that an individual can leave the station area and safely walk to the surrounding neighborhood, or other transit modes.

We ask that the consultant team meet with each jurisdiction to identify safety concerns beyond traffic queuing such as the potential for "gate drive-arounds" with diagonal crossings, pathways to school, school access, truck traffic/truck access to driveways near the alignment. Potential grade separations should include analysis of below-grade options as well as aerial configurations.

Transportation Impacts

17. Other Traffic Issues: To accommodate the project, existing transportation facilities will need to be modified or maintained to support the additional demand on these facilities such as signal preemption at crossings or additional repaving/resurfacing on roadways to support the increased travel demand near LRT stations or along other roadway segments. Will these local implementation efforts be subsidized with future funding from Metro?

Congestion impacts at proposed rail crossings of the streets – The analysis has to provide current traffic counts (i.e., no more than two years old) and project the future traffic to the year expected to be the opening date of operations (i.e., 2026). Traffic counts shall be reported for the am and pm peak hours as well as daily traffic. Traffic counts shall report truck movements separately as well as automobile movements. The congestion analysis shall be consistent with operation methods described in the most current edition of the Transportation Research Board (TRB) Highway Capacity Manual (HCM6, 2016 Edition). Arterials with major truck movements have different traffic flow characteristics affecting rail operations and capacity evaluation. Significant impacts must be evaluated according to local jurisdiction levels of thresholds.

Traffic impacts need to be evaluated based upon projected rail crossing arm operations and deployment – There are a number of crossings of the proposed rail project that operate on the diagonal of the local street system — sometimes diagonally across an intersection and sometimes across very closely spaced intersections. Traffic safety mandates that the rail crossing arms be modified from standard practice to account for these unusual intersections and thus the amount of time traffic signals can devote to the movements of competing automobiles and trucks.

Grade separation of the rail system over arterials needs to consider unique characteristic of the WSAB corridor – The current Metro Grade Separation policy was adopted by the Metro Board in December 2003. This policy is very considerate of a multitude of impacts in determining final recommendations for grade separation. The scope of the DEIR and must collect data to feed into that consideration. Important unique characteristics that must be noted include the large proportion of truck movements as well as the historical

vehicle and pedestrian crash data in the corridor. Also of importance is the increase in bicycle traffic due to existing and planned bikeways along the across the corridor.

Industrial site access - Since this is generally an industrial area, looking at the traffic impacts at intersections alone, is not enough. There is a need to evaluate truck traffic impacts along the streets that are heavily industrial and receive major truck pick up and drop off during train operating hours. Adjacent commercial and residential areas must also have streets analyzed to ensure that re-routed truck traffic does not impact businesses nor end up on residential streets that do not have the capacity to be collector streets or secondary highways.

Bus operations - Low/moderate income population in this corridor are more likely to be transit dependent. There are numerous bus routes that serve and transverse the corridor. These bus routes need to be integrated into the regional rail system through a rail bus interface program. Analysis must occur to assess impact and potential route disruption during construction and transit operations. The plan must include what will be built to create safe passage for transit patrons and pedestrians during construction as well as between the buses and the trains?

Transit impacts on truck traffic and freeway access - There are a number of instances where the transit corridor coincides with Freeway access routes that are heavily relied upon by rail. Atlantic Boulevard in the South Gate/Cudahy area and Randolph/Pacific in Huntington Park are good examples of potential conflicts.

Spur Line Access: Currently, there are several businesses in the City that maintain a spur line access as part of their business operation. Ensure that these spur lines continue to operate with project implementation. These rail spurs must be identified clearly to document conflicts and incorporate necessary design improvements for traffic mitigation.

Construction Impacts

18. **Construction Impacts:** Project construction will require review and coordination with the City to minimize impacts to residents and businesses. Discuss how outreach efforts will be implemented for the different phases of construction. Some of the critical issues to be addressed as part of the construction mitigation plans include traffic impacts, staging areas, and potential impacts to residences and local businesses (such as parking, access, and noise/dust abatement).

Economic Impacts

19. **Economic Analysis.** An economic analysis should be performed to document potential adverse fiscal impacts to local businesses as a result of construction activities and, conversely, discuss any associated benefits leading to future economic activity resulting from TOD development and increased business activities.

The WSAB project traverses the subregion of Los Angeles County known as the Gateway Cities with the exception of the City of Los Angeles. The Gateway Cities Region has a higher percentage of low-income households compared to the County and

the State. Almost 50% of the Gateway Cities Region population earned less than \$50,000 in household income, and about two-thirds of the Gateway Cities Region's household incomes totaled less than \$75,000. Only 21% of the households earned more than \$100,000 in the Gateway Cities Region compared to 29% households in California. In 2013, median household income for California was \$61,094 and \$55,909 for LA County. The Gateway Cities Region exhibits a wide range of household incomes from a low of \$32,188 in Vernon, \$35,985 in Bell to a high of \$89,594 in Cerritos. Twenty of the 27 cities in the Gateway Cities Region had their household income well below the state level. Clearly, there is a huge income disparity between the Gateway Cities Region and California.

Income inequity is further exacerbated by the lack of quality, rapid transit. Commute to work pattern for the Region's workers is different from the County. In 2013, approximately 87% of the working population over 16 years of age in the Gateway Cities Region reported to either driving alone or carpooling, compared to 83% in LA County and 5% in California. The proportion of workers taking public transportation to work was lower in the Gateway Cities Region, 6.1%, compared to 7.0% for the County. Fewer households in the Gateway Cities Region had no vehicle available when compared to the County. The proportion of households with one or two vehicles available in the Region is less than the County average. However, 38.2% of the households in the Region had three or more vehicles available, significantly higher than the County average of 33.7%. Although lower household incomes are strongly correlated with fewer vehicles per household, other factors such as the size of the household and transit availability affect vehicle ownership. Many of the communities along the transit line are single family neighborhoods. However, these neighborhoods also consist of some of the most densely populated areas in the state due to a different family living in each room of every home. The potential increased value of the land around the station may change the economic dynamics of the area and displace a number of these very low-income families. This potential impact for inducing overcrowding should be examined as an environmental impact with project implementation.

In any area of environmental review, should it be found that the proposed project has an environmental effect which will cause substantial adverse effects on human beings, either directly or indirectly, financial feasibility should not be used as the only factor to eliminate potential mitigations. This is because the proposed project and actions needed to construct the proposed project have the possibility of a disproportionately high and adverse effect on low income or minority populations.

Economic analysis should be done to determine the impact of introducing this important link to the regional transportation system providing southeast LA County residents an alternative to multiple auto ownership. The impact of phasing the line should be analyzed as well.

For the property owners, their land may become more valuable and would be interested in either redeveloping their land to increase their density/income or selling to a developer or Metro for fair market value. For the existing businesses, they may face displacement. Perceived increased value, could push the owners to charge higher rents to the local businesses and cause them to relocate or close. There have been a number of case studies on the above-mentioned impacts of new transit development. We ask that analysis be done to assess the potential impacts of the alignment on property values, employment creation/retention, and impact on property values in addition to exploring

the use of economic development strategies such as those that are being utilized with the Crenshaw/LAX project to assist local businesses,

Existing Business Improvement Districts (BIDS) and other economic development policies within individual cities must be considered, in the Land Use and Planning environmental analysis, as applicable land use policies where conflicts with the proposed project and project activities must be fully mitigated.

20. **Local Employment:** In order to support the local economy, the City recommend that Metro include a provision in its construction contracts to hire locally when possible.

The City of South Gate appreciates the opportunity to comment on the project. Should you have any questions regarding this letter, please do not hesitate to contact me at (323) 563-9512 or by email at acervantes@sogate.org.

Sincerely,

CITY OF SOUTH GATE



Arturo Cervantes, P.E.
Public Works Director/City Engineer

6/20/17



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

Re: COMMENTS West Santa Ana Branch Corridor

Dear Ms. Pan,

I am writing as the executive Director of Trails4All, a Southern California non-profit organization made up of recreational trail users (bicyclists, equestrians, hikers/walkers and trail runners, where I serve as an appointed member of the Lower Los Angeles River Revitalization Plan (AB 530) Working Group. I am also writing as a concerned, nearby, homeowner.

I will note my comments accordingly.

First, representing Trails4All's position:

Trails4All identified this potential trail/bikeway REGIONAL corridor as part of our "Coyote Creek Trail" Master Plan Study a 2008. (<http://www.rmc.ca.gov/plans/bikeway.html>) It can provide a regional link between Orange and LA Counties and identified as part of the "OC Loop". We would hope that the entire route might be designed as a "Rails WITH Trails" route.

The area that we are most concerned with is the parcel adjacent to the Los Angeles River Trail & Bikeway in the City of Paramount, extending eastward to Garfield Avenue.

I attended your first scoping meeting in Bellflower and, based upon the presentation and materials, and reviewing the maps with staff, it appears that the proposed route will turn north at the UP "Harbor Line". If that plan is followed, any stations east of Garfield Ave. and/or north of the 105 Freeway would have minimal impact on the LA River Bikeway or Multi-Use Trail. **However**, if plans were to change (as they often do) and a station is planned, or tracks extended, to the west side of Garfield Ave. and south of the 105 Freeway, it would have a huge negative impact on future gateway, trailhead and habitat restoration opportunities associated with our Lower Los Angeles River Revitalization Plan (AB 530).

Next, speaking as a nearby homeowner:

I AM concerned about the "Park & Ride" lot that you show just north of Century Blvd,

The lot in question is in a narrow "industrial" strip, bounded to the north, west and south by single family residential.

The staff person whom I spoke with told me it would be a "very small lot", and that you were not expecting much traffic. As someone who occasionally uses the Green Line that runs along the 105 Freeway, I can state that the parking at Lakewood Station, from morning to mid-afternoon, is at capacity. Since it appears that this lot would serve both lines, I believe that our neighborhoods will be heavily impacted!

There would appear to be more room and better vehicle access (although a much longer walk) in the corridor east of Garfield and west of the "Harbor Line" switch.

Sincerely,

Jim Meyer.
 Executive Director.



METROLINK

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

One Gateway Plaza Twelfth Floor Los Angeles, CA 90012

metrolinktrains.com

July 7, 2017

Ms. Fanny Pan
Project Manager
Metro
One Gateway Plaza, Mail Stop: 99-22-4
Los Angeles, CA 90012

RE: Notice of Preparation (NOP) of a Draft Joint Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR) for the West Santa Ana Branch Project

Dear Ms. Pan:

The Southern California Regional Rail Authority (SCRRA) has received the above-noted NOP for the DEIS/DEIR on the West Santa Ana Branch project. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad that operates within your project limits. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

The northern terminus of the West Santa Ana Branch project ends at Los Angeles Union Station (LAUS). This station is currently owned by Metro and the tracks, signals and platform amenities are maintained under agreement by SCRRA. Metrolink (SCRRA) is a key stakeholder at Los Angeles Union Station (LAUS) and is a major regional transportation provider in Southern California. Amtrak passenger trains and Metro Gold Line also currently operate in and out of this station.

Union Station Impacts

SCRRA is especially interested in the full development of analysis in the following topic areas:

- Transportation impacts (both permanent and during construction) – including but not limited to system capacity, system travel time and delay, train operating efficiency, connectivity, and accessibility.
- Safety and Security impacts (both permanent and during construction) – including but not limited to access to platforms, infrastructure hardening and resilience, preservation of safe signaling and railroad operations
- Allocation of platforms with the future Link US run through track project and impacts to Metrolink service.

Scope of Northern Alignment Options / Study Area

It may be useful to add to the scope of the potential Northern Alignments some additional alignments that go directly to the heart of downtown Los Angeles (such as Pershing Square Station, potentially connecting to the Red/Purple Lines and eventually allowing for the possibility for further extensions to the west), from either the Alameda Avenue or Los Angeles River-adjacent corridors. Such additional alignments may not necessarily involve Union Station. The relevance of exploring such alignments are (1) to explore alternate means of accessing downtown Los Angeles if impacts to the now highly developed Arts District and Little Tokyo neighborhoods are difficult to resolve, (2) to avoid duplicating service in a manner redundant with regional rail service already with increasingly strengthening connections between the Gateway Cities area and Union Station and the San Fernando Valley via the LOSSAN corridor and Antelope Valley Lines, (3) to provide a new more direct connection between the southern Arts District and the Central City East area into the Historic Core of Los Angeles, and (4) to provide additional development opportunity and market access to the Central City East area.

Furthermore, the Purpose and Need of the EIR should focus on the need for connections between the communities articulated in the Project location and downtown Los Angeles in general without dictating a specific terminus in Union Station so as to be open to more direct connections to downtown Los Angeles, especially if the northern alignments are potentially contemplated in subsequent phases of the project.

In the evaluation of impacts, especially of cumulative transportation impacts, the project team should work closely with Metro's Regional Rail Department and with the Southern California Regional Rail Authority to understand the potential increases in train frequencies along the LOSSAN Corridor between the Gateway Cities and Union Station and Northern Los Angeles County (Santa Clarita and Antelope Valley).

Thanks again for providing us with the opportunity to comment on this important transportation project. We look forward to our continued participation with Metro on this important transportation project that will provide many benefits to the commuting public.

Should you have any questions, please feel free to contact me at (213) 452-0455 or via e-mail at diazr@scrra.net.

Sincerely,



Roderick Diaz
Director, Planning & Development

August 4, 2017

Fanny Pan
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012
RE: West Santa Ana Branch EIR Scoping Period Public Comment

Dear Fanny Pan,

My name is Dennis Kimura, and I am writing on behalf of Nishi Hongwanji Buddhist Temple, as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As an organization member in Little Tokyo, I strongly oppose all four options proposed by Metro for the route alternatives, as currently presented by Metro staff. I also urge Metro to provide the community with clearer information about the four proposed routes and their impacts on Little Tokyo. I request that Metro consider new alternatives that would not harm Little Tokyo – such as a fully underground route north of Interstate 10, the Santa Monica Freeway.

- The four options, as presented by Metro, are all unacceptable to the Little Tokyo Community
- We would only accept a subway. We oppose anything aerial or at-grade on Alameda and Vignes – anything that physically bisects and splits the Little Tokyo community is unacceptable.
 - Concerns with an aerial train on Alameda:
 - It would bisect the Little Tokyo community in half – effectively cutting little Tokyo into two, and separating everyone east of Alameda from the rest of Little Tokyo
 - It would result in visual, noise, and air quality impacts that cannot be mitigated through any efforts
 - It would result in greater traffic and congestion, as it would further limit available lanes on this highly utilized street, which is in particular a major thoroughfare for trucks
 - It would necessitate above ground construction throughout the entire duration of the WSAB construction period, which would heavily impact, disrupt, and devastate Little Tokyo and its businesses, residents, and religious institutions.
- Any option that utilizes Vignes should
 - Look into other options for which street it goes up (such as east of Center St.)
 - Avoid tunneling construction that impacts any Little Tokyo stakeholder (including but not limited to Maryknoll, Zenshuji, Fukui Mortuary, businesses on 1st street, and Nishi Hongwanji Buddhist Temple. For the latter, it is imperative that the tunnel boring machine not be inserted directly next to the Temple)
 - It is not possible to mitigate the sound and visual impacts of the construction and operation of a train emerging next to Fukui Mortuary. Given the destructive and disruptive impacts to this hundred-year old business, that again, are not able to be mitigated, any options that emerge on Vignes before
 - Explore different locations for the station – having a station at Third and Traction, for example, would greatly impact Maryknoll and Mura, and the community is opposed to any station that would have such an impact on our stakeholders
- No station at Third/Traction (which would be directly in front of Maryknoll, and also impact Mura)
- Mitigations that we want:
 - A Business Interruption Fund with the following improvements:
 - The current pilot of the Regional Connector BIF should be concretized into formal policy, and expanded so that it provides assistance to the entire Little Tokyo neighborhood.
 - This means the BIF would consider Little Tokyo as a contiguous, whole neighborhood, rather than a piecemeal approach made up of disconnected blocks. The “directly adjacent” approach of the Regional Connector BIF has rendered many of the small businesses in Little Tokyo ineligible to receive funding, despite being similarly impacted by street closures and construction.
 - This would also mean businesses in the neighborhood’s contiguous boundaries are able to apply during the entire duration of construction, starting from utility relocation until all street closures have finished.

- Money to continue the marketing of the Little Tokyo neighborhood – continuing the Go Little Tokyo program, which is currently subcontracted to CARS
- Money into a community fund to support Little Tokyo and mitigate the visual, noise, and air impacts
 - Especially if the line ends up being aerial, in which Metro will not be able to mitigate these impacts through other means.
- Legacy business fund – as a separate fund from the BIF, and supports the historic, legacy small businesses in Little Tokyo
- A small business incubator – given that the BIF is only for businesses that have been around for at least two years, and that the first few years for a business are the hardest, a Metro-funded small business incubator would increase retention for new small businesses.
- Continue and increase the budget for a LT small business counselor to support businesses before, during, and after construction with both Metro programs like the BIF and other forms of support
- Proper translation and interpretation for all meetings with the Little Tokyo community
- Ongoing frequent communication, coordination, and meetings with the Little Tokyo community
- Strong coordination and communication between overlapping MTA, city, regional, and development projects that all impact this area

Furthermore, I respectfully request that Metro pursue and study other alternatives that would not negatively impact the Little Tokyo community. I may be reached at dkimura3@hotmail.com for further questions. Thank you for your consideration.

Sincerely,

Dennis Kimura
dkimura3@hotmail.com
Los Angeles Hampa Hongwanji Buddhist Temple member

CC: Councilmember José Huizar, Council District 14
Shawn Kuk
Megan Teramoto
Ari Simon
Nate Hayward
County Supervisor Hilda Solis
Mayor Eric Garcettic
Congressmember Jimmy Gomez



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CHIEF EXECUTIVE OFFICE

Darrell Johnson
Chief Executive Officer

July 17, 2017

Ms. Fanny Pan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-2-4
Los Angeles, CA 90012

RE: Notice of Preparation of a Draft Joint Environmental Impact Statement/Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project

Dear Ms. Pan:

Thank you for providing the Orange County Transportation Authority (OCTA) with the opportunity to review the above referenced document. The following comments are provided for your consideration:

- OCTA owns most of the former Pacific Electric Right-of-Way (PE ROW) in Orange County and is preserving it for potential future transit projects. For example, OCTA is currently in the design phase to implement a streetcar project (OC Streetcar) within the cities of Garden Grove and Santa Ana. However, OCTA does not currently have any plans for transit improvements on the PE ROW north of Harbor Boulevard to the Orange/Los Angeles County border.
- In addition, OCTA has completed Districts 1 and 2 Bikeways Strategy, a consensus based long-range planning document, with input from all western Orange County cities. This document recommends an active transportation use (primarily off-street bike path) for the entire length of the PE ROW within Orange County, connecting the Santa Ana River and Coyote Creek.
- OCTA encourages close coordination with the Los Angeles County Metropolitan Transportation Authority on any project alternative(s) or alignment(s) that are proposed to terminate at or near the Orange/Los Angeles County border.

Throughout the development of this project, we encourage communication with OCTA on any matters discussed herein. If you have any questions or comments, please contact me at (714) 560-5907 or at dphu@octa.net.

Sincerely,

Dan Phu
Manager, Environmental Programs

DP:ja



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

**75 Hawthorne Street
San Francisco, CA 94105-3901**

August 4, 2017

Mr. Adam Stephenson
Transportation Program Specialist
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 440
Los Angeles, California 90017-5467

Subject: Scoping Comments for the Draft Environmental Impact Statement for the West Santa Ana Branch Transit Corridor, Los Angeles, California.

Dear Mr. Stephenson:

The United States Environmental Protection Agency (EPA) has reviewed the Federal Transit Administration (FTA) Notice of Intent to prepare a Draft Environmental Impact Statement (Draft EIS) with the Los Angeles County Metropolitan Transportation Authority (Metro) for the proposed West Santa Ana Branch Transit Corridor, a 20-mile light rail transit line connecting downtown Los Angeles to southeast Los Angeles County. Please consider the attached scoping comments when the Draft EIS is being prepared. EPA provides these comments pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

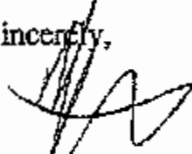
We also accept the invitation from FTA and Metro, sent on June 22, 2017 to become a "Participating Agency" (as defined in 23 USC 139). We look forward to working with FTA and Metro to ensure that early coordination procedures assist our agencies in meeting our statutory missions.

As a Participating Agency, we define EPA's role in the development of the project to include the following as they relate to our jurisdiction by law or areas of expertise:

- 1) Provide meaningful and early input on defining purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in alternatives analysis.
- 2) Participate in coordination meetings and joint field reviews as appropriate and as resources allow.
- 3) Review and comment on the pre-draft or pre-final environmental documents (including technical reports and/or plans related to traffic analysis, air quality, wetlands/waters, biological resources, cumulative impacts assessment, and conceptual mitigation) as resources allow to reflect the views and concerns of EPA on the adequacy of the documents, alternatives considered, anticipated impacts, and avoidance, minimization, and mitigation strategies.

EPA values FTA and Metro's efforts to engage our agency through early coordination on this and other projects, and we appreciate the opportunity to provide scoping comments for this important Los Angeles Area transit project. When the Draft EIS is prepared for the proposed action is released for public review, please send one hard copy and one CD to the address above (mail code: ENF-4-2). If you have any questions, please contact me at (415) 972-3321 or appleton.zac@epa.gov.

Sincerely,



Zac Appleton
Environmental Review Section

Enclosures: EPA's Scoping Comments

cc: Candice Hughes, Federal Transit Administration
Fanny Pan, Los Angeles County Metropolitan Transportation Authority
Lyle Leitelt, Federal Rail Administration
Daniel Swenson, US Army Corps of Engineers
Marvin Mai, US Army Corps of Engineers
Kerry Cartwright, Port of Los Angeles
Allison Yoh, Port of Long Beach
Sree Kumar, Los Angeles County Flood Control District
Lijin Sun, South Coast Air Quality Management District

Connected Actions

The Notice of Intent prepared by the Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (Metro) identifies use of the San Pedro Branch railroad as a corridor to connect Florence with Paramount. The San Pedro Branch railroad and right of way is owned by the Ports of Los Angeles and Long Beach. The 2012 Alternatives Analysis for the corridor (https://media.metro.net/projects_studies/westSantaAnaBranch/images/SCAG_AlternativesAnalysis_2012-06.pdf) noted that the Ports expressed an interest in selling the San Pedro Subdivision Right of Way (page 7-46), and that the Ports and freight rail operators would still require access to freight tracks for emergency freight service. If the San Pedro Branch right of way is shared between Light Rail Transit and freight rail, the Federal Railroad Administration (FRA) will need to clarify safety guidance for this proposed project. As discussions continue regarding operational changes, alignment changes, and other alternatives, document these issues and their conclusions in the Draft Environmental Impact Statement (Draft EIS) for this project.

Recommendation: We recommend that the Draft EIS explain how FTA, Metro, FRA, and the Ports of Los Angeles and Long Beach would manage joint access to the San Pedro Subdivision/Branch right of way through construction and operation of the proposed project.

Sensitive Receptors

When the West Santa Ana Branch Transit project is in operation, the electrified light rail transit could help improve ambient air quality for numerous air pollutants in the South Coast Air Basin (SCAB). Nevertheless, during the construction phase, diesel-powered equipment, trucks, and fugitive dust could contribute temporary impacts at local scale. EPA's NEPAAssist tool (<https://www.epa.gov/nepa/nepassist>) offers an initial screening method to find concentrations of children, the elderly, and the ill at facilities like hospitals and schools (though sensitive receptors may also include daycare facilities, elderly housing, convalescent, and other facilities). Identified sensitive receptors can be engaged in early coordination to establish early notification of construction locations and schedules, inform construction vehicle routing, and engage those facilities to report vehicle idling, all to limit overall exposure to construction phase air quality impacts.

Recommendations:

- We recommend FTA and Metro analyze sensitive receptors in the proposed project corridor and document early coordination with them in the Draft EIS.
- Identify construction phase impacts to sensitive receptors, and commit to mitigation measures for them. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.
- Some of the facilities NEPAAssist identified in the proposed project area include Belvedere Hospital, Blair School, Teresa P Hughes Elementary School, Hollydale Elementary School, Pius X High School, Roosevelt Elementary School, Clearwater Intermediate School, Paramount High School, Wirtz Elementary School, Seventh Day Adventist School, Washington Elementary School, Frank E. Woodruff Elementary School, Woodruff Avenue School, Richard Gahr High School, Clifton School, and Our Lady Fatima School.

Construction Emissions

Due to the poor air quality in the SCAB, EPA recommends FTA and Metro develop a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter (DPM) that commits to the best available control measures for these pollutants. We note that the South Coast Air Quality Management District (SCAQMD) and California Air Resources Board (CARB) have example fugitive dust and anti-idling (ATCM 2485) mitigation measure recommendations that can inform your Construction Emissions Mitigation Plan.

Recommendations: We recommend FTA and Metro include a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter (DPM) in the Draft EIS and adopt this plan in the Record of Decision (ROD). EPA recommends that all applicable requirements under SCAQMD Rules and the following mitigation measures be included in the Construction Emissions Mitigation Plan (Please refer to the SCAQMD Fugitive Dust measures and the CARB ATCM 2485 anti-idling measures to inform the Construction Emissions Mitigation Plan (<http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies/fugitive-dust> ; <https://www.arb.ca.gov/toxics/atcm/atcm.htm>).

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling materials and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10mph.

Mobile and Stationary Source Controls:

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels and to perform at varied standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.
- Prohibit any tampering with engines and require continuing adherence to manufacturers recommendations.
- If practicable, lease new equipment meeting the most stringent of applicable Federal or State Standards (<https://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>). In general, Tier 4 or newer engines can be employed in the construction phase.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emission of DPM and other pollutants at the construction site.

Administrative Controls:

- Utilize cleanest available fuel engines in construction equipment and identify opportunities for electrification.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintain traffic flow.

Aquatic Resources

The proposed project will cross the Los Angeles River and Rio Hondo Channel along the San Pedro Branch, and the San Gabriel River on the Pacific Electric right of way. Since the proposed project may require alteration of the existing railroad bridge crossings to accommodate the new light rail transit, EPA recommends analysis and disclosure of impacts to aquatic resources in the Draft EIS.

Recommendations:

- We recommend FTA and Metro work to avoid and minimize impacts to aquatic resources. For impacts to aquatic resources that cannot be avoided, we recommend working with EPA and Army Corps of Engineers as early as possible to determine if a Clean Water Act Section 404 permit will be required for anticipated impacts to waters of the United States (<https://www.epa.gov/cwa-404/section-404b1-guidelines-40-cfr-230>).
- Please include EPA in coordination regarding the jurisdictional delineation for the proposed project and include our agency in efforts to reduce impacts to aquatic resources as much as possible in advance of the public release of the Draft EIS.
- In the Draft EIS, clearly identify measures to avoid, minimize, and mitigate any unavoidable adverse impacts to waters as a result of the proposed project.

Flood Risk

The proposed project corridor would pass near and between the Los Angeles River and the San Gabriel River, and the project's proposed stations at Firestone, Gardendale, Paramount/Rosecrans, Bellflower, Gridley/183rd and Pioneer are in a FEMA Flood Zone, according to Los Angeles County Department of Public Works (<http://dpw.lacounty.gov/wmd/floodzone/>). As the proposed project could change drainage in these areas, and the project corridor could become susceptible to flooding in extreme weather, EPA recommends that the Draft EIS address potential flood-related impacts.

Recommendation: EPA recommends that the Draft EIS analyze and disclose flood risks to the proposed project, and identify the mitigation measures that FTA and Metro will commit to. Please consider low-impact development and permeable pavement where practicable (<https://www.epa.gov/nps/urban-runoff-low-impact-development>).

Maintenance Facility

FTA and Metro have identified that at least one maintenance facility site will be required as a part of the proposed project. In addition to noise, vibration, hazardous waste generation, and local air quality impacts, a maintenance facility could generate wastewater discharges.

Recommendations:

- EPA recommends that the Draft EIS clearly depict all possible locations for a possible maintenance facility on detailed maps that indicate ingress, egress of trainsets and locations where idling maintenance equipment and lighting may be located adjacent to residences.
- Provide a comprehensive analysis of the potential environmental impacts from the siting of a maintenance facility, including noise and vibration impacts, air quality impacts, hazardous waste generation, and wastewater discharges.
- If the project's maintenance facility will require a National Pollutant Discharge Elimination System (NPDES) permit, pursuant to Section 402 of the Clean Water Act, we encourage FTA and Metro to coordinate with EPA early to ensure timely permit processing.

- EPA recommends identifying measures to reduce impacts related to vehicle maintenance (<https://www.epa.gov/sites/production/files/2015-01/documents/vehicle.pdf>)

Hazardous Waste Cleanup and Brownfield Sites

The proposed project corridor may pass near hazardous waste cleanup and brownfields sites that may require additional analysis, disclosure, and mitigation requirements prior to constructing and operating the project.

The Draft EIS should identify the hazardous contaminants that are associated with the site parcels near the proposed transit corridor and provide a general overview of the status of the cleanup that is occurring on the sites pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund. We understand that the cleanup is not part of the proposed transit project because it would occur whether or not the proposed transit corridor is developed, and that the Superfund remediation process is not subject to NEPA. However, it is important that the Draft EIS include information regarding how the proposed project would interface with the cleanup remedies. The Draft EIS should indicate whether the physical development of the proposed action could expose construction workers, visitors, occupants, or ecological systems to potential hazards associated with contaminants. We recommend that the Draft EIS discuss the proposed land use for each cleanup parcel adjacent to the proposed transit project alternatives, identify what the cleanup remedy will (or is expected to be) for that parcel, and describe the proposed development activities that would occur there during construction of the proposed transit project. Discuss how construction activities could come in contact with any contamination that may remain onsite and if/how the development might affect the final remedy. If the transit corridor's development is part of the remedy (for example, capping), the Draft EIS should disclose this. It should discuss the institutional controls that are likely, or that are being proposed, for that parcel and discuss how these will be implemented in the reuse scenario. The Draft EIS should provide an overview of any monitoring that would occur pursuant to the Superfund cleanup, including the party responsible for implementing the monitoring.

Construction work adjacent to identified Superfund cleanup sites requires thoughtful coordination with the environmental program and state regulators to assure that:

- 1) workers are properly trained and use appropriate personal protective equipment
- 2) construction work will not disrupt ongoing remedial actions or result in changes in site conditions which will affect cleanup progress (e.g. disturbing contaminated soil or causing contaminated groundwater to migrate in a way which would disrupt an ongoing remedial investigation)
- 3) contaminated media are properly characterized and managed if disturbed, and
- 4) responsibility for any costs associated with the management of contaminated material is clearly understood.

Karen Jurist (jurist.karen@epa.gov; 415-972-3219) is the EPA Project Manager for three Superfund cleanup sites in the South Gate area, near the project corridor, and can advise FTA and Metro about specific soil gas and groundwater plumes the project corridor may intersect, and any site monitoring wells and active remedies the proposed project should avoid.

Brownfield sites are properties where its expansion, redevelopment, or reuse is complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. The proposed project's proximity may offer a complimentary land use for brownfield properties that have already been assessed and may have redevelopment plans in place.

Nuna Tersibashian (Nuna.Tersibashian@lacity.org; 213-485-3791) of the City of Los Angeles Brownfields Program is your point of contact for brownfields sites in Los Angeles, including three properties near the proposed corridor alternatives.

The City of Bellflower (562-804-1424 ext 2247 or ext 2207) may have new information regarding one brownfield property near the project corridor since they initiated assessments in 2006.

Recommendations:

- We encourage FTA and Metro to consult with EPA on any cleanup sites identified in the proposed project corridor, to help identify relevant risks to human health and the environment, and to develop effective avoidance and mitigation measures commitments in the Draft EIS.
- A cursory review of the project location on EPA's Envirofacts website (<https://www3.epa.gov/enviro/facts/multisystem.html>) identified the following CERCLA cleanup sites close to the proposed project corridor: Jervis B. Webb Company (CAD008339467), Cooper Drum Company (CAD055753370), and the Southern Avenue Industrial Area (CAN000905902). Please contact Karen Jurist at EPA for further information about these sites.
- EPA's Cleanups in My Community website (<https://www.epa.gov/cleanups/cleanups-my-community>) identified at least four brownfield properties undergoing different stages of assessment to redevelopment near the proposed project corridor alternatives. The Los Angeles sites are Site 1 West – Bridge Project (on S. Alameda and E.6th Street), the Crown Coach Site (at 2425 East Washington Boulevard and Santa Fe Boulevard), and the Lancer Site (41st St and Alameda). The Bellflower site is the Oak Street Property (9846 E. Oak Street). Please contact the local government leads for further information about these sites.

Environmental Justice

Executive Order 12898 directs federal agencies to pursue Environmental Justice (EJ) to the greatest extent possible by identifying and addressing any disproportionately high and adverse human health or environmental effects that the agency's programs, policies, or activities may have on minority and low-income populations. The Council on Environmental Quality has developed guidance to address EJ in the environmental review process (<https://ceq.doc.gov/nepa-practice/justice.html>). Promising Practices for Environmental Justice Methodologies in NEPA Reviews (March 2016) may also serve as a useful resource during the environmental review process. This document is a compilation of methodologies from current agency practices identified by the NEPA Committee of the Federal Interagency Working Group on Environmental Justice. The document focuses on the interface of EJ considerations through NEPA processes and provides recommendations on applying EJ methodologies that have been established in federal NEPA practice.

Recommendations:

- EPA recommends that the Draft EIS include a robust environmental justice analysis, including a description of the area of potential impact used for the analysis and the source of demographic information used.
- Clearly indicate in the Draft EIS if the project may disproportionately and adversely affect low-income or minority populations in the surrounding area.
- Develop and commit to appropriate mitigation measures with the input from community groups and residents located within and adjacent to the project footprint.

- Please refer to EPA's EJSCREEN screening tool (<https://www.epa.gov/ejscreen>) to help identify both demographic indicators (like minority populations, linguistically-isolated groups, low-income, and others) and environmental indicators (like proximity to EPA's National Air Toxics Assessments for Diesel Particulate Matter, Respiratory Health Indicators, or EPA Superfund site proximity, and others) near the project corridor.

Intermodal Connections

The proposed project provides an opportunity to connect with existing and planned bus transit and bicycle routes in addition to connecting downtown Los Angeles's Union Station to the Green Line at the proposed I-105 station. We encourage FTA and Metro to discuss all potential bike and pedestrian improvements that could be incorporated into the proposed project. According to the Gateway Planning Area (Figure 3-15) of the Los Angeles County Master Bicycle Plan (<https://dpw.lacounty.gov/pdd/bike/docs/bmp/LA%20County%20Bicycle%20Master%20Plan%20-%20Atlas%20of%20Proposed%20Bikeways.pdf>), the proposed project will cross the existing Los Angeles River Bike Path, Rio Hondo Bike Path, and San Gabriel River Bike Way. In addition, the proposed transit corridor alignment appears to overlap the proposed bikeway along Salt Lake Avenue in Cudahy and along the existing Bellflower Bike Trail in the Pacific Electric Right-of-Way between Paramount and Bellflower.

Recommendations:

- In the Draft EIS, describe design measures for station areas and other features that may facilitate intermodal connections between Metro's bus network and the proposed project's stations (https://media.metro.net/riding_metro/maps/images/system_map.pdf).
- Please clarify in the Draft EIS how the proposed project will maintain and not adversely affect the functioning of the existing and planned bike paths that appear to share the proposed project's right-of-way in Cudahy and Bellflower, particularly for those alternatives considered for the San Pedro Subdivision/Branch. Describe specific measures that will be taken to promote shared transit-bike-pedestrian facilities.



BUILDING AMERICA®

August 4, 2017

Mrs. Fanny Pan
Project Manager
Los Angeles County Metropolitan Transp. Authority
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Re: UPRR Scoping Comments on the West Santa Ana Branch (WSAB) Transit Corridor Project

Dear Mrs. Pan,

As a property owner and rail operator on rights of way owned by others within the study corridor area, Union Pacific Railroad (UPRR) has a direct interest in the WSAB project.

UPRR provides a critical link between the Ports of Los Angeles and Long Beach and UPRR's national rail network covering twenty-three states and over 32,000 route miles. Our safe, reliable, and efficient service benefits many LA Basin businesses and industries that rely on rail transportation in lieu of shipping goods over the regions congested highway system. Our comments are based on the various components of the WSAB Transit Corridor Project that could impact our ability to continue to safely and reliably serve the ports and other customers.

Northern Alignment

UPRR supports the decision to drop the East Bank alternative from further consideration. Limitations within the East Bank right of way and UPRR's current operations would create points of conflict that could harm freight transportation along this segment.

To assist with our evaluation of the other Northern Alignment alternatives, we request a list of specific locations where the WSAB Transit Corridor Project alternatives have the potential to interact with UPRR operations. This would include any area where the proposed corridor traverses over or under freight tracks or where the proposed WSAB light rail operations would be within 50' of the nearest track owned or used by UPRR.

Southern Alignment

The Southern Alignment, which is proposed to operate along what is known as the San Pedro Branch, is jointly owned by the ports. UPRR maintains a freight easement for local customer service and to be able to reroute trains to/from the ports under certain circumstances. UPRR is concerned that the currently proposed light rail alignment would reduce the long term viability for freight use along this corridor and would potentially restrict our ability to provide service to the ports in the future if the Alameda Corridor was inaccessible.

UPRR does not support the comingling of light rail and freight rail on the same tracks and it is not recommended that these services be combined within the same corridor. Comingling of freight and passenger operations in a shared environment introduces safety risks that could be avoided if an

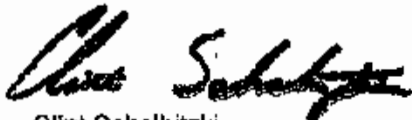
Mrs. Fanny Pan
Project Manager
Los Angeles County Metropolitan Transp. Authority
August 4, 2017
Page 2

alternative alignment were chosen. Safety risks can be mitigated through adequate separation and/or the introduction of barriers, but those options may create unacceptable limitations that restrict freight access to both sides of the San Pedro Branch right of way.

UPRR's freight easement allows service to future customers who may choose to locate on either side of the right of way. A light rail system alongside the existing freight tracks would act as a barrier to new freight rail oriented development and may preclude UPRR from serving customers who wish to locate along the San Pedro Branch. Limiting our ability to serve customers off of this branch could be a violation of our agreement with the ports.

It is noted within your Northern Alignment Options Screening Report that only one Southern Alignment option was evaluated while several have been evaluated for the Northern Alignment. This approach for the Southern Alignment seems inadequate given the lack of alternatives studied. Because of the reasons outlined above, UPRR requests that Metro develop and study other alternatives that do not seek to encumber the San Pedro Branch right of way.

Sincerely,



Clint Schelbitzki
General Director-Network Development

cc: Lupe Valdez, UPRR
Andy Perez, UPRR
Kerry Cartwright, Port of Los Angeles
Allison Yoh, Port of Long Beach



METROLINK

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

One Gateway Plaza Twelfth Floor Los Angeles, CA 90012

metrolinktrains.com

July 7, 2017

Ms. Fanny Pan
Project Manager
Metro
One Gateway Plaza, Mail Stop: 99-22-4
Los Angeles, CA 90012

RE: Notice of Preparation (NOP) of a Draft Joint Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR) for the West Santa Ana Branch Project

Dear Ms. Pan:

The Southern California Regional Rail Authority (SCRRA) has received the above-noted NOP for the DEIS/DEIR on the West Santa Ana Branch project. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad that operates within your project limits. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

The northern terminus of the West Santa Ana Branch project ends at Los Angeles Union Station (LAUS). This station is currently owned by Metro and the tracks, signals and platform amenities are maintained under agreement by SCRRA. Metrolink (SCRRA) is a key stakeholder at Los Angeles Union Station (LAUS) and is a major regional transportation provider in Southern California. Amtrak passenger trains and Metro Gold Line also currently operate in and out of this station.

Union Station Impacts

SCRRA is especially interested in the full development of analysis in the following topic areas:

- Transportation impacts (both permanent and during construction) – including but not limited to system capacity, system travel time and delay, train operating efficiency, connectivity, and accessibility.
- Safety and Security impacts (both permanent and during construction) – including but not limited to access to platforms, infrastructure hardening and resilience, preservation of safe signaling and railroad operations
- Allocation of platforms with the future Link US run through track project and impacts to Metrolink service.

Scope of Northern Alignment Options / Study Area

It may be useful to add to the scope of the potential Northern Alignments some additional alignments that go directly to the heart of downtown Los Angeles (such as Pershing Square Station, potentially connecting to the Red/Purple Lines and eventually allowing for the possibility for further extensions to the west), from either the Alameda Avenue or Los Angeles River-adjacent corridors. Such additional alignments may not necessarily involve Union Station. The relevance of exploring such alignments are (1) to explore alternate means of accessing downtown Los Angeles if impacts to the now highly developed Arts District and Little Tokyo neighborhoods are difficult to resolve, (2) to avoid duplicating service in a manner redundant with regional rail service already with increasingly strengthening connections between the Gateway Cities area and Union Station and the San Fernando Valley via the LOSSAN corridor and Antelope Valley Lines, (3) to provide a new more direct connection between the southern Arts District and the Central City East area into the Historic Core of Los Angeles, and (4) to provide additional development opportunity and market access to the Central City East area.

Furthermore, the Purpose and Need of the EIR should focus on the need for connections between the communities articulated in the Project location and downtown Los Angeles in general without dictating a specific terminus in Union Station so as to be open to more direct connections to downtown Los Angeles, especially if the northern alignments are potentially contemplated in subsequent phases of the project.

In the evaluation of impacts, especially of cumulative transportation impacts, the project team should work closely with Metro's Regional Rail Department and with the Southern California Regional Rail Authority to understand the potential increases in train frequencies along the LOSSAN Corridor between the Gateway Cities and Union Station and Northern Los Angeles County (Santa Clarita and Antelope Valley).

Thanks again for providing us with the opportunity to comment on this important transportation project. We look forward to our continued participation with Metro on this important transportation project that will provide many benefits to the commuting public.

Should you have any questions, please feel free to contact me at (213) 452-0455 or via e-mail at diazr@scrra.net.

Sincerely,



Roderick Diaz
Director, Planning & Development



ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

3760 KILROY AIRPORT WAY, SUITE 200, LONG BEACH, CA 90806 • (562) 247-7777 • FAX (562) 247-7090

August 1, 2017

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

Subject: **WSAB Project Comments**

Dear Ms. Pan:

Following are the comments of the Alameda Corridor Transportation Authority (ACTA) on the proposed WSAB Project.

The WSAB Project is proposed to cross the Alameda Corridor on: 1) a new or existing aerial structure at Santa Fe Avenue in the City of Los Angeles, or 2) on a new aerial structure over Alameda Street and the Alameda Corridor Trench in the City of Huntington Park.

In either case, the Alameda Corridor, which is a critical piece of national goods movement infrastructure, must remain un-impacted structurally and operationally before, during and after construction of the WSAB Project. As-built drawings of the Alameda Corridor at the proposed crossing points can be provided upon request to facilitate preliminary planning and engineering.

The property on which the Alameda Corridor is built is owned jointly by the ports of Los Angeles and Long Beach, while the facilities thereon are maintained and operated by ACTA. Both the BNSF Railway and Union Pacific Railroad Company (UPRR) use the Alameda Corridor, which connects their respective transcontinental lines to the two ports.

ACTA defers to the two ports for commentary on the WSAB proposed joint use of the 6-mile segment between Randolph Street and Rosecrans Avenue owned jointly by the ports. It also defers to UPRR for commentary on the proposed alignment on or adjacent to railroad right-of-way along Long Beach Boulevard and Randolph Street.

Sincerely,

A handwritten signature in black ink, appearing to read 'John T. Doherty', is written over a long horizontal line that extends across the page.

John T. Doherty, P.E.
Chief Executive Officer

Cc: C. Rivera
M. Hernandez



JOINTLY-OWNED RAILROAD PROPERTY



August 4, 2017

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

RE: Comments on Metro's West Santa Ana Branch Transit Corridor Project

Dear Ms. Pan:

The Port of Los Angeles and the Port of Long Beach (collectively, the "Ports") understand that Metro is evaluating a new light rail transit line that would connect downtown Los Angeles to southeast Los Angeles County (the "Metro Project"). While there are a number of alternatives being considered on the north end of the Metro Project, the southern alignment is proposed to utilize a six-mile segment of what is commonly known as the UP San Pedro Branch that is jointly owned by the Ports. It appears that Metro is proposing to build, operate, and maintain a separate track adjacent to the UP San Pedro Branch line on the six-mile right-of-way between Florence Avenue (in Huntington Park, CA) and Rosecrans Avenue (in Paramount, CA). As such, the Ports offer the comments below regarding Metro's proposed use of the San Pedro Branch right-of-way ("ROW").

Maintaining Freight Rail Operations and Emergency By-Pass Route

In 1994, in contemplation of developing the Alameda Corridor Project, the Ports purchased the UP San Pedro Branch line and all associated ROW from the predecessor to Union Pacific Railroad (UP) pursuant to a Purchase and Sale Agreement. UP retained a rail freight easement over the line pursuant to a Grant Deed. UP and the Ports also entered into the UP San Pedro Branch Operating Agreement to govern the on-going use and operation of the UP San Pedro Branch. Under the Grant Deed and UP San Pedro Branch Operating Agreement, the Ports cannot do anything to materially interfere with UP's exclusive right to provide rail freight service.

In addition to any local rail freight trains run by UP on the active rail line, pursuant to the Alameda Corridor Use and Operating Agreement entered into between the Alameda Corridor Transportation Authority (ACTA), the Ports, UP, and BNSF Railway Company (BNSF) in 1998, the San Pedro Branch line serves as an emergency route for the Ports' rail traffic in the event the Alameda Corridor becomes partially or fully blocked, or inoperable for any other reason. The Alameda Corridor Use and Operating Agreement provides that in the event the UP San Pedro Branch is used an alternative route UP and BNSF are required to pay Use Fees and Container Charges to ACTA.

Therefore, Metro must ensure that the UP San Pedro Branch will remain fully intact with no interference to freight operations or availability as an alternative Alameda Corridor route, both during the construction phase and operational phases of the Metro Project.



JOINTLY-OWNED RAILROAD PROPERTY



Safety Issues

As part of construction and operations of the Metro Project, Metro will need to provide and maintain physical separation, with appropriate barriers and/or safety walls, to meet Federal Railroad Administration, California Public Utilities Commission requirements, and any operational requirements by UP with respect to proximity of UP's freight lines to neighboring passenger lines.

Property Maintenance, Management, and Compensation

Under the UP San Pedro Branch Operating Agreement, UP is responsible for maintaining the San Pedro Branch ROW, including keeping it free of encroachments, trash, weeds, and graffiti. Metro will need to help maintain the ROW and must not interfere with access to the maintenance roads or otherwise interfere with or burden UP's maintenance and operational duties.

As the owners of the San Pedro Branch ROW, the Ports must provide for certain property management functions, such as licensing of third-party use of the ROW for utilities and other uses; management of such contracts, including collection of rents, inspection of facilities, termination, and renewal of agreements; and negotiations with third-parties. Metro will therefore need to collaborate with the Ports' staff and their property management consultant on an on-going basis regarding the management of the ROW.

Regardless of the type of property agreement that will be arranged between the Ports and Metro, the Ports will need to be compensated for any property rights acquired by Metro for the Metro Project.

Thank you for the opportunity to submit these comments. As the Metro Project progresses and becomes more defined, the Ports will provide additional comments and will work with Metro to negotiate the necessary right of entry documents. If you have questions or need additional information please contact our respective directors listed below.

Sincerely,

for
Karl Adamowicz
Long Beach Harbor Department
Director of Real Estate

Jack C. Hedge
Los Angeles Harbor Department
Director of Cargo & Industrial Real Estate



JOINTLY-OWNED RAILROAD PROPERTY



POLB Contacts

Karl Adamowicz, Director of Real Estate (karl.adamowicz@polb.com)

Allison Yoh, Ph.D., Director of Transportation Planning (allison.yoh@polb.com)

POLA Contacts

Jack C. Hedge, Director of Cargo & Industrial Real Estate (jhedge@portla.org)

Kerry Cartwright, Director of Goods Movement (kcartwright@portla.org)

June 23, 2017

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Honorable
Dr. Joaquin Arambula

Honorable **Jim Beall**

EDWARD G. BROWN JR.
GOVERNOR



Ms. Fanny Pan, Project Manager
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012

**RE: Notice of Preparation of a Draft Joint Environmental Impact Statement/
Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project**

Dear Ms. Pan:

The California High-Speed Rail Authority (Authority) has received the Notice of Preparation issued by Metro for a Draft Joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch (WSAB) Transit Corridor Project, dated May 25, 2017. The Authority believes the planned new WSAB light rail line, which will connect downtown Los Angeles with the densely populated Gateway Cities area of southeast Los Angeles County, is of great importance for Southern California travelers. The WSAB project has high ridership potential and will greatly enhance connectivity between the Gateway Cities and other transportation services in the region, including the future high-speed rail system.

The Authority understands that Metro is evaluating Los Angeles Union Station (LAUS) as the northern terminus for the WSAB line. LAUS is Southern California's primary transportation hub, providing connections between Metro bus and rail service, Metrolink and Amtrak passenger rail service, other local transit services, and multimodal travel options, as well as the future WSAB line and future high-speed rail service. LAUS has major site constraints that place limits on the potential to expand and improve the site, which include adjacent properties, the US 101 freeway, the El Monte Busway, and the Los Angeles River.

Due to the constraints and the importance of establishing the highest level of future connectivity and ridership, the Authority would like to work with the WSAB team to ensure future WSAB and high-speed rail services can all be accommodated at LAUS, alongside the many existing services provided today.

The Authority is partnering with Metro on Link Union Station (Link US), a transformative project for Southern California that will establish run-through tracks for regional rail and high-speed rail services at LAUS. This partnership was formalized when the Authority Board directed staff to negotiate, execute, and later amend a contract with Metro to contribute Link


Ms. Fanny Pan

Page 2

US project development costs for the integration of high-speed rail at LAUS, up to a maximum funding amount of \$18.7 million. This collaboration is of mutual interest to the Authority and Metro given the associated statewide and regional benefits. Serving LAUS with high-speed rail will expand mobility options for Southern California residents, increase ridership on Metro services and other connecting transportation services, provide substantial economic benefits for the region through increased business activity and tourism, and significantly enhance the potential for transit-oriented development in the area.

The Authority appreciates our long-standing partnership with Metro on a number of projects in Southern California, and recognizes the many benefits that the WSAB project will bring to the region. We look forward to coordinating with Metro on development of the WSAB Draft EIS/EIR in the months ahead. If you have any questions or concerns, please contact me or Michelle Boehm, Southern California Regional Director, at (213) 308-4507 or michelle.boehm@hsr.ca.gov. Thank you.

Sincerely,



Mark A. McLoughlin

Director of Environmental Services

(916) 403-6934

mark.mcloughlin@hsr.ca.gov

cc: Tom Fellenz, Interim Chief Executive Officer
Michelle Boehm, Southern California Regional Director

ERIC GARIBETTI
Mayor

Commission
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WILLIAM W. FUNDERBURK JR., *Vice President*
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CHRISTINA E. NOONAN
ALYA VASQUEZ
BARBARA E. MOSCHOS, *Secretary*

DAVID H. WRIGHT
General Manager

RECEIVED JUL 05 2017

June 27, 2017

Fanny Pan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Subject: Comment Letter Regarding Notice of Preparation of a Draft Environmental Impact Statement (DEIS) / Draft Impact Report (DEIR) for the West Santa Ana Branch Transit Corridor Project

The Los Angeles Department of Water and Power (LADWP) appreciates the opportunity to review the DEIS/DEIR for the West Santa Ana. The mission of LADWP is to provide clean, reliable water and power to the City of Los Angeles. In reviewing your proposed project description, the LADWP has determined that the project may have impacts to water resources. The following comments reflect our review for matters related to water resources for the project; you may receive additional comments from other divisions at LADWP separately referring to other respective areas in the DEIR.

COMMENTS ON GROUNDWATER

1. General comment regarding construction dewatering (if any):

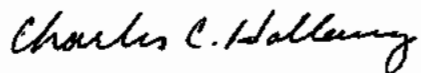
If dewatering for construction purposes is required, beneficial reuse of dewatering discharge by applying the water preferably to beneficial uses onsite or, alternatively, discharging groundwater into the sewer, instead of discharging to the storm drain may reduce or eliminate costs associated with storm drain permitting and monitoring. These types of actions help the City meet conservation and recycled water goals by reducing overall customer demand. Property owners who dewater and beneficially reuse can potentially lower their cost of potable water supply. Common application of beneficial reuse include landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.).

2. General comment relating to Project location:

The property owner will need to be in compliance with certain California groundwater regulations and/or water rights as decreed by the California Superior Court. The proposed project alignment overlays both the adjudicated region of the Central Basin where water rights have been determined by adjudication and Court judgment, and the unadjudicated region of the Central Basin where water rights have not been determined by adjudication and Court judgment. California enacted the Sustainable Groundwater Management Act (SGMA) in September 2014. A regional groundwater management agency may be formed pursuant to SGMA to manage groundwater in the basin. This management agency may require property owners who discharge groundwater to periodically report their discharge volumes. Fees may also be assessed to groundwater pumpers and dischargers in order to allocate the cost of SGMA compliance, related basin management infrastructure, and groundwater replenishment.

For any questions regarding the above comments, please contact Ms. Nadia Parker of my staff at (213) 367-1745 or at nadia.parker@ladwp.com.

Sincerely,



Charles C. Holloway
Manager of Environmental Planning and Assessment

BG:vf
C: Nadia Parker

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834

**(Electronically Transmitted – No hard copy will follow)**

July 11, 2017

Ms. Fanny Pan
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-4
Los Angeles, CA 90012

**Subject: Notice of Preparation of a Draft Joint Environmental Impact Statement/
Environmental Impact Report**

Dear Ms. Pan:

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan approval is required for rail transit projects to be placed in revenue service. The California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings Engineering Branch (RCEB) will review crossing matters. The Commission has received a copy of the *Notice of Preparation (NOP) of a Draft Joint Environmental Impact Statement/ Environmental Impact Report* from Los Angeles Metropolitan Transportation Authority (Metro), who is the lead agency for the proposed West Santa Ana Branch Transit Corridor Project.

According to the NOP, Metro proposes to construct a light rail transit (LRT) line that would extend approximately 20 miles from Union Station in the north toward the Los Angeles/Orange County line on the south. The proposed LRT line would connect Downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia. The project will analyze multiple potential alignments, including four alignment options in the northern section – Pacific/Alameda, Pacific/Vignes, Alameda, and Alameda/Vignes; the San Pedro Branch located in the central section of the study area; and Metro-owned Right-of-Way located in the southern section of the study area. Upon final determination of an alignment option in the north section, the project would develop up to 15 rail stations along the LRT line. In addition, in the event that the LRT line extends to Orange County in the future, the project will evaluate an optional station at Bloomfield Avenue. The project may be constructed in one or more phases.

The West Santa Ana Branch Transit Corridor Project described in the NOP will be subject to a number of rules and regulations involving the Commission. These may include, but not limited to:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings
- California Public Utilities Code, Sections 2111, 2112, 99152; rail transit safety
- Commission's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of a public crossing

The design criteria of the proposed project must comply with Commission General Orders (GOs), such as:

- GO 26-D, Clearances on railroads and street railroads as to side and overhead structures, parallel tracks and crossings
- GO 72-B, Construction and maintenance of crossings – standard types of pavement construction at railroad grade crossings
- GO 75-D, Warning devices for at-grade railroad crossings,
- GO 88, Rules for altering public highway-rail crossings
- GO 95, Overhead electric line construction
- GO 118-A, Construction, reconstruction and maintenance of walkways and control, of vegetation adjacent to railroad tracks
- GO 128, Construction or Underground and Electrical Supply and Communication
- GO 143-B, Design, Construction and Operation Safety Rules and Regulations Governing Light-Rail Transit
- GO 164-D, Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems

The project must ensure compliance with federal regulations including:

- 49 CFR Part 659, Rail Fixed Guideway Systems: State Safety Oversight

The following link provides resources on the Commission's rules and regulations in regard to rail safety:

<http://www.cpuc.ca.gov/PUC/safety/Rail/>

The proposed project would disrupt the heavily used roadway network surrounding the Downtown Los Angeles vicinity, as well as densely populated communities within Los Angeles County. The potential impacts should be identified, discussed and evaluated for necessary safety improvements and mitigations at each proposed construction stage. This includes considering traffic circulation and queuing, level of service, emergency service response, and compliance with the Americans with Disabilities Act.

The Commission appreciates the opportunity to provide comments on the project described in the NOP. Please feel free to contact me at (916) 928-6858 or daren.gilbert@cpuc.ca.gov

or contact our lead staff on this project: Ainsley Kung at (213) 576-7056 or ainsley.kung@cpuc.ca.gov for transit safety certification matters and Jose Pereyra at (213) 576-7083 or jose.pereyra@cpuc.ca.gov for crossing matters.

Sincerely,

A handwritten signature in black ink, appearing to read "Daren Gilbert". The signature is written in a cursive style with some loops and flourishes.

Daren Gilbert, Manager
Rail Transit Safety Branch
Safety and Enforcement Division

Cc: (via e-mail)

Roger Clugston, CPUC
Michael Robertson, CPUC
Stephen Artus, CPUC
Anton Garabetian, CPUC
Noel Takahara, CPUC
Matt Bond, CPUC
Ainsley Kung, CPUC
Vijay Khawani, LA Metro
Edward Boghossian, LA Metro



SENT VIA USPS AND E-MAIL:

July 21, 2017

WSAB@metro.net

Fanny Pan, Project Manager

Los Angeles County Metropolitan Transportation Authority (Metro)

One Gateway Plaza

Mail Stop: 99-22-4

Los Angeles, CA 90012

**Notice of Preparation of a Draft Joint Environmental Impact
Statement/Environmental Impact Report for the
West Santa Ana Branch Transit Corridor Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Please send SCAQMD a copy of the Draft Joint EIS/EIR upon its completion. Note that copies of the Draft Joint EIS/EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft Joint EIS/EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIS/EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files¹. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date

¹ Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to the SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. The SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the proposed project and all air pollutant sources related to the proposed project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, in the event that there will be an overlap between construction and operation, the air quality impacts from the overlap should be combined and compared to SCAQMD's regional air quality CEQA operational significance thresholds to determine significance level.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance² on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the proposed project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf?sfvrsn=5>
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Alternatives

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft Joint EIS/EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

² In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

Permits

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit the SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to the SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at the SCAQMD's webpage (<http://www.aqmd.gov>).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC170608-01

Control Number

Los Angeles Unified School District

Office of Environmental Health and Safety

MICHELLE KING
Superintendent of Schools

THELMA MELÉNDEZ, PH.D.
Chief Executive Officer, Office of Educational Services

ROBERT LAUGHTON
Director, Environmental Health and Safety

CARLOS A. TORRES
Deputy Director, Environmental Health and Safety

July 28, 2017

Fanny Pan
Project Manager
Metro
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012

Submitted via electronic mail

SUBJECT: PROJECT NAME: West Santa Ana Branch Transit Corridor Project
PROJECT LOCATION: 20 Miles of Light Rail from Union Station toward the Los Angeles/Orange County Line

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD or District) regarding the proposed West Santa Ana Branch (WSAB) Transit Corridor Project.

All four alternatives being considered would include light rail lines near LAUSD schools. Due to the proximity of the proposed project to District schools, LAUSD is concerned about the potential negative impacts on the operation of schools as well as the school communities, including students, teachers, staff, and parents.

Based on the extent/location of the proposed project alternatives, it is our opinion that significant environmental impacts related to air quality, noise, traffic, and pedestrian safety may occur at District schools. LAUSD requests that Metro evaluate the environmental impacts of the proposed project at District school sites near the proposed project locations. LAUSD requests that the construction and operation noise impacts at District schools near the proposed project rail lines be analyzed in relation to LAUSD's Noise Standards. LAUSD established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq. These standards were established based on regulations set forth by the California Department of Transportation and the City of Los Angeles. LAUSD's exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-Project ambient level. In addition, LAUSD requests that the potential construction and operational impacts to pedestrian routes to District schools nearby the proposed rail alignments be evaluated.

Please notify me once the Draft Joint Environmental Impact Statement/Environmental Impact Report is available for review. Thank you for your attention to this matter. If you need additional information, please contact me at (213) 241-3432.

Regards,

Will Meade
Environmental Planning Specialist
LAUSD, Office of Environmental Health and Safety

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July 31, 2017

Ms. Fanny Pan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012

Dear Ms. Pan:

WEST SANTA ANA BRANCH: NOTICE OF PREPARATION OF A JOINT DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (EIS/EIR)

The City of Los Angeles (City), Bureau of Engineering (BOE) has received the Los Angeles County Metropolitan Transportation Authority's (Metro) Notice of Preparation of a Draft Joint Environmental Impact Statement/Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project (Project) dated May 25, 2017.

Based on the Project's description, location, and potential environmental effects, our preliminary findings show that the City has various sewers and stormdrains parallel and adjacent to the four (4) proposed alignments. These existing facilities and their as-built plans can be found on both NavigateLA (<http://boemaps.eng.ci.la.ca.us/navigatela/>) and the Electronic Plan Processing System (<http://engvault.lacity.org/epps/>).

Any impacts to the City's underground infrastructures, including but not limited to sewers, and stormdrains, will require relocation and/or encasement of said infrastructure. In addition, any City streets requiring realignment and/or closure must comply with the Los Angeles Municipal Code and permitting process.

All preliminary engineering plans and project specifications must be submitted to the City for review and approval. All construction work within or affecting the public's right-of-way shall be in accordance with the latest Master Cooperative Agreement between the City and Metro.



Ms. Fanny Pan, Project Manager
July 28, 2017
Page 2

Please feel free to contact Allen Wang of my staff at (213) 485-4904 if you have any questions.

Sincerely,



Lawrence Hsu, P.E.
Division Engineer
Metro Transit Division

LH/AW:cg

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EIR Review Comments July 2017.doc

cc: Alfred Mata, BOE
Ken Redd, BOE
Brad Jensen, BOE
Hortensia Alonso, BOE
Edward Arrington, BOE
Maria Martin, BOE
Ali Poosti, BOS
Fernando Gonzales, BOE
Kwasi Berko, BOE



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Teresa L. Highsmith

Ex-Officio
Rene Bobadilla
City Manager Representative

August 2, 2017

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

Via email: wsab@metro.net

Eco-Rapid Transit JPA Scoping Comments on the West Santa Ana
Branch/Eco-Rapid Transit Line

Dear Ms. Pan:

Thank you for the opportunity to provide comments on the scope of analysis contemplated by Metro in its preparation of an EIR/EIS for the West Santa Ana Branch (WSAB) light rail project. The Board of the Eco-Rapid Transit Joint Powers Authority has been working together in the planning of this important mobility project and is excited about bringing this quality new transit service to this underserved transit corridor.

The purpose of an environmental scoping process is to ensure that the project is constructed in a collaborative effort to mitigate environmental impacts during and following its construction. This is the opportunity for Metro and the affected cities to **"get it right" at the beginning, without the need for further environmental mitigations and costly changes to the project.**

In that spirit, the Eco-Rapid Transit Board has directed me to prepare some general environmental comments for scoping the up-coming analysis.

Areas of environmental concern:

Maps and engagement:

Each jurisdiction must be provided with detailed maps of the proposed alignment as it traverses their jurisdiction and any neighboring jurisdiction. Unlike other LRT projects, the WSAB goes through multiple small jurisdictions and in many cases the station areas are located in or are part of the sphere of influence of multiple jurisdictions. This requires extra attention on the part of the consultant team to recognize different community characteristics land use patterns or development patterns within each jurisdiction. All environmental analysis should take into account actions and activities that overlap jurisdictions so that mitigations are clearly identified for multiple jurisdictions even if the proposed action or project takes place in another municipality.



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Noise:

The WSAB will be integrated into a built-out urban environment. In many cases the alignment abuts or is within close proximity to sensitive receptors such as residential or educational uses. Special attention must be paid to mitigating any potential adverse impacts associated with potential noise from the alignment as well as the noise potential generated by the different alignment profiles, the train running on steel rails and warning devices that are associated with each profile crossing, such as wayside bells, train gongs and other CPUC required devices.

The proposed alignment traverses a variety of noise sensitive environments including environments already impacted by traffic and freeway noise. There are areas where freight trains currently operate - although infrequently. We ask that noise studies be conducted that evaluate day and night time ambient noise levels and predict the impact of at-grade and elevated alignment profiles as well as the crossing warning systems associated with each. There can be acute differentials between day and night noise levels through most of the WSAB communities and detailed analysis will help identify potential impacts and help formulate mitigations. The environmental documents should include evaluations of noise attenuating barriers, landscaping and rail dampening technology to address potential noise impacts. Given the proximity of the line to residential, schools, some business, industrial and other sensitive receptors, vibration studies should be conducted to identify impacts and suggest appropriate mitigation.

There are numerous church run or other private schools/daycare/preschools located within a ½ mile of the alignment, these uses may or may not be indicated on land use maps due to their secondary, yet permitted, land use status- these uses should be identified for safety, air quality, and noise consideration. Undergrounding, walls with attenuation and landscape may be required for these existing facilities.

Traffic impacts:

All of the issues raised in this section should be taken into account in the Transportation/Traffic, and potentially Land Use and Planning, area of environmental analysis

1. Congestion impacts at proposed rail crossings of the streets – The analysis has to provide current traffic counts (i.e. no more than two years old) and project the future traffic to the year expected to be the opening date of operations (i.e. 2026). Traffic counts shall be reported for the am and pm peak hours as well as daily traffic. Traffic counts shall report truck movements separately as well as automobile movements. The congestion analysis shall be consistent with operation methods described in the most current edition of the Transportation Research Board (TRB) Highway Capacity Manual (HCM6, 2016 Edition). Arterials with major truck movements have different traffic flow characteristics affecting rail operations and capacity evaluation. Significant impacts must be evaluated according to local jurisdiction levels of thresholds.
2. Traffic impacts need to be evaluated based upon projected rail crossing arm operations and deployment – There are a number of crossings of the proposed rail



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project that will cause the train to operate on the diagonal of the local street system causing them to travel diagonally across an intersection and sometimes across very closely spaced intersections. Traffic safety mandates that the rail crossing arms be modified from standard practice to account for these unusual intersections and thus the amount of time traffic signals can devote to the movements of competing automobiles and trucks.

3. Grade separation of the rail system over arterials needs to consider unique characteristic of the WSAB corridor – The current Metro Grade Separation policy was adopted by the Metro Board in December 2003. This policy is very considerate of a multitude of impacts in determining final recommendations for grade separation. The scope of the DEIR must collect data to feed into that consideration. Important unique characteristics that must be noted include the large proportion of truck movements as well as the historical vehicle and pedestrian crash data in the corridor. Also of importance is the increase in bicycle traffic due to existing and planned bikeways along the across the corridor.

Grade separations to be investigated should include under-pass crossings as well as aerial over-crossings at locations where significant safety impacts are expected. These grade separations have the particular traffic safety advantage at diagonal **intersection crossings where “quad” gates are ineffective at controlling conflicting pedestrian movements.** (See additional comments on Grade Separation Policy below)

4. School impacts - Many schools (both public and private) about the alignment. In addition to noise impacts, there are expected pedestrian safety impacts where a large number of students is expected to cross the rail right of way. Paramount High School has 5,000 students and utilizes the ROW as a pathway between the 9th grade and high school rooms and athletic fields. Preliminary exhibits appear to have missed a number of significant private schools adjacent to the alignment. The DEIR should identify all schools and discuss impacts and possible mitigations.

5. Rail access plans at identified stations deserve special analysis – Parking access as well as bus and kiss-and ride passenger drop-off areas need to be specified in preliminary plans to evaluate traffic congestion and safety impacts.

6. Industrial site access - Since much of this corridor is generally an industrial area, looking at the traffic impacts at intersections alone, is not enough. There is a need to evaluate truck traffic impacts along the streets that are heavily industrial and receive major truck pick up and drop off during train operating hours. Adjacent commercial and residential areas must also have streets analyzed to ensure that re-routed truck traffic does not impact businesses nor end up on residential streets that do not have the capacity to be collector streets or secondary highways.

7. Freight rail conflicts – There are a significant number of active freight rail crossings of the proposed alignment. These rail spurs must be identified clearly to document conflicts and incorporate necessary design improvements for traffic mitigation.

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8. Construction traffic impacts – During the project construction traffic impacts are expected simply by the nature of project construction. Traffic mitigation standards and procedures must be identified in the environmental documents for public review

9. Transit and freight – There are significant stretches of the proposed transit line that coincide with existing freight rail service. Identify how these lines will operate during construction and operations and document conflicts and potential design alternatives.

10. Bus operations - Low/moderate income population in this corridor are more likely to be transit dependent. There are numerous bus routes that serve and transverse the corridor. These bus routes need to be integrated into the regional rail system through a rail bus interface program. Analysis must be completed to assess impact and potential route disruption during construction and transit operations. The plan must include what will be built to create safe passage for transit patrons and pedestrians during construction as well as between the buses and the trains?

11. Rail Transit Operations – The rail alignment can impact the optimal speed of the system. Each turn causes the train to slow and can also impact how long it takes to get from point a – b. Slow transit times impact the number of riders. There should be an analysis to explore options to streamline the route by eliminating unnecessary turns and report on the operations impacts on the project

12. Transit impacts on truck traffic and freeway access - There are a number of instances where the transit corridor coincides with Freeway access routes that are heavily relied upon by rail. Atlantic Blvd. in the South Gate/Cudahy area and Randolph/Pacific in Huntington Park are good examples of potential conflicts. The analysis should specifically address the impact to existing freeway on and off ramps.

13. Single family neighborhoods surround many of the station areas. During construction and operation they may prove to be a welcoming place to park. These are strong neighborhoods with several cars per households. Any additional parking will negative impact the quality of these residents.

Land Uses/Development:

The WSAB is unlike most other LRT projects built to date as it runs through multiple jurisdictions and in many cases, station locations bordering on two or more jurisdictions. A thorough examination of the land uses in each jurisdiction is necessary as well as a community impact assessment to determine what the particular social, behavioral and psychological impacts might be from the introduction of the line as well as from development potential.

Most cities, especially smaller jurisdictions, have ordinances beyond the General Plan and Zoning Code that must be analyzed to ensure that there is no conflict with any applicable land use plan. For example, some cities have lighting ordinances or storm water regulations tailored to the local municipality. These smaller documents are



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officially adopted and are legally binding, and must also be taken into account when analyzing any potential Land Use and Planning potential impacts.

We are particularly interested in the potential impacts from the possible alignment profiles that may be considered for the project and any physical barriers that may result from at-grade, below grade or elevated structures and crossings.

There have been many studies and transit oriented development plans done in preparation for the integration of this rail line into the land use and economic fabric of the twelve host cities; these plans will help guide development and may influence the design of the project. Thus close coordination between the environmental inquiry and the Transit Oriented Community study is necessary. Key assumptions regarding **the project's cost, scope and schedule that may emerge from the environmental review process** should be aligned with the TOC scope as the planning and implementation of viable transit oriented developments necessarily pivots on the scope and timing of the transit investment.

Many existing rights-of-way (ROW) being proposed for use do not currently physically divide the communities in which they are located. Changes in elevations, both above-grade or subterranean, must be analyzed based on whether the new crossings physically divide an established community. When a change in elevation is being proposed, the analysis should include a comparison between the existing condition of the ROW crossing(s) and the proposed improvements. Significant impacts in this area should not be included in overriding considerations but should be mitigated to fullest extent possible.

In addition to coordination and collaboration with the TOC effort the environmental inquiry shall build upon the framework developed in the WSAB Sustainable Transit Corridor – Phase 1 Near-term Agreement regarding pre-development Transit - Oriented Communities. Examination of environmental impacts shall be coordinated with the preparation of the Project and complement the recommendations and findings from all prior studies including the WSAB TOD Guidelines; Caltrans Environmental Justice Assessment, South Gate Station Conceptual Plan, Bellflower Mixed Use Zone Plan and TOD Specific Plan, Cerritos Station TOD District, Huntington Park Focused General Plan Update; Rancho Los Amigos South Campus Specific Plan; Bellflower Station Specific Plan; Artesia International Downtown Specific Plan; AECOM Land Use Studies located in Cudahy, Downey, South Gate, and Huntington Park; Conceptual Land Use Planning Studies for stations in Cerritos, South Gate, and Paramount; and Visioning Planning Studies for the City of Vernon Station.

The development potential and accompanying ridership inducing impacts needs to be incorporated into the environmental impact and project design. There will be a much wanted and needed symbiotic relationship between the introduction of rail service and increased development. We anticipate that the growth-inducing impacts of high-quality transit service will require special attention.

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Historic/Cultural Resources:

We request that close attention be paid to historic and cultural resources located along the alignment. Both the San Pedro Branch and the Pacific Electric ROW (PEROW or Red Cars) were active rail lines for decades. As such it passed in close proximity to many historic and cultural resources in the communities it traverses, such as the Bellflower Train Station. Additionally, as the line leaves the PEROW it follows a rail spur that also goes by historic and cultural resources in South Gate, Cudahy, Huntington Park, Bell, Bell Gardens, and Vernon.

The area also includes Los Angeles Railway Lines (Yellow Cars) such as the J Car which served 40,000 passengers per day from Jefferson Park to Pacific in Huntington Park and the V car which served the City of Vernon and many other places. With the City of Los Angeles, it will follow a course that was also previously part of the streetcar system where a significant number of historic/cultural sites are located.

Careful attention needs to be given to the integration of stations, first/last mile access to station areas and utilizing design to integrate historic and cultural resources into station access plans.

Each station area in the WSAB corridor is unique. The communities they serve vary greatly. The communities have grown from farm lands and dairies to industrial centers, and residential communities with close knit neighborhoods. Almost each neighborhood represents a different era; cultural background and each has developed cultural centers; significant buildings, historic shopping district and neighborhoods that will be affected by the transit line. A thorough analysis of the project alternatives, alignment profiles and design elements relative to potential effects on individual communities must be done using criteria from the FHWA *Community Impact Assessment* guide.

The analysis of the project alternatives and design options relative to potential effects on individual communities includes a combination of several social and psychological criteria:

- Changes in population-whether the project will cause redistribution, an influx, or loss of population;
- Community cohesion and interaction-the degree of attraction among the parts of a neighborhood (i.e., individuals groups and institutions). In addition, cohesion relates to the level of interaction and interdependence present within a community;
- Isolation-whether people of a community will be separated or set apart from others;
- Social values-whether the project will cause a change in social values; and
- Quality of life-what is the perceived impact on quality of life.

The analysis should help determine the potential effects of each project alternative, alignment profile and design option, as well as the proposed maintenance and operations facility on the social and psychological aspects of the local established communities.

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Aesthetics:

There needs to be a careful examination of creating an alignment profile that can accommodate the estimated ridership and maintain or mitigate impacts on community character. The alignment profile chosen to accommodate demand may include significant grade separated crossings and grade separated segments. Both elevated track as well as trenched or cut and cover profiles should be examined to integrate the alignment into the built environment. Most of the PEROW runs through low profile built-out urban environments where an aerial structure might impact the community aesthetic as well as create privacy issues for backyards and windows that are immediately adjacent to the ROW. At-grade or elevated structures potentially may divide communities through the creation of barriers. In addition to considering all potential project profiles to minimize community separation; the use of landscaping and screening, pedestrian pathways and bike trails may mitigate this effect. The proposed alignment from the Firestone to Florence stations presents an aesthetic challenge as the treatment mitigation will influence the character of the neighborhoods.

During construction, any areas used for staging should be analyzed to ensure that any substantial degrading of the existing visual character or quality of the site and its surroundings be fully mitigated during and after construction activities.

Grade Separation Policy:

We understand that the LRT Grade Separation and Safety policy is applied in multiple layers of analysis that will eventually result in recommendations regarding grade separations. We would like to draw attention to the PEROW and its many diagonal crossings that will provide a challenge for an LRT that is estimated to have as many as 61,000 daily boardings with headways potentially as close as 3-6 minutes. There are real and deep concerns about safety at most of these crossings.

We ask that the consultant team meet with each jurisdiction to identify safety **concerns beyond traffic queuing such as the potential for "gate drive-arounds"** with diagonal crossings, pathways to school, school access, truck traffic/truck access to driveways near the alignment. Potential grade separations should include analysis of below-grade options as well as aerial configurations. All alignments and profile options need to anticipate the high water table that is found throughout the lower portion of the alignment. Water table issues will impact both below grade and aerial structure, the Metro Green Line Station as well as the WSAB Station connection.

The WSAB project, where it has an exclusive alignment needs to consider the addition of a Class I bike lane wherever feasible. There is currently a class I in Bellflower and another planned in the City of Paramount and Artesia along with a number of regional bike projects currently underway. Active Transportation facilities need to be planned within or adjacent to the alignment wherever feasible. The Gateway Cities Strategic Transportation Plan Active Transportation element should be integral to the planning for any facility.

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These concerns may be included, but not limited to, environmental analysis in the areas of Land Use and Planning, Hazards, Noise, Population and Housing, Air Quality, Environmental Justice impacts, and Public Services.

Station Locations:

Building on the unique characteristic of each station, each station needs to be analyzed by potential use as neighborhood stations or destination or transfer station. The land uses, market/development potential is impacted by the location and configuration of the station at a particular site. Placement of the station within the proposed site, impacts potential joint development opportunities, station safety, ridership and use. Underground station provides more opportunity for development. An at grade station, may provide possibilities of integration into new development. An elevated station limits connectivity to development, unless designed to allow for development adjacent to and/or under station structure. We ask that station area TOD plans and development plans for each jurisdiction be taken into account with the development of each station.

Perform an analysis of the underlying transit system and a bus restructuring plan for serving the stations to help determine the rail/bus interface at each station.

The potential connection to the Blue Line is critical and therefore, must be studied with an analysis of how best to integrate this new transit system with the existing line with the least traffic impact. Analysis should consider an underground option as well as the aerial configuration.

Station locations and station access including first/last mile considerations and their impact to the built environment and potential for development. The WSAB differs from other lines in that most station areas have development plans associated with them that were developed with the TOD and TOC planning efforts. The environmental review should include these city plans to the greatest extent possible.

Following Metro Board direction, Eco-Rapid Transit Guidelines and city specific plans, safe and accessible first/last mile routes need to be studied and implemented as part of the station area construction.

There are opportunities for shared transit/commercial parking and other first/last mile improvements. We would like to see plans that include ride-share or car-share into station area environments as well as bike stations and opportunities for shared ride drop off. Station areas should also be planned with personal electric vehicles in mind (bicycles, Segways, skateboards) as well as traditional active transportation modes.

Wayfinding to and from the station areas must be incorporated into the station area plans. We must not assume that people will be using their smartphones to orient and navigate themselves.



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The issues raised in this section have the potential to create significant impacts in Air Quality, Land Use and Planning, and Public Services and must be analyzed.

Parking:

Eco-Rapid Transit has already established the principle of comprehensive on-street and off-street parking policies which support transit oriented development and the use of parking demand, location, time, price and supply parking management strategies. The parking program needs to be developed in partnership with the local communities in the corridor, supporting local economic development opportunities while protecting existing residential neighborhoods that are adjacent to the proposed station areas. This policy must be taken into account when analyzing potential effects in Land Use and Planning and Parking.

Financial feasibility

The proposed construction timetable for the WSAB line will exceed expected Measure M financial resources. Thus the development of Public Private Partnership (3P) opportunities, including construction, alignment, profile and development, shared resources—such as parking, utilities, and perhaps even open space should be explored. Measure M artificially divided the project into two segments:

- Segment I – groundbreaking date 2022 – opening date 2028
- Segment II – groundbreaking date 2022 – opening date 2041

Segment II of the project could start as early as FY 2028 and open as early as FY **2037 utilizing 3P as a funding construction mechanism (footnote "r" – Adopted Measure M Expenditure Plan)**. There may be significant environmental consequences of project acceleration and the potential impact on constructability for the entire line. There is the potential for significant impacts from the possibility that there will not be a successful 3P acceleration and project implementation will incur a significant delay between the build-out of segments. This will create an incomplete alignment and interim terminus situation. We ask that both scenarios and the potential environmental and financial consequences be thoroughly examined.

In any area of environmental review, should it be found that the proposed project has an environmental effect which will cause substantial adverse effects on human beings, either directly or indirectly, financial feasibility should not be used as the only factor to eliminate potential mitigation measures. This is because the proposed project and actions needed to construct the proposed project have the possibility of a disproportionately high and adverse effect on low income and/or minority populations.

Population and Housing

The WSAB project traverses the subregion of Los Angeles County known as the Gateway Cities with the exception of the City of Los Angeles. The Gateway Cities Region has a higher percentage of low-income households compared to the County

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and the State. Almost 50% of the Gateway Cities Region population earned less than \$50,000 in household income, and about two-thirds of the Gateway Cities Region's household incomes totaled less than \$75,000. Only 21% of the households earned more than \$100,000 in the Gateway Cities Region compared to 29% households in California. In 2013, median household income for California was \$61,094 and \$55,909 for LA County. The Gateway Cities Region exhibits a wide range of household incomes from a low of \$32,188 in Vernon, \$35,985 in Bell to a high of \$89,594 in Cerritos, and \$118,871 in La Habra Heights. Twenty of the 27 cities in the Gateway Cities Region had their household income well below the state level. Clearly, there is a huge income disparity between the Gateway Cities Region, LA County as a whole, and California.

The Gateway Cities Region has a relatively younger population than LA County and California. Approximately 31% of the Gateway Cities Region is made up of youth under 19 years of age compared to 27% for LA County and 28% for California. The Gateway Cities Region also has a lower proportion of senior citizens, 9.7% compared to 11.2% for the County and 11.8% for the State. The traditional working age population between 20 to 64 years represents nearly 60% of the total population in the Gateway Cities Region compared to 61% percent for the County and State.

Income inequity is further exacerbated by the lack of quality, rapid transit. Commute to work pattern for the Region's workers is different from the County. In 2013, approximately 87% of the working population over 16 years of age in the Gateway Cities Region reported to either driving alone or carpooling, compared to 83% in LA County and 85% in California. The proportion of workers taking public transportation to work was lower in the Gateway Cities Region, 6.1%, compared to 7.0% for the County. Fewer households in the Gateway Cities Region had no vehicle available when compared to the County. The proportion of households with one or two vehicles available in the Region is less than the County average. However, 38.2% of the households in the Region had three or more vehicles available, significantly higher than the County average of 33.7%. Although lower household incomes are strongly correlated with fewer vehicles per household, other factors such as the size of the household and transit availability affect vehicle ownership. Many of the communities along the transit line are single family neighborhoods. However, these neighborhoods also consist of some of the most densely populated areas in the state due to a different family living in each room of every home. The potential increased value of the land around the station may change the economic dynamics of the area and displace a number of these very low-income families. This potential impact for inducing overcrowding should be examined as an environmental impact with project implementation,

Economic analysis should be done to determine the impact of introducing this important link to the regional transportation system providing southeast LA County residents an alternative to multiple auto ownership. The impact of phasing the line should be analyzed as well.

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The alignment runs through a subregion that is in the top 10% of the State of California Environmentally impacted cities. A high percentage of the residents have asthma or some form of respiratory distress. The Gateway Cities Region makes up a large section of Service Planning Area (SPA) 7 which is also known as the East Los Angeles region. According to the California Health Interview Survey, 2012-13, SPA 7 has less access and utilization of health care services. Roughly one-fifth of the population has no usual source of care compared to 16.8% for California. Additionally, SPA 7 has a higher proportion of uninsured and population dependent on Medi-Cal and a lower proportion of people with job-based health care than California.

Some SPA 7 behaviors reported include lower proportions of regular walking in the past week, smoking, and binge drinking. Populations in SPA 7 also had a higher proportion of people consuming one or more sodas a day. Additionally, SPA 7 has poorer health outcomes than California. About a quarter reported having fair or poor health compared to 19.6% for California. There were also higher proportions of people diagnosed with diabetes, obesity, high blood pressure, and asthma than the State. Food insecurity and Limited English proficiency were also significantly higher in SPA 7 than California. The environmental inquiry should evaluate the potential positive as well as negative impacts on the population from the implementation of the alignment and the opportunity it will present for enhanced medical care.

Air Quality

Many cities located along the alignment of the proposed project and project activities are environmental justice areas as defined by the EPA and other policy documents. Therefore, AQMD standards alone should not be used when determining air quality impacts. Any increase in the degradation of air quality should be considered significant and mitigation measures should be considered to address environmental effects that return the air quality to the baseline, or better, for the number of particulates. Additionally, air quality measurements should be taken in all areas within the proposed alignment study area and not just adjacent to the ROW. Further, analysis on the potential effects on low income and minority communities must be taken into consideration in the analysis.

Open Space

On May 1, 2016 the County of Los Angeles completed a Recreation and Parks Needs Assessment for Los Angeles County. The study analyzed the health, air and recreation resources within the county. The results demonstrated the need of the **WSAB county's environmental justice communities** for more Open Space. The development of the transit line may remove or impact precious open space resources by incursion, removal, noise.

Economic Impacts on Existing Businesses

Businesses along the corridor vary greatly. They depend on the local customers, the known local assets, and property owners their target markets. In the 2015 Comprehensive Economic Development Strategy (CEDs) identified the lack of high



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quality transit as an issue with supporting the creation and retention of job producers and increased opportunities. The transit line will change that dynamic.

For the property owners, their land may become more valuable and they might be interested in either redeveloping their land to increase their density/income or selling to a developer or Metro for fair market value. For the existing businesses, they may face displacement. Perceived increased value, could push the owners to charge higher rents to the local businesses and cause them to relocate or close. There have been a number of case studies on the above mentioned impacts of new transit development. We ask that analysis be done to assess the potential impacts of the alignment on property values, employment creation/retention, and impact on property values in addition to exploring the use of economic development strategies such as those that are being utilized with the Crenshaw/LAX project to assist local businesses,

Existing Business Improvement Districts (BIDS) and other economic development policies within individual cities must be considered, in the Land Use and Planning environmental analysis, as applicable land use policies where conflicts with the proposed project and project activities must be fully mitigated.

Coordination with other projects:

There are other projects in development which may impact the WSAB. The project will interface with the I-710 Corridor improvement the SR-91/I-605/I-405 Improvement project and the Gateway COG's Complete Streets efforts and other projects that are in the feasibility or planning stage. Impacts to be addressed include constructability and timing issues, construction mitigations, and potential design and right-of-way conflicts. Please take these regional projects into account when making mandatory findings of significance to ensure that all cumulative effects are mitigated.

Safety and Security:

One of the biggest perceived and real impediments to transit utilization is safety and security. Access to station areas, security monitoring and lighting help to ensure rider safety and encourage transit usage and mitigate potential negative impacts. Additionally, we cannot stress that identification of pathways to schools and other activities centers are a huge safety concern. It is critical that an individual can leave the station area and safely walk to the surrounding neighborhood, or other transit modes. This issue should be considered in the Hazards environmental review.

Maintenance Facility

The maintenance facility is critical to the operations of the transit system. Yet it requires 20 acres of land. A feasibility study was conducted to try and identify potential sites. In the built out environment that is accessible to the alignment there have been three sites identified as possibilities; one was formally withdrawn by the City as it represents one of the few parcels designated as open space. Building upon the feasibility study, the consultant team should look at other sites and try and refine

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potential alternatives. This alignment cannot share a yard with another transit line, and must have an independent maintenance facility. We request a thorough analysis of the candidate sites as well as potential solutions to incompatible land uses, odors, night lights, noise from maintenance activities, air quality, train movements as well as the potential for joint usage of the maintenance facility as potential solutions to impacts.

Construction Impacts:

A final area of concern not previously discussed are construction impacts. We anticipate that the majority of this line will be built without the use of tunnel boring machines which means significant construction activity and staging. We expect a robust analysis of construction impacts, with accompanying fiscal and environmental impacts on businesses/industrial/residential/school facilities during the years of construction. There is significant concern about detours, particularly of trucks from designated truck routes into neighborhoods or past school facilities. In addition the concerns of the following:

- Truck access to business/industry.
- Vehicular and pedestrian access to businesses
- Concern about safely walking to and from school.
- Disruption of business
- Construction noise impacts on neighborhoods
- Construction dirt and dust impacts on schools, businesses, residences.

Potential impacts of construction are not limited to the list above and all areas of environmental analysis should include mitigation measures for impacts created by construction activities.

If there are any questions, please feel free to contact me at (562) 663-6850 or at mkodama@eco-rapid.org.

Sincerely,

Michael R. Kodama
Executive Director, Eco-Rapid Transit

cc: Board of Directors
Eco-Rapid Transit City Working group



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August 2, 2017

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

Via email: wsab@metro.net

Eco-Rapid Transit JPA Scoping Comments on the West Santa Ana
Branch/Eco-Rapid Transit Line

Dear Ms. Pan:

Thank you for the opportunity to provide comments on the scope of analysis contemplated by Metro in its preparation of an EIR/EIS for the West Santa Ana Branch (WSAB) light rail project. The Board of the Eco-Rapid Transit Joint Powers Authority has been working together in the planning of this important mobility project and is excited about bringing this quality new transit service to this underserved transit corridor.

The purpose of an environmental scoping process is to ensure that the project is constructed in a collaborative effort to mitigate environmental impacts during and following its construction. This is the opportunity for Metro and the affected cities to **"get it right" at the beginning, without the need for further environmental mitigations and costly changes to the project.**

In that spirit, the Eco-Rapid Transit Board has directed me to prepare some general environmental comments for scoping the up-coming analysis.

Areas of environmental concern:

Maps and engagement:

Each jurisdiction must be provided with detailed maps of the proposed alignment as it traverses their jurisdiction and any neighboring jurisdiction. Unlike other LRT projects, the WSAB goes through multiple small jurisdictions and in many cases the station areas are located in or are part of the sphere of influence of multiple jurisdictions. This requires extra attention on the part of the consultant team to recognize different community characteristics land use patterns or development patterns within each jurisdiction. All environmental analysis should take into account actions and activities that overlap jurisdictions so that mitigations are clearly identified for multiple jurisdictions even if the proposed action or project takes place in another municipality.



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Noise:

The WSAB will be integrated into a built-out urban environment. In many cases the alignment abuts or is within close proximity to sensitive receptors such as residential or educational uses. Special attention must be paid to mitigating any potential adverse impacts associated with potential noise from the alignment as well as the noise potential generated by the different alignment profiles, the train running on steel rails and warning devices that are associated with each profile crossing, such as wayside bells, train gongs and other CPUC required devices.

The proposed alignment traverses a variety of noise sensitive environments including environments already impacted by traffic and freeway noise. There are areas where freight trains currently operate - although infrequently. We ask that noise studies be conducted that evaluate day and night time ambient noise levels and predict the impact of at-grade and elevated alignment profiles as well as the crossing warning systems associated with each. There can be acute differentials between day and night noise levels through most of the WSAB communities and detailed analysis will help identify potential impacts and help formulate mitigations. The environmental documents should include evaluations of noise attenuating barriers, landscaping and rail dampening technology to address potential noise impacts. Given the proximity of the line to residential, schools, some business, industrial and other sensitive receptors, vibration studies should be conducted to identify impacts and suggest appropriate mitigation.

There are numerous church run or other private schools/daycare/preschools located within a ½ mile of the alignment, these uses may or may not be indicated on land use maps due to their secondary, yet permitted, land use status- these uses should be identified for safety, air quality, and noise consideration. Undergrounding, walls with attenuation and landscape may be required for these existing facilities.

Traffic impacts:

All of the issues raised in this section should be taken into account in the Transportation/Traffic, and potentially Land Use and Planning, area of environmental analysis

1. Congestion impacts at proposed rail crossings of the streets – The analysis has to provide current traffic counts (i.e. no more than two years old) and project the future traffic to the year expected to be the opening date of operations (i.e. 2026). Traffic counts shall be reported for the am and pm peak hours as well as daily traffic. Traffic counts shall report truck movements separately as well as automobile movements. The congestion analysis shall be consistent with operation methods described in the most current edition of the Transportation Research Board (TRB) Highway Capacity Manual (HCM6, 2016 Edition). Arterials with major truck movements have different traffic flow characteristics affecting rail operations and capacity evaluation. Significant impacts must be evaluated according to local jurisdiction levels of thresholds.
2. Traffic impacts need to be evaluated based upon projected rail crossing arm operations and deployment – There are a number of crossings of the proposed rail



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project that will cause the train to operate on the diagonal of the local street system causing them to travel diagonally across an intersection and sometimes across very closely spaced intersections. Traffic safety mandates that the rail crossing arms be modified from standard practice to account for these unusual intersections and thus the amount of time traffic signals can devote to the movements of competing automobiles and trucks.

3. Grade separation of the rail system over arterials needs to consider unique characteristic of the WSAB corridor – The current Metro Grade Separation policy was adopted by the Metro Board in December 2003. This policy is very considerate of a multitude of impacts in determining final recommendations for grade separation. The scope of the DEIR must collect data to feed into that consideration. Important unique characteristics that must be noted include the large proportion of truck movements as well as the historical vehicle and pedestrian crash data in the corridor. Also of importance is the increase in bicycle traffic due to existing and planned bikeways along the across the corridor.

Grade separations to be investigated should include under-pass crossings as well as aerial over-crossings at locations where significant safety impacts are expected. These grade separations have the particular traffic safety advantage at diagonal **intersection crossings where “quad” gates are ineffective at controlling conflicting pedestrian movements.** (See additional comments on Grade Separation Policy below)

4. School impacts - Many schools (both public and private) about the alignment. In addition to noise impacts, there are expected pedestrian safety impacts where a large number of students is expected to cross the rail right of way. Paramount High School has 5,000 students and utilizes the ROW as a pathway between the 9th grade and high school rooms and athletic fields. Preliminary exhibits appear to have missed a number of significant private schools adjacent to the alignment. The DEIR should identify all schools and discuss impacts and possible mitigations.

5. Rail access plans at identified stations deserve special analysis – Parking access as well as bus and kiss-and ride passenger drop-off areas need to be specified in preliminary plans to evaluate traffic congestion and safety impacts.

6. Industrial site access - Since much of this corridor is generally an industrial area, looking at the traffic impacts at intersections alone, is not enough. There is a need to evaluate truck traffic impacts along the streets that are heavily industrial and receive major truck pick up and drop off during train operating hours. Adjacent commercial and residential areas must also have streets analyzed to ensure that re-routed truck traffic does not impact businesses nor end up on residential streets that do not have the capacity to be collector streets or secondary highways.

7. Freight rail conflicts – There are a significant number of active freight rail crossings of the proposed alignment. These rail spurs must be identified clearly to document conflicts and incorporate necessary design improvements for traffic mitigation.

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8. Construction traffic impacts – During the project construction traffic impacts are expected simply by the nature of project construction. Traffic mitigation standards and procedures must be identified in the environmental documents for public review

9. Transit and freight – There are significant stretches of the proposed transit line that coincide with existing freight rail service. Identify how these lines will operate during construction and operations and document conflicts and potential design alternatives.

10. Bus operations - Low/moderate income population in this corridor are more likely to be transit dependent. There are numerous bus routes that serve and transverse the corridor. These bus routes need to be integrated into the regional rail system through a rail bus interface program. Analysis must be completed to assess impact and potential route disruption during construction and transit operations. The plan must include what will be built to create safe passage for transit patrons and pedestrians during construction as well as between the buses and the trains?

11. Rail Transit Operations – The rail alignment can impact the optimal speed of the system. Each turn causes the train to slow and can also impact how long it takes to get from point a – b. Slow transit times impact the number of riders. There should be an analysis to explore options to streamline the route by eliminating unnecessary turns and report on the operations impacts on the project

12. Transit impacts on truck traffic and freeway access - There are a number of instances where the transit corridor coincides with Freeway access routes that are heavily relied upon by rail. Atlantic Blvd. in the South Gate/Cudahy area and Randolph/Pacific in Huntington Park are good examples of potential conflicts. The analysis should specifically address the impact to existing freeway on and off ramps.

13. Single family neighborhoods surround many of the station areas. During construction and operation they may prove to be a welcoming place to park. These are strong neighborhoods with several cars per households. Any additional parking will negative impact the quality of these residents.

Land Uses/Development:

The WSAB is unlike most other LRT projects built to date as it runs through multiple jurisdictions and in many cases, station locations bordering on two or more jurisdictions. A thorough examination of the land uses in each jurisdiction is necessary as well as a community impact assessment to determine what the particular social, behavioral and psychological impacts might be from the introduction of the line as well as from development potential.

Most cities, especially smaller jurisdictions, have ordinances beyond the General Plan and Zoning Code that must be analyzed to ensure that there is no conflict with any applicable land use plan. For example, some cities have lighting ordinances or storm water regulations tailored to the local municipality. These smaller documents are

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officially adopted and are legally binding, and must also be taken into account when analyzing any potential Land Use and Planning potential impacts.

We are particularly interested in the potential impacts from the possible alignment profiles that may be considered for the project and any physical barriers that may result from at-grade, below grade or elevated structures and crossings.

There have been many studies and transit oriented development plans done in preparation for the integration of this rail line into the land use and economic fabric of the twelve host cities; these plans will help guide development and may influence the design of the project. Thus close coordination between the environmental inquiry and the Transit Oriented Community study is necessary. Key assumptions regarding **the project's cost, scope and schedule that may emerge from the environmental review process** should be aligned with the TOC scope as the planning and implementation of viable transit oriented developments necessarily pivots on the scope and timing of the transit investment.

Many existing rights-of-way (ROW) being proposed for use do not currently physically divide the communities in which they are located. Changes in elevations, both above-grade or subterranean, must be analyzed based on whether the new crossings physically divide an established community. When a change in elevation is being proposed, the analysis should include a comparison between the existing condition of the ROW crossing(s) and the proposed improvements. Significant impacts in this area should not be included in overriding considerations but should be mitigated to fullest extent possible.

In addition to coordination and collaboration with the TOC effort the environmental inquiry shall build upon the framework developed in the WSAB Sustainable Transit Corridor – Phase 1 Near-term Agreement regarding pre-development Transit - Oriented Communities. Examination of environmental impacts shall be coordinated with the preparation of the Project and complement the recommendations and findings from all prior studies including the WSAB TOD Guidelines; Caltrans Environmental Justice Assessment, South Gate Station Conceptual Plan, Bellflower Mixed Use Zone Plan and TOD Specific Plan, Cerritos Station TOD District, Huntington Park Focused General Plan Update; Rancho Los Amigos South Campus Specific Plan; Bellflower Station Specific Plan; Artesia International Downtown Specific Plan; AECOM Land Use Studies located in Cudahy, Downey, South Gate, and Huntington Park; Conceptual Land Use Planning Studies for stations in Cerritos, South Gate, and Paramount; and Visioning Planning Studies for the City of Vernon Station.

The development potential and accompanying ridership inducing impacts needs to be incorporated into the environmental impact and project design. There will be a much wanted and needed symbiotic relationship between the introduction of rail service and increased development. We anticipate that the growth-inducing impacts of high-quality transit service will require special attention.

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Historic/Cultural Resources:

We request that close attention be paid to historic and cultural resources located along the alignment. Both the San Pedro Branch and the Pacific Electric ROW (PEROW or Red Cars) were active rail lines for decades. As such it passed in close proximity to many historic and cultural resources in the communities it traverses, such as the Bellflower Train Station. Additionally, as the line leaves the PEROW it follows a rail spur that also goes by historic and cultural resources in South Gate, Cudahy, Huntington Park, Bell, Bell Gardens, and Vernon.

The area also includes Los Angeles Railway Lines (Yellow Cars) such as the J Car which served 40,000 passengers per day from Jefferson Park to Pacific in Huntington Park and the V car which served the City of Vernon and many other places. With the City of Los Angeles, it will follow a course that was also previously part of the streetcar system where a significant number of historic/cultural sites are located.

Careful attention needs to be given to the integration of stations, first/last mile access to station areas and utilizing design to integrate historic and cultural resources into station access plans.

Each station area in the WSAB corridor is unique. The communities they serve vary greatly. The communities have grown from farm lands and dairies to industrial centers, and residential communities with close knit neighborhoods. Almost each neighborhood represents a different era; cultural background and each has developed cultural centers; significant buildings, historic shopping district and neighborhoods that will be affected by the transit line. A thorough analysis of the project alternatives, alignment profiles and design elements relative to potential effects on individual communities must be done using criteria from the FHWA *Community Impact Assessment* guide.

The analysis of the project alternatives and design options relative to potential effects on individual communities includes a combination of several social and psychological criteria:

- Changes in population-whether the project will cause redistribution, an influx, or loss of population;
- Community cohesion and interaction-the degree of attraction among the parts of a neighborhood (i.e., individuals groups and institutions). In addition, cohesion relates to the level of interaction and interdependence present within a community;
- Isolation-whether people of a community will be separated or set apart from others;
- Social values-whether the project will cause a change in social values; and
- Quality of life-what is the perceived impact on quality of life.

The analysis should help determine the potential effects of each project alternative, alignment profile and design option, as well as the proposed maintenance and operations facility on the social and psychological aspects of the local established communities.



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Aesthetics:

There needs to be a careful examination of creating an alignment profile that can accommodate the estimated ridership and maintain or mitigate impacts on community character. The alignment profile chosen to accommodate demand may include significant grade separated crossings and grade separated segments. Both elevated track as well as trenched or cut and cover profiles should be examined to integrate the alignment into the built environment. Most of the PEROW runs through low profile built-out urban environments where an aerial structure might impact the community aesthetic as well as create privacy issues for backyards and windows that are immediately adjacent to the ROW. At-grade or elevated structures potentially may divide communities through the creation of barriers. In addition to considering all potential project profiles to minimize community separation; the use of landscaping and screening, pedestrian pathways and bike trails may mitigate this effect. The proposed alignment from the Firestone to Florence stations presents an aesthetic challenge as the treatment mitigation will influence the character of the neighborhoods.

During construction, any areas used for staging should be analyzed to ensure that any substantial degrading of the existing visual character or quality of the site and its surroundings be fully mitigated during and after construction activities.

Grade Separation Policy:

We understand that the LRT Grade Separation and Safety policy is applied in multiple layers of analysis that will eventually result in recommendations regarding grade separations. We would like to draw attention to the PEROW and its many diagonal crossings that will provide a challenge for an LRT that is estimated to have as many as 61,000 daily boardings with headways potentially as close as 3-6 minutes. There are real and deep concerns about safety at most of these crossings.

We ask that the consultant team meet with each jurisdiction to identify safety **concerns beyond traffic queuing such as the potential for "gate drive-arounds"** with diagonal crossings, pathways to school, school access, truck traffic/truck access to driveways near the alignment. Potential grade separations should include analysis of below-grade options as well as aerial configurations. All alignments and profile options need to anticipate the high water table that is found throughout the lower portion of the alignment. Water table issues will impact both below grade and aerial structure, the Metro Green Line Station as well as the WSAB Station connection.

The WSAB project, where it has an exclusive alignment needs to consider the addition of a Class I bike lane wherever feasible. There is currently a class I in Bellflower and another planned in the City of Paramount and Artesia along with a number of regional bike projects currently underway. Active Transportation facilities need to be planned within or adjacent to the alignment wherever feasible. The Gateway Cities Strategic Transportation Plan Active Transportation element should be integral to the planning for any facility.

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These concerns may be included, but not limited to, environmental analysis in the areas of Land Use and Planning, Hazards, Noise, Population and Housing, Air Quality, Environmental Justice impacts, and Public Services.

Station Locations:

Building on the unique characteristic of each station, each station needs to be analyzed by potential use as neighborhood stations or destination or transfer station. The land uses, market/development potential is impacted by the location and configuration of the station at a particular site. Placement of the station within the proposed site, impacts potential joint development opportunities, station safety, ridership and use. Underground station provides more opportunity for development. An at grade station, may provide possibilities of integration into new development. An elevated station limits connectivity to development, unless designed to allow for development adjacent to and/or under station structure. We ask that station area TOD plans and development plans for each jurisdiction be taken into account with the development of each station.

Perform an analysis of the underlying transit system and a bus restructuring plan for serving the stations to help determine the rail/bus interface at each station.

The potential connection to the Blue Line is critical and therefore, must be studied with an analysis of how best to integrate this new transit system with the existing line with the least traffic impact. Analysis should consider an underground option as well as the aerial configuration.

Station locations and station access including first/last mile considerations and their impact to the built environment and potential for development. The WSAB differs from other lines in that most station areas have development plans associated with them that were developed with the TOD and TOC planning efforts. The environmental review should include these city plans to the greatest extent possible.

Following Metro Board direction, Eco-Rapid Transit Guidelines and city specific plans, safe and accessible first/last mile routes need to be studied and implemented as part of the station area construction.

There are opportunities for shared transit/commercial parking and other first/last mile improvements. We would like to see plans that include ride-share or car-share into station area environments as well as bike stations and opportunities for shared ride drop off. Station areas should also be planned with personal electric vehicles in mind (bicycles, Segways, skateboards) as well as traditional active transportation modes.

Wayfinding to and from the station areas must be incorporated into the station area plans. We must not assume that people will be using their smartphones to orient and navigate themselves.

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The issues raised in this section have the potential to create significant impacts in Air Quality, Land Use and Planning, and Public Services and must be analyzed.

Parking:

Eco-Rapid Transit has already established the principle of comprehensive on-street and off-street parking policies which support transit oriented development and the use of parking demand, location, time, price and supply parking management strategies. The parking program needs to be developed in partnership with the local communities in the corridor, supporting local economic development opportunities while protecting existing residential neighborhoods that are adjacent to the proposed station areas. This policy must be taken into account when analyzing potential effects in Land Use and Planning and Parking.

Financial feasibility

The proposed construction timetable for the WSAB line will exceed expected Measure M financial resources. Thus the development of Public Private Partnership (3P) opportunities, including construction, alignment, profile and development, shared resources—such as parking, utilities, and perhaps even open space should be explored. Measure M artificially divided the project into two segments:

- Segment I – groundbreaking date 2022 – opening date 2028
- Segment II – groundbreaking date 2022 – opening date 2041

Segment II of the project could start as early as FY 2028 and open as early as FY 2037 utilizing 3P as a funding construction mechanism (footnote "r" – Adopted Measure M Expenditure Plan). There may be significant environmental consequences of project acceleration and the potential impact on constructability for the entire line. There is the potential for significant impacts from the possibility that there will not be a successful 3P acceleration and project implementation will incur a significant delay between the build-out of segments. This will create an incomplete alignment and interim terminus situation. We ask that both scenarios and the potential environmental and financial consequences be thoroughly examined.

In any area of environmental review, should it be found that the proposed project has an environmental effect which will cause substantial adverse effects on human beings, either directly or indirectly, financial feasibility should not be used as the only factor to eliminate potential mitigation measures. This is because the proposed project and actions needed to construct the proposed project have the possibility of a disproportionately high and adverse effect on low income and/or minority populations.

Population and Housing

The WSAB project traverses the subregion of Los Angeles County known as the Gateway Cities with the exception of the City of Los Angeles. The Gateway Cities Region has a higher percentage of low-income households compared to the County

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and the State. Almost 50% of the Gateway Cities Region population earned less than \$50,000 in household income, and about two-thirds of the Gateway Cities Region's household incomes totaled less than \$75,000. Only 21% of the households earned more than \$100,000 in the Gateway Cities Region compared to 29% households in California. In 2013, median household income for California was \$61,094 and \$55,909 for LA County. The Gateway Cities Region exhibits a wide range of household incomes from a low of \$32,188 in Vernon, \$35,985 in Bell to a high of \$89,594 in Cerritos, and \$118,871 in La Habra Heights. Twenty of the 27 cities in the Gateway Cities Region had their household income well below the state level. Clearly, there is a huge income disparity between the Gateway Cities Region, LA County as a whole, and California.

The Gateway Cities Region has a relatively younger population than LA County and California. Approximately 31% of the Gateway Cities Region is made up of youth under 19 years of age compared to 27% for LA County and 28% for California. The Gateway Cities Region also has a lower proportion of senior citizens, 9.7% compared to 11.2% for the County and 11.8% for the State. The traditional working age population between 20 to 64 years represents nearly 60% of the total population in the Gateway Cities Region compared to 61% percent for the County and State.

Income inequity is further exacerbated by the lack of quality, rapid transit. Commute to work pattern for the Region's workers is different from the County. In 2013, approximately 87% of the working population over 16 years of age in the Gateway Cities Region reported to either driving alone or carpooling, compared to 83% in LA County and 85% in California. The proportion of workers taking public transportation to work was lower in the Gateway Cities Region, 6.1%, compared to 7.0% for the County. Fewer households in the Gateway Cities Region had no vehicle available when compared to the County. The proportion of households with one or two vehicles available in the Region is less than the County average. However, 38.2% of the households in the Region had three or more vehicles available, significantly higher than the County average of 33.7%. Although lower household incomes are strongly correlated with fewer vehicles per household, other factors such as the size of the household and transit availability affect vehicle ownership. Many of the communities along the transit line are single family neighborhoods. However, these neighborhoods also consist of some of the most densely populated areas in the state due to a different family living in each room of every home. The potential increased value of the land around the station may change the economic dynamics of the area and displace a number of these very low-income families. This potential impact for inducing overcrowding should be examined as an environmental impact with project implementation,

Economic analysis should be done to determine the impact of introducing this important link to the regional transportation system providing southeast LA County residents an alternative to multiple auto ownership. The impact of phasing the line should be analyzed as well.

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The alignment runs through a subregion that is in the top 10% of the State of California Environmentally impacted cities. A high percentage of the residents have asthma or some form of respiratory distress. The Gateway Cities Region makes up a large section of Service Planning Area (SPA) 7 which is also known as the East Los Angeles region. According to the California Health Interview Survey, 2012-13, SPA 7 has less access and utilization of health care services. Roughly one-fifth of the population has no usual source of care compared to 16.8% for California. Additionally, SPA 7 has a higher proportion of uninsured and population dependent on Medi-Cal and a lower proportion of people with job-based health care than California.

Some SPA 7 behaviors reported include lower proportions of regular walking in the past week, smoking, and binge drinking. Populations in SPA 7 also had a higher proportion of people consuming one or more sodas a day. Additionally, SPA 7 has poorer health outcomes than California. About a quarter reported having fair or poor health compared to 19.6% for California. There were also higher proportions of people diagnosed with diabetes, obesity, high blood pressure, and asthma than the State. Food insecurity and Limited English proficiency were also significantly higher in SPA 7 than California. The environmental inquiry should evaluate the potential positive as well as negative impacts on the population from the implementation of the alignment and the opportunity it will present for enhanced medical care.

Air Quality

Many cities located along the alignment of the proposed project and project activities are environmental justice areas as defined by the EPA and other policy documents. Therefore, AQMD standards alone should not be used when determining air quality impacts. Any increase in the degradation of air quality should be considered significant and mitigation measures should be considered to address environmental effects that return the air quality to the baseline, or better, for the number of particulates. Additionally, air quality measurements should be taken in all areas within the proposed alignment study area and not just adjacent to the ROW. Further, analysis on the potential effects on low income and minority communities must be taken into consideration in the analysis.

Open Space

On May 1, 2016 the County of Los Angeles completed a Recreation and Parks Needs Assessment for Los Angeles County. The study analyzed the health, air and recreation resources within the county. The results demonstrated the need of the **WSAB county's environmental justice communities** for more Open Space. The development of the transit line may remove or impact precious open space resources by incursion, removal, noise.

Economic Impacts on Existing Businesses

Businesses along the corridor vary greatly. They depend on the local customers, the known local assets, and property owners their target markets. In the 2015 Comprehensive Economic Development Strategy (CEDs) identified the lack of high



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quality transit as an issue with supporting the creation and retention of job producers and increased opportunities. The transit line will change that dynamic.

For the property owners, their land may become more valuable and they might be interested in either redeveloping their land to increase their density/income or selling to a developer or Metro for fair market value. For the existing businesses, they may face displacement. Perceived increased value, could push the owners to charge higher rents to the local businesses and cause them to relocate or close. There have been a number of case studies on the above mentioned impacts of new transit development. We ask that analysis be done to assess the potential impacts of the alignment on property values, employment creation/retention, and impact on property values in addition to exploring the use of economic development strategies such as those that are being utilized with the Crenshaw/LAX project to assist local businesses,

Existing Business Improvement Districts (BIDS) and other economic development policies within individual cities must be considered, in the Land Use and Planning environmental analysis, as applicable land use policies where conflicts with the proposed project and project activities must be fully mitigated.

Coordination with other projects:

There are other projects in development which may impact the WSAB. The project will interface with the I-710 Corridor improvement the SR-91/I-605/I-405 Improvement project and the Gateway COG's Complete Streets efforts and other projects that are in the feasibility or planning stage. Impacts to be addressed include constructability and timing issues, construction mitigations, and potential design and right-of-way conflicts. Please take these regional projects into account when making mandatory findings of significance to ensure that all cumulative effects are mitigated.

Safety and Security:

One of the biggest perceived and real impediments to transit utilization is safety and security. Access to station areas, security monitoring and lighting help to ensure rider safety and encourage transit usage and mitigate potential negative impacts. Additionally, we cannot stress that identification of pathways to schools and other activities centers are a huge safety concern. It is critical that an individual can leave the station area and safely walk to the surrounding neighborhood, or other transit modes. This issue should be considered in the Hazards environmental review.

Maintenance Facility

The maintenance facility is critical to the operations of the transit system. Yet it requires 20 acres of land. A feasibility study was conducted to try and identify potential sites. In the built out environment that is accessible to the alignment there have been three sites identified as possibilities; one was formally withdrawn by the City as it represents one of the few parcels designated as open space. Building upon the feasibility study, the consultant team should look at other sites and try and refine

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potential alternatives. This alignment cannot share a yard with another transit line, and must have an independent maintenance facility. We request a thorough analysis of the candidate sites as well as potential solutions to incompatible land uses, odors, night lights, noise from maintenance activities, air quality, train movements as well as the potential for joint usage of the maintenance facility as potential solutions to impacts.

Construction Impacts:

A final area of concern not previously discussed are construction impacts. We anticipate that the majority of this line will be built without the use of tunnel boring machines which means significant construction activity and staging. We expect a robust analysis of construction impacts, with accompanying fiscal and environmental impacts on businesses/industrial/residential/school facilities during the years of construction. There is significant concern about detours, particularly of trucks from designated truck routes into neighborhoods or past school facilities. In addition the concerns of the following:

- Truck access to business/industry.
- Vehicular and pedestrian access to businesses
- Concern about safely walking to and from school.
- Disruption of business
- Construction noise impacts on neighborhoods
- Construction dirt and dust impacts on schools, businesses, residences.

Potential impacts of construction are not limited to the list above and all areas of environmental analysis should include mitigation measures for impacts created by construction activities.

If there are any questions, please feel free to contact me at (562) 663-6850 or at mkodama@eco-rapid.org.

Sincerely,

Michael R. Kodama
Executive Director, Eco-Rapid Transit

cc: Board of Directors
Eco-Rapid Transit City Working group



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

July 31, 2017

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

Re: Potential Bellflower Rail Maintenance Facility

Dear Ms. Pan: *Fanny*

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

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

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

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

We look forward to your response.

Sincerely,

Michael R. Kodama
 Executive Director, Eco-Rapid Transit

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

Chair

Zareh Sinanyan
 Council Member
 City of Glendale

Vice-Chair

Pedro Aceituno
 Council Member
 City of Bell Gardens

Secretary

Karina Macias
 Council Member
 City of Huntington Park

Treasurer

Ali Sajad Taj
 Mayor
 City of Artesia

Internal Auditor

Cristian Markovich
 Council Member
 City of Cudahy

Executive Director
 Michael R. Kodama

General Counsel
 Teresa L. Highsmith

Ex-Officio
 Rena Bobadilla
 City Manager Representative



Memo

To: Eco-Rapid Transit Board of Directors/Orangeline Development Authority (OLDA)
From: Alika Kumar, Executive Director, Phoenix MBDA Business Center
CC: Mike Kodama, Executive Director, Eco-Rapid Transit
Date: August 4, 2017
Re: **Eco-Rapid Transit's Partnership with the Minority Business Development Authority, U.S. Department of Commerce, and the role of the Phoenix MBDA Business Center**

Comments:

The Phoenix MBDA Business Center has been engaged with Eco-Rapid Transit, particularly Mike Kodama for over 18 months to assist its efforts in identifying investors, and to assist in the creation of outreach to provide direct assistance to the minority populations who will be impacted by the Eco-Rapid Transit Development project.

The Phoenix MBDA Business Center would like to reiterate its commitment to working collaboratively with Eco-Rapid Transit in several key areas as outlined below. In addition, in keeping with the Minority Business Development Agency's mission, we will assist by coordinating efforts across the network of MBDA Centers to help with each of the identified areas of importance and mutual areas. The efforts will include the following broad categories:

1. Assist in finding investors for the Public Private Benefits Corporation. These will include banks and other investors. We have already identified and introduced some banks and are continuing to develop these relationships.
2. Identify and introduce large investors for the Annual Transit Oriented Corridor Conference which highlights Minority Investment opportunities.
3. Minority Investment Conference. We will help promote this conference as well as find investors/title sponsors and such to fund the conference.
4. We will help provide Access to Capital for the small and minority businesses involved in the Eco-Rapid Transit related projects by working with banks identified earlier to develop outreach efforts to provide support, education and direct assistance to the DBEs/MBEs/WOSBs. These efforts will help coach and guide DBEs/MBEs/WOSBs on being financially ready, and when they begin to respond to the project solicitations, they will have ready relationships to receive access to working capital, payroll resources, and money to lease/buy equipment, etc.
5. The Phoenix MBDA Business Center will reach out to its nationwide network of Centers to coordinate the identification of funding resources, business partners and other resources as needed.



July 7, 2017

Ms. Fanny Pan, Project Manager
LA Metro
One Gateway Plaza, Mail Stop: 99-22-4
Los Angeles, California 90012
Phone: (213) 629-8613
E-mail: WSAB@metro.net

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1800
F: (213) 236-1825
www.scag.ca.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project [SCAG NO. IGR9295]

Dear Ms. Pan,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project. The proposed project includes construction of a light rail transit (LRT) line that would extend approximately 20 miles from Union Station in the north towards the Los Angeles/Orange County line on the south, connecting Downtown Los Angeles to southeast Los Angeles County.

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to au@scag.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Assistant Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Acting Manager, Compliance and Performance Monitoring

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT [SCAG NO. IGR9295]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS. For regionally significant transportation projects, should major project changes (i.e. change in scope, completion year, and/or costs) take place as result of the environmental review process that are not consistent with the latest RTP/SCS project sponsors should consult with their County Transportation Commission (CTC) to request for SCAG to amend the RTP/SCS to include the latest project information.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>
<small>*SCAG does not yet have an agreed-upon security performance measure.</small>	

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted County of Los Angeles Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	10,326,200	11,145,100	11,514,800
Households	6,458,000	7,325,000	7,412,300	3,493,700	3,809,300	3,948,600
Employment	8,414,000	9,441,000	9,871,500	4,662,500	5,062,100	5,225,800

	Adopted City of Vernon Forecasts			Adopted City of Huntington Park Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	300	300	300	60,800	65,400	67,400
Households	100	100	100	16,600	18,900	17,400
Employment	45,300	45,700	48,100	16,900	18,000	18,600

	Adopted City of Bell Forecasts			Adopted City of Cudahy Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	35,800	36,400	38,900	23,800	23,600	23,800
Households	8,900	9,100	9,200	5,600	5,600	5,600

Employment	13,000	13,400	13,700	2,900	2,900	2,900
	Adopted City of South Gate Forecasts			Adopted City of Downey Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	99,300	107,300	111,800	114,400	119,000	121,700
Households	25,200	27,200	28,300	35,000	36,400	37,300
Employment	22,100	23,200	24,000	60,100	61,900	63,000

	Adopted City of Paramount Forecasts			Adopted City of Bellflower Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	54,900	56,900	58,000	77,500	79,000	79,600
Households	14,100	14,800	14,800	23,800	24,200	24,400
Employment	21,000	21,800	22,300	14,100	14,600	14,700

	Adopted City of Cerritos Forecasts			Adopted City of Artesia Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	49,700	50,600	50,900	16,900	17,600	18,000
Households	15,600	15,900	16,000	4,700	4,900	5,000
Employment	32,200	33,100	33,700	5,300	5,800	5,800

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site-specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

APPENDIX L EXTENDED OUTREACH DISTRIBUTION

City	Category	Organization	First	Last	Address	City	State	Zip Code	Phone	Email
Artesia	Senior centers	Cerritos Senior Center			12340 South St	Artesia	CA	90701	(562) 916-8550	dcoleman@cityofartesia.us
Artesia	Schools	Our Lady of Fatima School			18626 Clarkdale Ave	Artesia	CA	90701	(562) 865-1621 ext. 335	mr.hayes@olfartesia.org
Artesia	Schools	Montessori House of Children			18523 Arline Ave	Artesia	CA	90701	(562) 924-3610	
Artesia	City halls	Artesia City Hall			18747 Clarkdale Ave	Artesia	CA	90701	(562) 865-6262	
Artesia	Community centers	Artesia Park	David	Coleman	18750 Clarkdale Ave	Artesia	CA	90701	(562) 860-3361 ext. 346	dcoleman@cityofartesia.us
Artesia	Libraries	Artesia Library			18722 Clarkdale Ave	Artesia	CA	90701	562-924-5422	
Artesia	Chambers of commerce	Artesia Chamber of Commerce	Ina	R. Dahilig	17510 Pioneer Blvd	Artesia	CA	90701	(562) 881-8743	info@artesiachamberofcommerce.org
Bell	Schools	Bell High School	Rafael	Balderas	4328 Bell Ave	Bell	CA	90201	(323) 560-1445	rbald2@lausd.net
Bell	Schools	Woodlawn Ave Elementary School	Carolina	Brockway	6314 Woodlawn Ave	Bell	CA	90201	(323) 560-1445	cx3963@lausd.net
Bell	Schools	Corona Ave Elementary School	Rachel	Saldana	3825 Bell Ave	Bell	CA	90201	(323) 560-1323	rls5446@lausd.net, Peralta, Gladys <gep9920@lausd.net>; Arvizu, Mirna <mirna.arvizu@lausd.net>
Bell	Schools	Martha Escutia Primary Center	Janis C.	Shinmei	6401 Bear Ave	Bell	CA	90201	(323) 585-8237	janis.shinmei@lausd.net
Bell	City halls	Bell City Hall			6330 Pine Ave	Bell	CA	90201	(323) 588-6211	
Bell	Community centers	Bell Community Center	Connie	Hurtado	6250 Pine Ave	Bell	CA	90201	(323) 773-1596	churtado@CITYOFBELL.ORG
Bell	Libraries	Bell Library			4411 Gage Ave	Bell	CA	90201	(323) 560-2149	dzaher@library.lacounty.org
Bell	Other	Bell Technology Center			4357 E. Gage Ave.	Bell	CA	90201	323-585-4579	churtado@CITYOFBELL.ORG
Bell	Other	Southland Christian Church			6200 King Ave	Bell	CA	90201	(323) 326-1566	pastorjeff@southlandcc.org
Bell	Community centers	Veterans Memorial Park			6500 Wilcox Ave	Bell	CA	90201	(323) 923-2664	churtado@CITYOFBELL.ORG
Bell	Schools	Al-Hadi School			5150 Gage Ave.	Bell	CA	90201	323-771-9135	info@alhadischool.org
Bell	Schools	Magnolia Science Academy - 8 Bell	Jason	Hernandez	6411 Orchard Ave	Bell	CA	90201	323-826-3925	jhernandez@magnoliapublicschools.org
Bell	Schools	Nueva Vista Elementary School	Bruce	Clark	4412 Randolph St.	Bell	CA	90201	323-562-3015	bclark@lausd.net
Bell	Schools	Orchard Academy Global Studies	David B	Manzo	6411 Orchard Ave	Bell	CA	90201	323-826-3850	david.manzo@lausd.net
Bell	Chambers of commerce	Bell Chamber of Commerce			PO Box 294	Bell	CA	90201	323-945-5731	SergioM@elaviso.com
Bell		Bell Police Department			6326 Pine Ave.	Bell	CA	90201	(323) 585-1245	
Bell Gardens		Bell Gardens City Hall	Philip	Wagner	7100 Garfield Ave	Bell Gardens	CA	90201	562-806-7700	pwagner@bellgardens.org
Bell Gardens	Community centers	Bell Gardens Veterans Park	Chris	Daste	6662 Loveland St	Bell Gardens	CA	90201	562-806-7650	cdaste@bellgardens.org
Bell Gardens	Schools	Bell Gardens Intermediate School	Jose	Cuevas	5841 Live Oak St	Bell Gardens	CA	90201	562-927-1319	cuevas_jose@montebello.k12.ca.us
Bell Gardens	Schools	Bell Gardens High School	Juan	Herrera	6119 Agra St	Bell Gardens	CA	90201	323-826-5151	herrera_juan@montebello.k12.ca.us
Bell Gardens	Schools	Bell Gardens Elementary School	James	Sams	5620 Quinn St	Bell Gardens	CA	90201	562-927-1223	sams_james@montebello.k12.ca.us
Bell Gardens	Schools	Suva Elementary School	Janice	Riddle	6740 Suva St	Bell Gardens	CA	90201	562-927-1827	riddle_janice@montebello.k12.ca.us
Bell Gardens	Schools	Garfield Elementary School	David	Hernandez	7425 Garfield Ave	Bell Gardens	CA	90201	562-927-1915	Hernandez_David@montebello.k12.ca.us
Bell Gardens	Schools	Cesar E. Chavez Elementary School	Norma	Velasco-Aceves	6139 Loveland St	Bell Gardens	CA	90201	323-773-1804	velasco_norma@montebello.k12.ca.us
Bell Gardens	Schools	St. Gertrude School	Mary	Flock	6824 Toler Ave	Bell Gardens	CA	90201	562-927-1216	

Cudahy	Libraries	Cudahy Library			5218 Santa Ana St	Cudahy	CA		90201	323-771-1345	
Cudahy		Cudahy City Hall	Baru	Sanchez	5220 Santa Ana St	Cudahy	CA		90201	323-773-5143	bsanchez@cityofcudahyca.gov cmg5277@lausd.net
Cudahy		Park Avenue Elementary School	Christina	Garcia	8020 Park Ave	Cudahy	CA		90201	323-832-1860	
Cudahy		Ellen Ochoa Learning Center	Mara	Bommarito	5027 Live Oak St	Cudahy	CA		90201	323-869-1300	mbommant@lausd.net
Cudahy		Teresa Hughes Elementary School	Adriana	Cortez	4242 Clara St	Cudahy	CA		90201	323-560-4422	axc7702@lausd.net
		Downey Unified School District	John	Garcia	11627 Brookshire Ave	Downey	CA		90241	562-469-6500	jgarcia@dusd.net
		Downey High School	Tom	Houts	11040 Brookshire Ave	Downey	CA		90241	562-869-7301	thouts@dusd.net
		Gauldin Elementary School	Dolores	Goble	9724 Spry St	Downey	CA		90242	562-904-3582	dgoble@dusd.net
		Warren High School	Laura	Rivas	8141 De Palma St	Downey	CA		90241	562-869-7306	lrvivas@dusd.net
		Doty Middle School	Brent	Shubin	10301 Woodruff Ave	Downey	CA		90241	562-904-3586	bshubin@dusd.net
		Old River Elementary School	Caryn	Jasich	11995 Old River School Rd	Downey	CA		90242	562-904-3561	cjasich@dusd.net
		St. Raymond School		Nuno	12320 Paramount Blvd	Downey	CA		90242	562-862-3210	principal@straymondschool-downey.org
		Downey City Library			11121 Brookshire Ave	Downey	CA		90241	562-904-7360	
		Downey Chamber of Commerce	Cindy	Kovach	11131 Brookshire Ave	Downey	CA		90241	562-923-2191	info@downeychamber.com
		Barbara J Riley Community Center	Kelsey	Ransom	7810 Quill Dr	Downey	CA		90242	562-904-7223	Kransom@downeyca.org
		Downey Parks and Recreation			7850 Quill Dr	Downey	CA		90242	562-904-7238	
		Downey City Hall	Fernando	Vasquez	11111 Brookshire Ave	Downey	CA		90241	562-869-7331	fvasquez@downeyca.org
		Hawaiian Gardens City Hall	Joe	Colombo	21815 Pioneer Blvd	Hawaiian Gardens	CA		90716	562-420-2641 x208	jcolombo@hgcity.org
		Hawaiian Elementary School	Mayra	Lozano	12350 226th St	Hawaiian Gardens	CA		90716	562-229-7865	mayra.lozano@abcusd.us
		Venn W. Furgeson Elementary School	Alejandro	Gutierrez	22215 Elaine Ave	Hawaiian Gardens	CA		90716	562-229-7855	alejandro.gutierrez@abcusd.us
		C. Robert Lee Activity Center	Candelario	Montion	21815 Pioneer Blvd	Hawaiian Gardens	CA		90716	(562) 420-2641	cmontion@hgcity.org
Huntington Park		Huntington Park City Hall	Carlos	Luis	6550 Miles Ave	Huntington Park	CA		90255	323-584-6250	fpalacios@hpca.gov
Huntington Park		Huntington Park Library			6518 Miles Ave	Huntington Park	CA		90255	323-583-1461	
Huntington Park		Huntington Park Community Center	Joanna	Garcia	6925 Salt Lake Ave	Huntington Park	CA		90255	323-584-6218	jgarcia@hpca.gov
Huntington Park		San Antonio Elementary School	Angie	Cantu	6222 State St	Huntington Park	CA		90255	323-582-1250	
Huntington Park		Walnut Park Elementary School	Saraid	Luna	2642 Olive St	Huntington Park	CA		90255	(323) 588-3145 ex.400	
Huntington Park		Hope Street Elementary School	Pamella	Lemuix	7560 State St	Huntington Park	CA		90255	(323) 586-5700	pdl6151@lausd.net
Huntington Park		Miles Avenue Elementary School	Cora	Watkins	6720 Miles Ave	Huntington Park	CA		90255	(323) 588-8296	cwatkins@lausd.net
Huntington Park		Huntington Park Senior High School	Lupe	Hernandez	2660 E 57th St	Huntington Park	CA		90255	(323) 826-2300	lherna11@lausd.net
Huntington Park		Pacific Boulevard School	Fabiola	Hernandez		Huntington Park	CA		90255	(323) 586-8640	fperez10@lausd.net
Huntington Park		Aspire Olin University Preparatory Academy	Joel	Ramirez	2540 E 58th St	Huntington Park	CA		90255	323 277-2901	Joel.Ramirez@aspirepublicschools.org

Huntington Park		YWCA			7515 Pacific Blvd	Huntington Park	CA		90255	(213) 516-3575		alejandra.hernandez@gla.org
Huntington Park		Communities for a Better Environment			6325 Pacific Blvd, #300	Huntington Park	CA		90255			Dilia@cbeval.org
Huntington Park		Oldtimers Foundation Center			2255 E. Gage Ave	Huntington Park	CA		90255	323-583-2411		edesantiago@oldtimershousing.org
Huntington Park		Raul R. Perez Memorial Park	Joanna	Garcia	6208 Alameda St	Huntington Park	CA		90255	(323) 584-6218		jpgarcia@hpca.gov
Huntington Park		Robert H. Keller Park	Joanna	Garcia	6550 Miles Ave	Huntington Park	CA		90255	(323) 584-6218		jpgarcia@hpca.gov
Huntington Park		Salt Lake Park	Joanna	Garcia	3401 E Florence Ave	Huntington Park	CA		90255	(323) 584-6218		jpgarcia@hpca.gov
Huntington Park		Aspire Antonio Maria Lugo Academy			6100 Carmelita Ave.	Huntington Park	CA		90255	323-585-1153		Sindy.flores@aspirepublicschools.org
Huntington Park		Aspire Ollin University Preparatory Academy			2540 East 58th St.	Huntington Park	CA		90255	323-277-2901		susie.durazno@aspirepublicschools.org
Huntington Park		Chester W. Nimitz Middle School			6021 Carmelita Ave.	Huntington Park	CA		90255	323-887-5400		virginia.flores@lausd.net
Huntington Park		Henry T. Gage Middle School			2880 E. Gage Ave	Huntington Park	CA		90255	323-826-1500		Cesar.quezad@lausd.net
Huntington Park		Huntington Park Elementary School			6055 Corona Ave.	Huntington Park	CA		90255	323-869-5920		Dcampo@lausd.net
Huntington Park		Huntington Park High School			6020 Miles Ave.	Huntington Park	CA		90255	323-826-2300		Lherna11@lausd.net
Huntington Park		Hub Cities Worksource			2677 Zoe Ave	Huntington Park	CA			(323) 586-4700		cxochimitl@hubcities.org
Huntington Park		California Environmental Justice Alliance			6325 Pacific Blvd., Ste. 300	Huntington Park	CA		90255	323-826-9771 X 104		scervas@caleja.org
Huntington Park		City of Huntington Park Chamber of Commerce	Leticia	Martinez	6330 Pacific Blvd. Suite 208	Huntington Park	CA		90255	(323) 585 -1155		info@HPChamber.org
Lakewood		City of Lakewood	Sonia	Dias Southwell	5050 Clark Ave	Lakewood	CA		90712	562-866-9771		service1@lakewoodcity.org
Lakewood		Mayfair Middle/High School	Julia	Stanley	6000 Woodruff Ave	Lakewood	CA		90713	562-925-9981		
Lakewood		Artesia High School	Sergio	Garcia	12108 Del Amo Blvd	Lakewood	CA		90715	(562) 229-7700		sergio.garcia@abcusd.us
Lakewood		Craig Williams Elementary School	Stacey	Williams	6144 Clark Ave	Lakewood	CA		90712	(562) 804-6540		swilliams@busd.k12.ca.us
Lakewood		Palms Elementary School			12445 207th St	Lakewood	CA		90715	(562) 924-5549		
Lakewood		Esther Lindstrom Elementary School	Lisa	Luna	5900 Canehill Ave	Lakewood	CA		90713	(562) 804-6525		luna@busd.k12.ca.us
Lakewood		Aloha Elementary School	Linda	Dohm	11737 214th St	Lakewood	CA		90715	(562) 229-7825		linda.dohm@abcusd.us
Lakewood		Ella P. Melbourne Elementary School	Karina	Martir	21314 Claretta Ave	Lakewood	CA		90715	(562) 229-7885		karina.martir@abcusd.us
Lakewood		Stephen Foster Elementary School	Confidence	Johnson	5223 Bigelow St	Lakewood	CA		90712	(562) 804-6518		cjohnson@busd.k12.ca.us
Lakewood		Willow Elementary School	Eveline	Huh	11733 205th St	Lakewood	CA		90715	(562) 229-7910		eveline.huh@abcusd.us
Lakewood		Lakewood High School	Mario	Jimenez	4400 Briercrest Ave	Lakewood	CA		90713	(562) 425-1281		majimenez@lbschools.net
Lakewood		Cleveland Elementary School	Ellen	Ryan	4760 Hackett Ave	Lakewood	CA		90713	(562) 420-7552		eryan@lbschools.net
Lakewood		Riley Elementary School	LaShell	Diggs	3319 Sandwood St	Lakewood	CA		90712	(562) 420-9595		ldiggs@lbschools.net
Lakewood		Holmes Elementary School	Luana	Wesley	5020 Barlin Ave	Lakewood	CA		90712	(562) 633-4427		lwesley@lbschools.net

Lakewood		MacArthur Elementary School	Scott	Fleming	6011 Centralia St	Lakewood	CA	90713	(562) 420-3588	sfleming@lbschools.net
Lakewood		James Madison Elementary School			2801 Bomberry St	Lakewood	CA	90712		
Lakewood		Hoover Middle School	Stephanie	Cooper	3501 Country Club Dr	Lakewood	CA	90712	(562) 421-1213	sdunn@lbschools.net
Lakewood		Greater Lakewood Chamber of Commerce	Joshua	Castellanos	4111 South St Unit E	Lakewood	CA	90712		info@lakewoodchamber.com
		Vernon Branch Library	Daisey	Pulido	4504 S Central Ave	Los Angeles	CA	90011	(323) 234-9106	DPulido@lapl.org
		100 Black Men of Los Angeles	Jewett	Walker	3701 Stocker St, #309	Los Angeles	CA	90008	(323) 947-7745	jewettwalker@earthlink.net
		Bethune Park	Catarah	Coleman	1244 E 61st St	Los Angeles	CA	90001	(310) 965-8611	CHampshire@parks.lacounty.gov
		Crenshaw Workforce Center			5401 Crenshaw Blvd	Los Angeles	CA	90043	(323) 290-5100	
		Slauson Multipurpose Center			5306 Compton Ave	Los Angeles	CA	90011	(323) 233-1174	
		Slauson Super Mall (Swap Meet)			1600 W Slauson Ave	Los Angeles	CA	90047	(323) 778-6055	slausonsupermallinc@gmail.com; office@slausonsupermallinc.com
		Vermont Slauson Economic Development Corporation	Joseph	Rouzan	1130 W Slauson Ave	Los Angeles	CA	90044	(323) 753-2335	adominguez@vsedc.org
		West Angeles Community Development Corporation			6028 Crenshaw Blvd	Los Angeles	CA	90043	323-751-3440 (x30)	info@westangelescdc.org
		Ascot Branch Public Library			120 W. Florence Ave.	Los Angeles	CA	90003	(323) 759-4817	Fjaffe@lapl.org
		Brotherhood Crusade			200 E Slauson Ave	Los Angeles	CA	90011	(323) 846-1649	swilliams@brotherhoodcrusade.org; mst_julien@brotherhoodcrusade.org
		Central Alameda Neighborhood Council	Alfredo	Gama	4700 Honduras Ave	Los Angeles	CA	90011	213-978-1551	scla.flores@gmail.com
		Community & Neighbors for Ninth District Unity Neighborhood Council	Stephanie	Campbell	120 W Florence Ave	Los Angeles	CA	90003	213-978-1551	smcampbell7@hotmail.com
		Community Coalition	Alberto	Retana	8101 S Vermont Ave	Los Angeles	CA	90044	323.750.9087	alberto@cocosouthla.org
		St. Mark Missionary Baptist Church	Lovely	Haynes	5017 Compton Ave	Los Angeles	CA	90011	(323) 231-1040	churchemail@stmarkmbcofla.org
		Alliance Kory Hunter Middle School		Flores	5886 Compton Ave.	Los Angeles	CA	90001	323-484-0450	leflores2@LAlliance.org
		Augustus F. Hawkins High School	Claudia	Rojas	825 W 60th St	Los Angeles	CA	90044	(323) 789-1282	tysonevans24@gmail.com; patricia.hanson@lausd.net; cxr3246@lausd.net; amt0010@lausd.net
		Lillian Elementary School	Sonia	De La Torre	5909 Lillian St.	Los Angeles	CA	90001	323-582-0705	sdelat2@lausd.net
		A Community of Friends	Dora	Gallo	3701 Wilshire Blvd, #700	Los Angeles	CA	90010	(213) 480-0809	dgallo@acof.org
		Community Development Technology Center	Benjamin	Torres	520 W 23rd St	Los Angeles	CA	90007	(213) 763-2520	btorres@cdtech.org
		Community Health Councils	Sonia	Vasquez	3731 Stocker St, #201	Los Angeles	CA	90017	(323) 295-9372	svasquez@chc-inc.org
		Crenshaw Chamber of Commerce	Armen	Ross	PO Box 8193	Los Angeles	CA	90008	(323) 293-2900	armenross@yahoo.com

		Empowerment Congress Central Area Neighborhood Development Council	Brent	Page	8475 S Vermont Ave	Los Angeles	CA		90044	(323) 789-6311	chijonesb@gmail.com brent.page@southwestnc.org
		Empowerment Congress Central Area Neighborhood Development Council			371 E 116th Pl	Los Angeles	CA		90061		Charlettabutler.eccandc@gmail.com; mrrcampbell@sbcglobal.net
		Esperanza Community Housing Corporation	Nancy	Halpern Ibrahim	2337 S Figueroa St	Los Angeles	CA		90007	(213) 748-7285	yadira@esperanzacommunityhousing.org; rabeya@esperanzacommunityhousing.org; nancy@esperanzacommunityhousing.org
		Figueroa Corridor Partnership Business Improvement District	Aaron		3982 S Figueroa St, #207	Los Angeles	CA		90037	(213) 746-9577	info@figueroacorridor.org; aaron@urbanplaceconsulting.com
		Friends of the LA River	Stephen	Mejia	570 W Ave 26, #250	Los Angeles	CA		90065	(323) 223-0585	smejia@FOLAR.org
		From Lot to Spot	Enrique	Huerta	2003 E 1st St	Los Angeles	CA		90003	(323) 573-0129	enrique@fromlotospot.org
		Greater Los Angeles African American Chamber of Commerce	Naomi	Mbaneso	5100 W Goldleaf Circle, Suite 203	Los Angeles	CA		90056	(323) 292-1297	naomi@glaaacc.org
		Homeless Outreach Program Integrated Care System (HOPICS)	Christina	Nieto	5849 Crocker St	Los Angeles	CA		90003	(323) 432-4399	CNieto@hopics.org
		Hyde Park Miriam Matthews Branch Library	Justin	Sutiyama	2205 W. Florence Avenue	Los Angeles	CA		90043	(323) 750-7241	j.sugiyam@lapl.org
		Hyde Park Organizational for Partnership Empowerment			PO Box 43676	Los Angeles	CA		90003	(323) 284-4276	lindamricks@yahoo.com
		Junipero Serra Library	Alberto	Alvarez	4607 S. Main St.	Los Angeles	CA		90037	(323)234-1685	AAlvarez@lapl.org
		LA Neighborhood Land Trust	David	Kietzman	315 W 9th St, #950	Los Angeles	CA		90015	(213) 572-0188	etung@lanlt.org; emeadows@lanlt.org; hgarcia@lanlt.org; dkietzman@lanlt.org
		LA Streets Blog			3640 Monon St, #304	Los Angeles	CA		90027		sahra@streetsblog.org
		Legal Aid Foundation of Los Angeles	Debra	Fischer	7000 S Broadway	Los Angeles	CA		90003	800-399-4529	smyers@lafila.org
		Leon H Washington Library			4504 S. Central Ave	Los Angeles	CA		90011	323-234-9106	socialmedia@lapl.org
		Linear City/Folar	Alexandra	Leekley	1858 Industrial St, #106	Los Angeles	CA		90021	(213) 622-2150	yuval@linear-city.com
		Living Streets Los Angeles			1000 N Alameda St, #240	Los Angeles	CA		90012	(626) 833-4168	rlehman20@gmail.com
		Local Initiatives Support Corporation (LISC) Los Angeles	Jessica	Wackenhut	500 S Grand Ave, #2300	Los Angeles	CA		90071	(213) 250-9550	jwackenhut@lisc.org
		Los Angeles County Bicycle Coalition	Tamika Monique	Butler Lopez	634 S Spring St, #821	Los Angeles	CA		90014	(213) 629-2142	tamika@la-bike.org Monique@la-bike.org
		Los Angeles Neighborhood Initiative	Sian	Leong	800 Figueroa St, #970	Los Angeles	CA		90017	(213) 627-1822	Sian@LANI.org
		Los Angeles Unified School District	William	Meade	333 S Beadry Ave	Los Angeles	CA		90017	(213) 241-1000	william.meade@lausd.net; michelle.king@lausd.net; earl.perkins@lausd.net
		Los Angeles Walks	Deborah	Murphy	2351 Silver Ridge Ave	Los Angeles	CA		90039	323) 661-3173	deborah@losangeleswalks.org

		Multicultural Communities for Mobility	Allison	Mannos	534 E Edgeware Rd	Los Angeles	CA		90026	(323) 942-9962	Allison@multicultimobility.org
		North Area Neighborhood Development Council	Julianne	Nandc	PO Box 18769	Los Angeles	CA		90018	(323) 789-6311	julianne.nandc@gmail.com; nandc.president@gmail.com
		River LA	Jon	Switalski	525 S Hewitt St	Los Angeles	CA		90013	(323) 221-7800	pdoshi@mercuryllc.com; jon@riverla.org; Ckurtz@larivercorp.com
		Smile South Central			156 W Gage Ave, #2	Los Angeles	CA		90003		scla.flores@gmail.com
		Southside Coalition of Community Health Centers	Yolanda		PO Box A52	Los Angeles	CA		90044		yolanda@southsidecoalition.org
		T.R.U.S.T. South LA	Malcolm		4331 S Main St	Los Angeles	CA		90037		malcolm@trustsouthla.org
		The Children's Collective			8616 La Tijera Blvd, #100	Los Angeles	CA		90045		Jkimbrough@childrenscollective.org; DSmith@childrenscollective.org
		Vermont Village Community Development Corporation	Diane	Silva	7901 S Vermont Ave	Los Angeles	CA		90044		diane.silva@tpl.org; nancy.vargas@tpl.org; tori.kjer@tpl.org
		Weber Community Center			5849 Crocker St	Los Angeles	CA		90003		normab0901@gmail.com; molguin@vernonchamber.org
		West Adams Neighborhood Council			4712 W Adams Blvd	Los Angeles	CA		90016		cmoran@webercommunitycenter.org
		A BETTER LA			1150 S Olive St	Los Angeles	CA		90015	213-412-3111	info@abetterla.org
		California Community Foundation	Francisco	Covarrubias	221 S. Figueroa St., Ste. 400	Los Angeles	CA		90012	213-413-4130	fcovarrubias@calfund.org
		California Pan-Ethnic Health Network			3731 Stocker Street, Suite 201	Los Angeles	CA		90008	213- 269-4001	sdeguia@cpehn.org
		Center for Healthy Communities, The California Endowment			1000 N. Alameda Street	Los Angeles	CA		90012	866-833-3533	rross@calendow.org
		Central City Community Outreach	Tony		P.O. Box 13273	Los Angeles	CA		90013	213-689-1766	tony@lacentralcity.org
		Coalition for Clean Air	Brian	Sheridan	800 Wilshire Blvd #1010	Los Angeles	CA		90017	213-223-6860	Brian@ccair.org
		Coalition for Responsible Community Development	Mark	Wilson	3101 S Grand Ave.	Los Angeles	CA		90007	213-743-6193	mwilson@coalitionrcd.org
		Concerned Citizens of South Central Los Angeles (CCSCLA)	Laurie	McClendon	4707 S Central Ave	Los Angeles	CA		90011	323-846-2500	info@ccscla.org
		Downtown Los Angeles Neighborhood Council (DLANC)	Patti	Berman	P.O. Box 13096	Los Angeles	CA		90013	213-291-0933	patti.berman@dlanc.com
		Downtown Women's Center	Katrina		442 S San Pedro St	Los Angeles	CA		90013	213-680-0600	katrinav@dwcweb.org
		Historic Cultural Neighborhood Council (HCNC)			307 E. 1st St.	Los Angeles	CA		90012		akumamoto@aol.com
		Homeless Health Care, Los Angeles	Audrey	Carnegie	2330 Beverly Blvd.	Los Angeles	CA		90057	213-744-0724	mcasanova@hhcla.org

		HOPE Latinas	Helen	Torres	634 South Spring Street, Suite 920	Los Angeles	CA		90014	213-622-0549	htorres@latinas.org
		Japanese American National Museum	Leslie	Unger	100 North Central Avenue	Los Angeles	CA		90012	213- 625-0414	lunger@janm.org
		Japanese Chamber of Commerce of Southern California			245 S. San Pedro St., #410	Los Angeles	CA		90012	213-626-3067	kitty_sankey@hotmail.com
		LA Christian Health Center	Renee	Smith	311 Winston St	Los Angeles	CA		90013	213-225-2661	rsmith@lachc.com
		LA County Department of Public Health			2615 S. Grand Ave., Room 507	Los Angeles	CA		90007	213-745-0800	tbc@ph.lacounty.gov
		Little Tokyo Service Center	Grant	Sunoo	231 E. 3rd St., Ste. G-106	Los Angeles	CA		90013	213-473-3030	gsunoo@ltsc.org
		Los Angeles Area Chamber of Commerce	Mandy	Denaux	350 S. Bixel St.	Los Angeles	CA		90017	213-580-7532	mdenaux@lachamber.com
		Los Angeles County Department of Public Health	Jean	Armbruster	695 S. Vermont Ave., South Tower, 14th Floor	Los Angeles	CA		90005	213-351-1907	jambuster@PH.Lacounty.gov
		Los Angeles Homeless Services Authority			811 Wilshire Blvd., 5th Floor	Los Angeles	CA		90017	213-683-3333	plozano@lahsa.org
		Los Angeles Jr. Chamber of Commerce			244 S San Pedro St., Ste. 200	Los Angeles	CA		90012	(213) 680-8000	ntakata@lajcc.org
		Los Angeles Latino Chamber of Commerce	Rolando	Soriano	634 S. Spring St., Ste. 600	Los Angeles	CA		90014	213-347-0008	rsoriano@lalcc.org
		Los Angeles Metro Hispanic Chamber of Commerce	Hugo	Merida	3435 Wilshire Blvd Ste 2700	Los Angeles	CA		90012	213-739-7016	HMerida@chamberla.org
		Los Angeles Unified School District	Michelle	King	333 S. Beaudry Ave.	Los Angeles	CA		90017	213-241-7000	michelle.king@lausd.net
		Filipino Workers Center			2001 Beverly Blvd., Suite LI	Los Angeles	CA		90057	213-250-4353	lolitalledo@gmail.com
		Sierra Club, Los Angeles Chapter	Darrell	Clarke	3435 Wilshire Blvd., Ste. 320	Los Angeles	CA		90010	(310) 210-9813	DarrClarke@gmail.com
		Southern California Institute of Architecture	Hernan	Diaz Alonso	960 E. 3rd St.	Los Angeles	CA		90013	213-356-5327	sci-arc_directors_office@sciarc.edu
		SRO Housing Corporation			1055 W. 7th St., Ste. 3250	Los Angeles	CA		90017	213-229-9640	info@srohousing.org
		The Coalition for Environmental Health and Justice (CEHAJ)	Shazia	Manji	617 S. Olive Street, Suite 1100	Los Angeles	CA		90014	213-689-9170	smanji@psr-la.org
		The Ethnic Coalition			3250 Wilshire Boulevard #4th Floor	Los Angeles	CA		90010	213-381-3663	
		Union Rescue Mission			545 S. San Pedro St.	Los Angeles	CA		90013	213-347-6300	thewayhome@urm.org
		Challengers Boys and Girls Club	Brian	Hill	5029 South Vermont Avenue	Los Angeles	CA		90037	(323) 971-6161	bhill@cbgcla.org
		Rotary Club of Greater Los Angeles Area	Kevin	Paul	8939 S. Sepulveda Boulevard., #210	Los Angeles	CA		90045	(310) 670-9792	kevinpaul323@yahoo.com

		Move L.A.	Denny	Zane	634 S. Spring St., #818	Los Angeles	CA	90014	(310) 310-2390 x101	dennyzane@movela.org
Lynwood		Greater Lynwood Chamber of Commerce			3780 Martin Luther King Jr Blvd	Lynwood	CA	90262	(310) 713-1428	
Lynwood		Lynwood Senior Citizen Center			11329 Ernestine Ave	Lynwood	CA	90262	(310) 886-0425	
Lynwood		Lynwood Park			11301 Bullis Rd	Lynwood	CA	90262	(310) 603-0220	
Lynwood		Lynwood Bateman Hall			11331 Ernestine Ave	Lynwood	CA	90262	(310) 603-0220	
Lynwood		Lynwood City Hall			11330 Bullis Rd	Lynwood	CA	90262	(310) 603-0220	
Lynwood		Lynwood Library			11320 Bullis Rd	Lynwood	CA	90262	(310) 635-7121	referenceservices@library.lacounty.gov
Lynwood		Lynwood Community Center			11301 Bullis Rd	Lynwood	CA	90262	(310) 886-0426	
Lynwood		Lynwood Swimming Pool			3770 Martin Luther King Jr Blvd	Lynwood	CA	90262	(425) 670-5732	
Lynwood		Greater Lynwood Chamber of Commerce			3780 Martin Luther King Junior Boulevard	Lynwood	CA	90262	(310) 713-1428	lynwoodchamber1@gmail.com
Maywood	Libraries	Maywood Cesar Chavez Library	Edmund	Osborn	4323 Slauson Ave	Maywood	CA	90270	(323) 771-8600	eosborn@library.la.gov
Maywood	City halls	Maywood City Hall			4319 Slauson Ave	Maywood	CA	90270	(323) 562-5700	
Maywood	Recreation centers	Southeast Rio Vista YMCA at Maywood Center			4801 E 58th St	Maywood	CA	90270	(323) 562-5020	
Maywood	Schools	Fishburn Avenue Elementary School	Patricia	Ponce	5701 Fishburn Ave.	Maywood	CA	90270	323-560-0878	pxp3218@lausd.net
Maywood	Schools	Heliotrope Elementary School	Gabriela	Rodriguez	5911 Woodlawn Ave.	Maywood	CA	90270	323-560-1230	gabriela.rodriguez85@lausd.net
Maywood	Schools	Loma Vista Elementary School	Carmen	Hernandez	3629 E. 58th St.	Maywood	CA	90270	323-582-6153	cherna03@lausd.net
Maywood	Schools	Maywood Academy High School	Jose	Gonzalez	6125 Pine Ave	Maywood	CA	90270	323-838-6000	jgonz76@lausd.net
Maywood	Schools	Maywood Christian School	Melvin	Valiente	3759 E 57th St.	Maywood	CA	90270	323-585-3167	maywood@live.com
Norwalk	Libraries	Alondra Library	Sue	Kane	11949 Alondra Blvd.	Norwalk	CA	90650	562-868-7771	skane@library.la.gov
Norwalk	Schools	Associated Students-Cerritos College			Cerritos College, Associated Students, 11110 Alondra Blvd.	Norwalk	CA	90650	562- 860-2451 Ext. 2477	slopezpulido@cerritos.edu
Norwalk	stakeholder organizations	California Conservation Corps			11401 Bloomfield Avenue	Norwalk	CA	90650	562-868-7201	christian.herrera@ccc.ca.gov
Norwalk	Schools	Cerritos College			11110 Alondra Blvd.	Norwalk	CA	90650	562-860-2451 ext. 2292	mwalker@cerritos.edu
Norwalk	stakeholder organizations	Community Youth Corps			12440 East Firestone Blvd, Suite 100	Norwalk	CA	90650	562-402-9336 x2201	
Norwalk	Community centers	Cultural Arts Center			13200 Clarkdale Ave.	Norwalk	CA	90650	562-929-5700	
Norwalk	Schools	Norwalk - La Mirada Unified School District			12820 Pioneer Blvd.	Norwalk	CA	90650	562-868-0431	HDanielian@nlmusd.k12.ca.us

Norwalk	Other	Norwalk Arts and Sports Complex			13000 Clarkdale Ave.	Norwalk	CA	90650	562-929-5566	
Norwalk	Chambers of commerce	Norwalk Chamber of Commerce			12040 FOSTER RD	Norwalk	CA	90650	562-864-7785	INFO@NORWALKCHAMBER.COM
Norwalk	Senior centers	Norwalk City Senior Center			14040 San Antonio Dr.	Norwalk	CA	90650	562-929-5580	sbenavides@norwalkca.gov
Norwalk	Community centers	Norwalk Community Coordinating Council			P.O. Box 521	Norwalk	CA	90650	562-888-1936	nccc@usa.com
Norwalk	stakeholder organizations	Norwalk Employment Development Department/Southeast Los Angeles County Workforce Investment Board Career Center			12715 Pioneer Ave.	Norwalk	CA	90650	626-338-1507	
Norwalk	Libraries	Norwalk Library			12350 Imperial Hwy.	Norwalk	CA	90650	562-868-0775	skane@library.la.gov
Norwalk	Libraries	South County Regional Office Library			12348 Imperial Hwy	Norwalk	CA	90650	(562) 868-0770	sbaier@library.lacounty.gov
Paramount	Schools	Paramount High School	Greg	Buckner	14429 Downey Ave	Paramount	CA	90723	(562) 940-8462	gbuckner@paramount.k12.ca.us
Paramount	Schools	Paramount High School -West Campus			14708 Paramount Blvd	Paramount	CA	90723	(562) 602-6067	cdipola@paramount.k12.ca.us
Paramount	Schools	Zamboni Middle School	Sue	Saikaly	15733 Orange Ave	Paramount	CA	90723	(562) 602-8048	ssaikaly@paramount.k12.ca.us
Paramount	Schools	Jefferson Elementary School	Krystal	Nuñez	8600 Jefferson St	Paramount	CA	90723	(562) 602-6017	KNunez@paramount.k12.ca.us
Paramount	Libraries	Paramount Library	Iris	Ilagan	16254 Colorado Ave.	Paramount	CA	90723	(562) 630-3171	iilagan@library.lacounty.gov
Paramount	Senior centers	Paramount Senior Center	Magda	Garcia	14400 Paramount Blvd.	Paramount	CA	90723	(562) 220-2090	mgarcia@paramountcity.com
Paramount	Schools	Theodore Roosevelt Elementary School			13451 Merkel Ave	Paramount	CA	90723	(562) 602-8056	smarilley@paramount.k12.ca.us
Paramount	City halls	Paramount City Hall	Chris	Callard	16400 Colorado Ave	Paramount	CA	90723	(562) 220-2000	ccallard@paramountcity.com
Paramount	Chambers of commerce	City of Paramount Chamber of Commerce	Gabriela	Tovar	15357 Paramount Boulevard	Paramount	CA	90723	(562)634- 3980	paramountchamberofcommerce@gmail.com
Pasadena		Trust for Public Land			135 W Green St, 2nd Floor	Pasadena	CA	91105		cboyan@treepeople.org; cmontanez@treepeople.org
	City halls	South Gate City Hall			8650 California Ave	South Gate	CA	90280	(323) 563-9500	Rigalvan@sogate.org
	Chambers of commerce	South Gate Chamber of Commerce			3350 Tweedy Blvd	South Gate	CA	90280	(323) 567-1203	info.southgatechamber@gmail.com
	Schools	South East High School	Vicente	Lossada	2720 Tweedy Blvd	South Gate	CA	90280	(323) 568-3400	vicente.lossada@lausd.net
	Schools	South Gate High School			3351 Firestone Blvd	South Gate	CA	90280	(323) 568-5600	
	Schools	Madison Elementary School	Gretchin	Young	9820 Madison Ave	South Gate	CA	90280	(323) 568-3900	gyoung01@lausd.net
	Schools	South Gate Middle School			4100 Firestone Blvd	South Gate	CA	90280	(323) 568-4000	
	Schools	Stanford Primary Center	Diane	Sanchez	3020 Kansas Ave	South Gate	CA	90280	(323) 563-9208	fds1975@lausd.net
	Schools	Odyssey Continuation	Julie	Badgley	8693 Dearborn Ave	South Gate	CA	90280	(323) 567-5536	jbadgley@lausd.net
	Schools	South East Middle School			2560 Tweedy Blvd	South Gate	CA	90280	(323) 568-3100	

	Schools	Hollydale Elementary School			5511 Century Blvd	South Gate	CA		90280	562) 602-8016	
	Schools	Legacy High School Complex	Angelica	Ceja	5225 Tweedy Blvd	South Gate	CA		90280	(323) 583-4196	angelica.ceja@lausd.net
	Schools	Liberty Boulevard Elementary School	Adela	Cervantes	2728 Liberty Blvd	South Gate	CA		90280	(323) 569-7141	axc7648@lausd.net
	Schools	Bryson Avenue Elementary School	April	Diedrich	4470 Missouri Ave	South Gate	CA		90280	(323) 569-7141	alm3854@lausd.net
	Schools	Willow Elementary School	Maribel	Tinajero	2777 Willow Pl	South Gate	CA		90280	(323) 568-5760	maribel.tinajero@lausd.net
	Schools	Stanford Avenue Elementary School	Mark	Reiland	2833 Illinois Ave	South Gate	CA		90280	(323) 569-8117	mreiland@lausd.net
	Community centers	South Gate Community Development			8650 California Ave	South Gate	CA		90280	(323) 563-9531	
	Senior centers	South Gate Senior Center			4855 Tweedy Blvd	South Gate	CA		90280	(323) 357-9662	
	Community centers	People Immigration Community Center	Elizabeth	Mendez	8015 Long Beach Blvd #F	South Gate	CA		90280	(323) 537-2760 (323) 826-9440	
	Chambers of commerce	City of South Gate Chamber of Commerce	Ashley	Cortez	3350 Tweedy Boulevard	South Gate	CA		90280	(323) 567-1203	acsouthgatechamber@gmail.com
	Other	First Baptist Church			8691 California Avenue	South Gate	CA		90280	(323) 567-1476	
	Other	Fresh Start Foursquare Church	Mike	Barnum	9512 Pinehurst Avenue	South Gate	CA		90280	(323) 564-4008	pastormike@sgfc.net vulcan900@me.com
	stakeholder organizations	Rotary Club of South Gate	Hector	Torres	4523 Tweedy Blvd.	South Gate	CA		90280	(213) 321-0114	htlax54@hotmail.com
	Other	Saint Helens Roman Catholic Church	Angel	Castro	3170 Firestone Boulevard	South Gate	CA		90280	(323) 563-3522	info@sthelenc.org
	Other	Spanish Baptist Church			3030 Firestone Boulevard	South Gate	CA		90280	(323) 566-4179	
	stakeholder organizations	Tweedy Mile Association			3517-C Tweedy Boulevard	South Gate	CA		91204	(323) 566-7185	
	Chambers of commerce	Vernon Chamber of Commerce			3801 S Santa Fe Ave	Vernon	CA		90058	323.583.3313	info@vernonchamber.org
	Schools	Vernon City Elementary School	Diane	Espino	2360 E Vernon Ave	Vernon	CA		90058		dxe5213@lausd.net
	City halls	City of Vernon			4305 Santa Fe Ave	Vernon	CA		90058	(323) 583-8811	fvelasco@ci.vernon.ca.us
Walnut Park	stakeholder organizations	Worksource Center			2166 Florence Avenue #2	Walnut Park	CA		90255	(323) 201-6180	
Walnut Park	Chambers of commerce	Florence-Firestone/Walnut Park Chamber of Commerce			2156 E Florence Ave, 2nd Floor	Walnut Park	CA		90255	(323) 589-4222	efren@FFChamber.org
Elected Officials											
		Office of Assemblymember Anthony Rendon, Raul Alvarez									raul.alvarez@asm.ca.gov
		Office of Assemblymember Miguel Santiago, David Juarez								213-620-4646	david.juarez@asm.ca.gov
		Office of Assemblymember Miguel Santiago, Mark Gonzalez								213-620-4646	mark.gonzalez@asm.ca.gov

		Office of United States Congressmember Linda Sanchez, District 38			12440 E. Imperial Hwy., Ste.140	Norwalk	CA		90650	562-860-5050	yvette.shahinian@mail.house.gov
		Office of Supervisor Hilda L. Solis, Elizabeth Alcantar								323-881-4601	ealcantar@bos.lacounty.gov
		Office of United States Congressmember Lucille Roybal-Allard, District 40			500 Citadel Dr. Ste 320	Commerce	CA		90040	323-721-8790	ana.figueroa@mail.house.gov
		Office of Supervisor Hilda L. Solis, Javier Hernandez								213-974-4111	<u>jhernandez@bos.lacounty.gov</u>
		Office of California State Assemblymember Cristina Garcia, District 58			8255 Firestone Blvd., Ste. 203	Downey	CA		90241	562-861-5803	edgar.estrada@asm.ca.gov
		Office of California State Assemblymember Cristina Garcia, District 58			8255 Firestone Blvd., Ste. 203	Downey	CA		90241	562-861-5803	Iso.Nakasato@asm.ca.gov
		Supervisor Mark Ridley-Thomas, Lacey M. Johnson								213-974-2222	ljohnson@bos.lacounty.gov
		Supervisor Mark Ridley-Thomas, Karly Katona								213-974-2222	<u>kkatona@bos.lacounty.gov</u>
		U.S. Senator Diane Feinstein, Sabiha Khan									<u>sabiha_khan@feinstein.senate.gov</u>
		City of Los Angeles Council District 9, Councilmember Curren Price, Bryce Rosauro								323-846-2651	Bryce.rosauro@lacity.org
		City of Los Angeles Council District 8, Councilmember Marqueece Harris- Dawson, Breana Weaver									<u>breana.weaver@lacity.org</u>
		City of Los Angeles Council District 8, Councilmember Marqueece Harris- Dawson, Vrenely Garcia								213-473-7008	vrenely.garcia@lacity.org
		Office of California State Assemblymember Anthony Rendon, District 63			12132 South Garfield Ave.	South Gate	CA		90280	562-529-3250	carrie.cornwell@asm.ca.gov
		Office of California State Assemblymember Anthony Rendon, District 63			12132 South Garfield Avenue	South Gate	CA		90280	562-529-3250	veronica.zendejas@asm.ca.gov

		City of Bell, Alicia Romero							323-588-6211	aromero@cityofbell.org
		City of Bell, Fidencio Joel Gallardo							323-588-6211	fjgallardo@cityofbell.org
		City of Bell, Ana Maria Quintana							323-588-6211	amquintana@cityofbell.org
		City of Bell, Ali Saleh							323-588-6211	asaleh@cityofbell.org
		City of Bell, Nestor Enrique Valencia							323-588-6211	nvalencia@cityofbell.org
		City of Huntington Park, Graciela Ortiz							323-584-6221	gortiz@hpca.gov
		City of Huntington Park, Marilyn Sanabria							323-584-6221	msanabria@hpca.gov
		City of Huntington Park, Karina Macias							323-582-6161	kmacias@hpca.gov
		City of Huntington Park, Valentin P. Amezquita							323-582-6161	vamezquita@hpca.gov
		City of Huntington Park, Jhonny Pineda							323-582-6161	jpineda@hpca.gov
		City of Inglewood, George Dotson							310 412-8602	GDotson@cityofinglewood.org
		City of Maywood, Ramon Medina							323-562-5700	ramon.medina@cityofmaywood.org
		City of Maywood, Eduardo De La Riva							323-562-5700	eddie.delarive@cityofmaywoodca.org
		City of Maywood, Sergio Calderon							323-562-5700	sergio.calderon@cityofmaywood.org
		City of Maywood, Thomas Martin							323-562-5700	thomas.martin@cityofmaywood.org
		City of Maywood, Ricardo Villarreal							323-562-5700	ricardo.villarreal@cityofmaywood.org
		City of Vernon, William "Bill" Davis							323-583-8811	wdavis@ci.vernon.ca.us
		City of Vernon, Yvette Woodruff-Perez							323-583-8811	cityclerk@ci.vernon.ca.us
		City of Vernon, Luz A. Martinez							323-583-8811	lmartinez@ci.vernon.ca.us
		City of Vernon, Melissa Ybarra							323-583-8811	mybarra@ci.vernon.ca.us
		City of Vernon, Leticia Lopez							323-583-8811	llopez@ci.vernon.ca.us
		Los Angeles Walks								hello@losangeleswalks.org
		South Gate-Lynwood Patch	Charles	Hale			CA			
		Thunderbird Villa Mobile Home Park							(562) 928-4301	
		Office of Los Angeles County Supervisor Mark Ridley-Thomas, District 2			500 W Temple St, #866	Los Angeles	CA		90012	smeeks.wanc@gmail.com
		CD 8 Local District Office	Ashley	Thomas	8475 S Vermont Ave	Los Angeles	CA		90044 (213) 485-7616	ashley.thomas@lacity.org

		LA County Supervisor 2 Building	Ridley	Thomas	7807 Compton Ave	Los Angeles	CA	90001	(323) 586-6523	ridley-thomas.lacounty.gov
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APPENDIX M PROJECT WEBSITE AND SOCIAL MEDIA SITES

Appendix M.1 Project Website

Appendix M.2 Social Media Sites

Appendix M.1

Project Website

West Santa Ana Branch Transit Corridor



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The West Santa Ana Branch (WSAB) Transit Corridor Project is a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project's name originates from the southern portion of the route south of the Metro Green Line that followed an old street car alignment known as the West Santa Ana Branch Corridor.

The project area is home to 1.2 million residents and a job center to approximately 524,000 employees. Projections show an increase in the resident population to 1.5 million and jobs to 670,000 by 2040. Population and employment densities are five times higher than the Los Angeles County average. This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the constrained transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro Green Line and the Los Angeles County regional transit network. Per the Measure M Expenditure Plan, the Project is anticipated to break ground in 2022.

Public Scoping Meetings

Metro is formally initiating environmental studies for the WSAB Transit Corridor Project, and wants to receive your input on the proposed alternatives. [Public Scoping Meetings](#) ([Spanish](#) / [Japanese](#)) are an important step in the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with federal and state requirements. Join us ([Public Scoping Meetings - Spanish](#) / [Japanese](#)) to learn more about this project and provide your input on the proposed alternatives. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.ctinyurl.com/MetroWSAB.

Project Goals

The main goals of the WSAB project are to:

- Provide Mobility Improvements
- Support Local and Regional Land Use Plans and Policies
- Minimize Environmental Impacts
- Ensure Cost Effectiveness and Financial Feasibility
- Ensure Equity

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In February 2013, Southern California Association of Governments (SCAG) completed an [Alternatives Analysis \(AA\) Study](#) that analyzed opportunities for a 34-mile long study area from Los Angeles Union Station to the City of Santa Ana in Orange County. In addition to a No Build and Transportation Systems Management (TSM) alternative, the AA evaluated six build alternatives along various alignments: Bus Rapid Transit (BRT), Street Car, Light Rail Transit (LRT), Diesel Multiple Unit (DMU), High Speed Rail, and low-speed Magnetic Levitation Train. SCAG recommended that further study be conducted on No Build, TSM and LRT along two alternatives (West Bank Option 3 and East Bank).

In July 2013, the [Technical Refinement Study \(TRS\)](#) conducted by Metro built upon the analysis from the SCAG AA, focusing on the Los Angeles County segment of the Pacific Electric Right-of-Way/WSAB corridor. The TRS provided updated capital cost and ridership forecasts, as well as additional analysis on specific challenges identified in the SCAG AA, including:

- Feasibility of Union Station as a northern terminus - feasible
- Refinement of northern alignment options – four new alignments identified
- Station relocation and realignment in the City of Huntington Park – station relocation feasible and realignment not recommended
- Construction of a new station on the Metro Green Line - feasible
- Feasibility of southern terminus station in the City of Artesia - feasible

The [Gateway Cities Council of Governments \(COCG\)](#), which represents 27 cities in Southeast Los Angeles County, developed a [Strategic Transportation Plan \(STP\)](#) that unified the vision for all elements of the transportation system, including the WSAB transit component. The STP developed local resources and builds on previous transportation studies to create an integrated transportation system for the 27 cities in the Gateway Cities Subregion. The STP enables individual cities to understand how their transportation plans and decisions impact neighboring cities and vice versa — how individual cities fit within the larger region.

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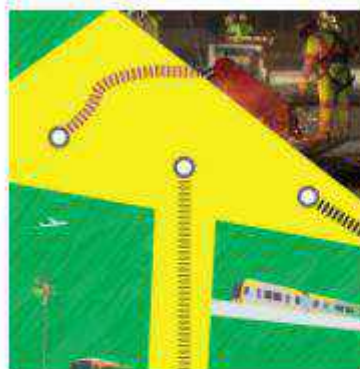
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The WSAB Transit Corridor Project's development process is well defined by federal requirements stipulated in the National Environmental Policy Act (NEPA) and state environmental requirements stipulated in the California Environmental Quality Act (CEQA). The flow chart below highlights the major milestones in the process from beginning to end. The project is currently in the Draft EIS/EIR study phase.

The issues identified in the [Technical Refinement Study \(TRS\)](#) and refined in the [Northern Alignment Options Screening Report](#) will be further analyzed, mitigation measures identified, and community input gathered, incorporated and used to select a Locally Preferred Alternative (LPA). During the environmental process, public scoping meetings and hearings will take place along the corridor to engage the community, solicit input and address questions.

Project Timeline



* Timeline Subject to Change

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Southern Alignment

There is only one project alternative being considered between the Southern Terminus at the proposed Pioneer Station in the City of Artesis and the proposed Florence/Salt Lake Station in the City of Huntington Park.

Northern Alignment Options

The remaining northern portion currently has four alignment options. In April 2017, Metro released the [Northern Alignment Options Screening Report](#), which analyzed the six alignment options for the northern portion of the project (Union Station to the City of Huntington Park) identified in the SCAG AA and Metro TRS, to determine how well each option met the goals and objectives of the project. Upon review, the Metro Board of Directors approved carrying forward the four Northern Alignment Options identified in the TRS for environmental study and initiating the scoping process for this project, including:

- Option A: Pacific/Alameda (7.4 miles)
- Option B: Pacific/Vignes (7.2 miles)
- Option C: Alameda (8.0 miles)
- Option D: Alameda/Vignes (8.1 miles)

In addition, the project will evaluate an optional station at Bloomfield Av (just north of the LA County/Orange County boundary) in the event that the WSAB line was to be extended to Orange County in the future.

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Northern Alignment Options



Contact Us

Please use the following contact tools to access more project information, ask questions or provide comments.

 **Fanny Pan**
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Century Plaza, M/S 3342-3
Los Angeles, CA 90024

 (213) 343-6666

 wscb.metro.net

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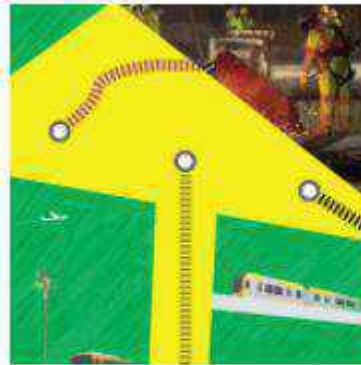
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Public Scoping Meetings

Join us to learn more about this project and provide your input on the proposed alternatives. Those unable to attend the meetings can view the presentation via a live stream starting at 6:30pm on Tuesday, June 20, 2017, at www.tinyurl.com/MetroWSAB.

Thursday, June 15, 2017 | 6 – 8pm
T. Mayne Thompson Park
14001 Bellflower Bl, Bellflower, CA 90706

Tuesday, June 20, 2017 | 6 – 8pm
South Gate Girls Club House²
4940 Southern Av, South Gate, CA 90280

*Live Webcast at 6:30pm: www.tinyurl.com/MetroWSAB

Wednesday, June 21, 2017 | 3-5pm (businesses) & 6 – 8pm (general public)
Nishi Hongwanji Buddhist Temple
815 E 1st St, Los Angeles, CA 90012

Saturday, June 24, 2017 | 10am – 12pm
Huntington Park Community Center
6925 Salt Lake Av, Huntington Park, CA 90255

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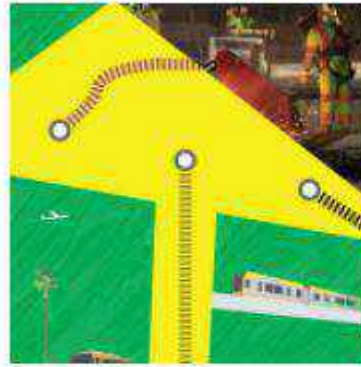
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Feedback – West Santa Ana Branch Transit Corridor

Please complete this form to be added to the mailing list or to leave a question or comment. Metro does not share your contact information with third parties. NOTE: The formal public scoping comment period for the West Santa Ana Branch Transit Corridor Project ends on Friday, August 4, 2017. You may submit your official comment by using this comment form or by mailing your comment to:

Randy Pan
Project Manager, Metro
One Gateway Plaza, M 3 99-22-4
Los Angeles, CA 90012

* indicates required information

Name *

First Last

Email (you@email.com) *

Phone Number

 - -
xxx xxx xxxx

Your Comment and/or Question

Help us organize your comment and/or question so we may address them more efficiently.

Select a Subject *

Comment and/or Question *

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Public scoping meetings this month for Artesia-Union Station light rail project
Posted by Steve Hymon on June 12, 2011 4:37 pm

The passage of Measure M last year helped provide needed funding for an important Metro project: a light rail line between Artesia and Union Station that would serve several other cities and ...



How We Roll, June 8, and in other news...
Posted by Steve Hymon on June 8, 2011 9:01 pm

Welcome to our almost daily roundup of transit headlines and other happenings at Metro. Please feel free to comment on anything you like or don't like quite as much... in this ...

How We Roll, Mexalt, some light reading for Memorial Day weekend
Posted by Steve Hymon on May 28, 2011 9:00 pm

Get phone a glow in Red/Purple Line update. Verizon Wireless has extended their service to cover the entire Purple Line to "Whiting" eastern station as of last month. This brings us to time ...



How We Roll, May 25 bus restructuring, Beaville Gold Line, Us, King Puvs Star Wars
Posted by Steve Hymon on May 25, 2011 9:19 am

Purple Line Extension progress. Thank you for your patience, streets are now open on Whiting St near Balboa Av. More info on Purple Dashing here: <http://goo.gl/3LmddQ> ...



Are the pedals of change in Los Angeles County gaining momentum?
Posted by Steve Hymon on May 11, 2011 11:41 am

Photo: Metro. As we're in the midst of Bike Month, it's worth taking stock of where we are bike-wise given the many bike-related projects and programs happening. Statistics are not in huge ...

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Write something...

1 Draft
Created Tuesday, June 27 at 3:45pm. See draft

This Week

110 ↓ Post Reach	0 Website Clicks	0 Sign Up
----------------------------	----------------------------	---------------------

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Ron Vargas

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The deadline to submit comments for the West Santa Ana Branch Transit Corridor Project is August 4, 2017. Visit metro.net/wsab for more info.

Los Angeles, CA

Joined May 2017

15 Photos and videos



Tweets Tweets & replies Media

31 MetroWSAB @MetroWsab · Jul 11
REMINDER: There is still plenty of time to submit comments for our public scoping record at metro.net/wsab. Deadline is August 4.



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