APPENDIX A

2021 Public Hearing Summary Report

Los Angeles County
Metropolitan Transportation Authority

2021 Public Hearing Summary Report

ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM



Metro

September
2021

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1. Overview

1.1. Project Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing improved service frequency and reliability to the commuter rail service along the existing 76.6-mile-long Antelope Valley Line (AVL) passenger rail corridor between Los Angeles Union Station (LAUS) in the City of Los Angeles to Lancaster Terminal in the City of Lancaster. The rail service is intended to meet the mobility needs of residents, employees, and visitors throughout the region. The AVL plays a critical role in connecting communities in North Los Angeles County to Los Angeles Union Station and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent commuter rail services to improve regional connectivity, and accessibility by enabling a 30-minute bi-directional passenger rail service from Los Angeles Union Station (LAUS) to Santa Clarita Valley, and a 60-minute bi-directional service to Lancaster Station along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary supporting infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

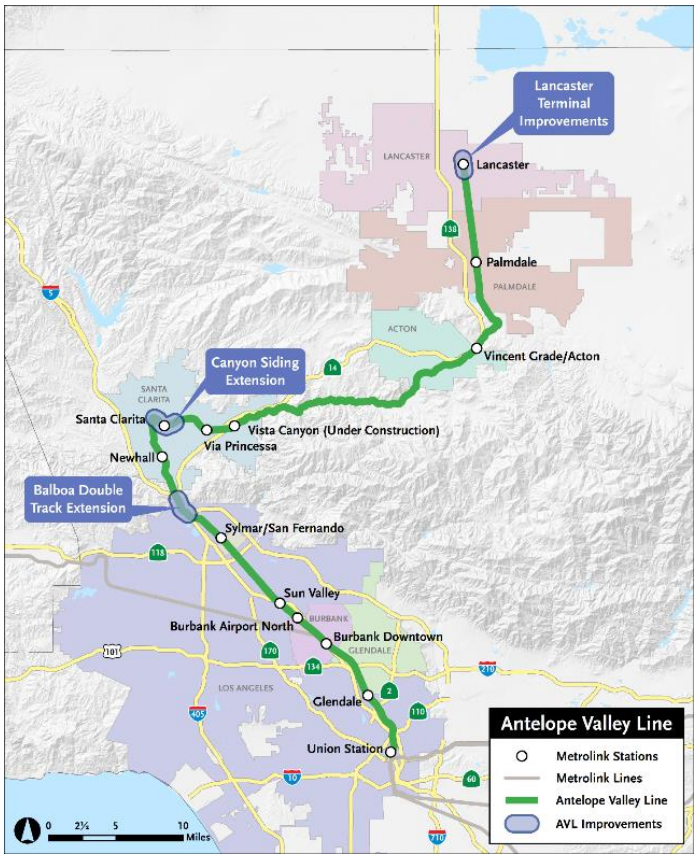
Three proposed new capital improvement projects are under study in this current effort that would help support increased Metrolink commuter rail service along the AVL. These three construction projects are as include:

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).

- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.

- *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
- *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

> **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.



- *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
- *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.

- *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

1.2. Release of Draft Environmental Document

Metro released an initial Notice of Completion (NOC) and Notice of Availability (NOA) on July 28, 2021 to initiate a 45-day public review and comment period for the Draft Environmental Impact Report (DEIR) (Appendix A.1). The Draft EIR describes the proposed project, environmental consequences, and avoidance, minimization, and/or mitigation measures. Supporting technical studies for the Draft EIR have also been prepared and include Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality.

The Draft EIR document for the proposed project was made available for public review and comment from July 28, 2021 to September 10, 2021 at ten locations accessible to the public. As part of the comment period, Metro hosted two virtual public hearings on Wednesday, August 18, 2021 and Saturday, August 21, 2021 attended by 56 participants in total. To promote public safety and reduce the spread of COVID-19, the public hearings were held virtually via Zoom platform.

Table 1. List of Locations for Public Review of Draft EIR

#	*Draft EIR Locations*
1.	Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, LA, CA 90027)
2.	Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
3.	Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
4.	San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
5.	Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
6.	Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
7.	Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
8.	Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534)
9.	Also on file at: Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012)
10.	*Digital copy available at: AVL Project website: metro.net/avl*

The Project Team is currently evaluating feedback received on the Draft environmental document and supporting technical studies. Each comment received will be documented in the Final EIR. The Project Team is also including written responses to comments raising significant environmental issues in the Final EIR, which is anticipated to be released in late 2021.

1.3. Purpose and Organization of the Draft EIR Outreach Summary Report

The purpose of this summary report is to document the required and supplemental outreach activities conducted leading up to the release of the Draft EIR and related public notification efforts. The report is organized in four sections including Overview, Notification of Public Hearings and Outreach Activities, Stakeholder Briefings and Overview of Virtual Public Hearings and Format.

In addition to documenting outreach activities, this report also captures all public comments received from the release of the Draft EIR from July 28, 2021 to September 10, 2021. During the 45-day comment period, project stakeholders were provided the ability to submit comments in a variety of methods including via postal mail, Metro's online comment form, email, helpline, and during the virtual public hearings on August 18, 2021 and August 21, 2021.

2. Notification of Public Hearings and Outreach Activities

2.1. Notice of Availability (NOA) Distribution

Metro released the Notice of Availability (NOA) for the project on July 28, 2021. The NOA was filed with the California State Clearinghouse by the technical team. Hard copies of the NOA were distributed via postal mail to agency stakeholders who submitted a comment during public scoping and property owners and occupants located along the three project improvement areas. Agency stakeholders that did not have an address listed in the project database were provided a copy of the NOA via email. The postal mailing and emailing distribution lists are available in Appendix A.2.

2.2. Public Notification

Arellano Associates (AA) on behalf of Metro utilized a variety of notification methods to communicate the release and availability of the Draft EIR and to encourage participation in the public hearings. These notification methods included print (direct mail, print ads, legal newspaper notices), electronic (eblasts and social media), meeting notices, advertising, and extended outreach. Notification tools and materials were provided in English, Spanish, and Armenian. AA distributed notices to the project database as well as to occupants and property owners located within the three under study in this EIR as well as around several other additional Metrolink Stations along the AVL, including the Burbank Airport Station, Downtown Burbank Station, Glendale Station, Sun Valley Station, Sylmar/San Fernando Station, Los Angeles Union Station.

The northern portion of the AVL Corridor received targeted door-to-door distribution of notices to specific communities that sought door-to-door notification, in addition to the newspaper ads, mailers around each of three proposed projects. This Study also benefited from the active engagement of all cities within the jurisdiction of the AVL, and particularly the Northern Corridor cities where two of the three newly proposed project improvements under study will be located.

AA ran parcel data for property owners and occupants located around the three proposed improvement areas and around additional Metrolink stations along the AVL. Parcel data around the improvement areas (Lancaster Terminal and CP Canyon) was extended beyond the 500-foot buffer to ensure full neighborhood blocks, communities and neighboring destinations were included in the notification process. Maps for the three improvement areas can be found in Appendix B.1.

Additionally, AA updated the database used during scoping in preparation for the public hearing meeting notification. The project database continues to serve as the key resource for all public notification of community meetings. The database consists of key stakeholders which include agencies, businesses, elected officials, community organizations and groups, and interested parties. Public notification efforts such as direct mail, distribution of eblasts, and SMS/MMS texts were conducted through the project database.

The postal meeting notice was produced in English and Spanish and provided an overview of the project, highlights of the proposed improvements, a project map, and details on how to provide public comments during the DEIR 45-day public review period (Appendix B.2). A total of 2,381 notices were mailed to both the project database and property owners and occupants; 125 notices were mailed to contacts within the project database and the remaining 2,256 were mailed to property owners and occupants (Appendix B.3).

2.3. Door-to-Door Notification

Consistent with the scoping phase, targeted door-to-door noticing was conducted in the Town of Acton per local stakeholders' request to further increase awareness about the Draft EIR and the public hearings. A full-color flyer was produced in English and Spanish, and included a brief description of the project, an invitation to the community meetings, and information on how to submit a comment on the Draft EIR (Appendices B.4). A total of 10,000 notices were distributed via door-to-door canvassing using the same distribution boundaries as used during scoping. A map capturing the distribution boundaries is included as Appendix B.5.

2.4. Legal Print Notices and Newspaper Advertisements

Legal print notices were used to support the release of the NOA and increase awareness of the virtual public hearings. Legal notices were published in several different languages, including in local English, Spanish, and Chinese media newspapers. Metro published the NOA starting July 28, 2021 in the local newspapers listed below. Copies of each advertisement can be found in Appendix C.1.

Table 2. List of Legal Print Notice Publications

#	Publication	Language	Publish Date
1.	Antelope Valley Journal	English	07/30/21
2	Antelope Valley Press	English	07/28/21
3.	Armenia Media Network	Armenian	07/31/21
4.	Burbank Independent	English	07/29/21
5.	Chinese Daily News/World Journal	Chinese	08/03/21
6.	Daily News Los Angeles	English	07/28/21
7.	El Sol del Valle de San Fernando	Spanish	07/29/21
8.	Glendale News-Press	English	07/31/21
9.	La Opiníon	Spanish	07/28/21

10.	The San Fernando Valley Sun	English	07/29/21
11.	The Santa Clarita Valley Signal	English	07/28/21

In addition to publishing the NOA in several newspapers, Metro also ran print newspaper advertisements in two newspapers – La Opiníon (Spanish) and the Antelope Valley Press (English). The ¼ page community friendly newspaper advertisements ran as display ads to further increase project awareness and promote participation in the public hearings (Appendices C.2 and C.3).

Table 3. List of Print Newspaper Advertisements

#	Publication	Language	Publish Date
1.	Antelope Valley Press	English	08/16/21
2.	La Opiníon	Spanish	08/15/21

2.5. E-blasts

Metro alongside AA prepared and distributed a total of 8 e-blasts using the Constant Contact platform. These eblasts were sent to contacts with email addresses from the project database. The initial eblast provided a reminder about the proposed project under study and asked stakeholders if they wanted to sign up to receive SMS/MMS mobile text alerts on the project. The second eblast was sent on July 28 to correspond with the release of the NOA. The remaining eblasts were sent to notify stakeholders of the public hearings and remind them to review the Draft EIR and submit comments prior to the September 10th deadline. Open rates for each of the eblast campaigns are noted on the table below. Each of the eblasts transmitted for the project received an above average open rate that well exceeded the 17 percent industry average. Copies of the e-blast notices can be found in Appendices D.1 to D.9.

Table 4. E-blast Distribution

#	E-blast Subject	Date Sent	Emails Sent	Open Rate
1.	SMS/MMS Text Opt-in Eblast	07/21/21	280	32%
2.	Initial meeting invitation	07/28/21	291	30%
3.	Meeting Reminder #1	08/04/21	305	27%
4.	Meeting Reminder #2	08/13/21	306	32%
5.	Meeting Reminder #3	08/18/21	305	27%
6.	Meeting Reminder #4	08/20/21	305	29%
7.	Thank you for Attending	08/27/21	325	29%
8.	Reminder of Public Comment Period	09/07/21	343	26%
9.	Last Chance to Provide Comments	09/10/21	343	23%

2.6. Social Media Posts and Paid Advertisements

Metro created two event pages on Facebook, one per meeting, to support promotion of the virtual public hearings. Meeting event posts were shared on Metro's Facebook page on July 29 (Appendix E.1). Additionally, tweets were posted on Metro's Twitter page on August 1, 11, 16, and 18 2021 (Appendix E.2) to further promote the meetings. Paid Facebook and Instagram ads also ran between August 12 and 21.

Table 5. Social Media Posts

Social Media Platform	Date of Post	Metrics
Facebook	07/29/21	4,100 reach, 7 shares, 33 likes
Twitter	08/01/21	33 likes, 11 retweets
Twitter	08/11/21	12 likes, 5 retweets
Twitter	08/16/21	32 likes, 12 retweets, 4 comments
Twitter	08/18/21	15 likes, 5 retweets, 1 comment

2.7. Blog Publications and Press Release

Metro also led efforts in promoting the meetings by preparing a blog post for The Source in English and El Pasajero in Spanish (Appendices E.3 and E.4). Both blog posts were published on July 28, 2021 to coincide with the release of the NOA and the start of the Draft EIR public comment period.

In addition, Metro Media Relations and Metrolink prepared and distributed a joint press release to further promote the release of the DEIR and the public hearings (Appendix E.5).

2.8. Project Website

The project webpage (metro.net/AVL) was updated in advance of the NOA release and the virtual public hearings and included project documents, the latest information on the project as well as public hearing details. Two events were created and added to the Metro meeting and events calendar. The website also included instructions on how to submit comments on the Draft EIR via email, phone, and direct mail. A comment form was also available on the project webpage for comment submittal.

The NOA and Draft EIR were available on July 28, 2021 via the project's webpage allowing users the ability to review materials prior to the public hearings and immediately provide comments. Information on how to attend the virtual August public hearings was also accessible on the webpage. The hearing details included links to join virtually via Zoom on either the August 18 or August 21 public hearing, as well as regular telephone call-in options and additional information on how to join with Spanish or Armenian interpretation. The presentation slides for the public hearings in English, Spanish, and Armenian were also publicly available starting on August 18, 2021 via the project website prior to the meeting start time. Additionally, the presentations in English, Spanish, Armenian were also posted inside the two "live" virtual Zoom meeting rooms to ensure ease of access of all materials and presentations both within the virtual meeting room setting as well as outside of the virtual meeting room (via the posting of all files to Metro's project website).

2.9. SMS/MMS Texting Campaign

AA initiated an SMS/MMS texting campaign using EZ Texting's messaging platform to further promote the meetings and to reach out to those who signed up to receive text message alerts on the project. Similar to the two public hearings offering telephone (non-internet based) public participation options, the texting campaign provided an additional option to connect stakeholders who are not digitally connected or find text messages more convenient. Four SMS/MMS text messages were sent; they provided a brief description of the project, link to the project website, deadline to submit a public

comment on the Draft EIR, and an invitation to the meetings. The initial message was sent on July 28 to coincide with the release of the NOA and the start of the public comment review period (Appendix F).

Table 6. SMS/MMS Distribution

SMS/MMS Text Messages	Date of Transmission
Release of NOA	07/29/21
Invite to August Public Hearings	08/09/21
Reminder to Attend August Public Hearings	08/18/21
Thank You for Attending our Public Hearings	09/07/21

2.10. Earned Media/Extended Outreach and Communications Toolkit

A communications toolkit comprising of copy-ready text, graphics and links with details about the virtual public hearings (Appendix G.1) was developed in advance of the public hearings. The toolkit was distributed on August 3, 2021 to 122 contacts via Constant Contact, and included a range of key stakeholders, city staff, county departments, businesses, chambers of commerce and community groups. Each contact was encouraged to share the toolkit content onto their websites, newsletters, eblasts and social media platforms to expand the project reach. In addition, the toolkit included digital meeting notices/flyers in English/Spanish and English/Armenian. Print versions of the public hearing flyers were also made available upon request.

AA followed up with several stakeholder organizations to ensure they received the communications toolkit and encourage them to share the public hearing information with their members (Appendix G.3). Some of those groups promoted the public hearings information on their personal communication platforms. Copies of the posts can be found in Appendix G.4.

Additionally, Metrolink promoted the release of the DEIR and public hearings via digital signage at Metrolink stations withing the project corridor. Digital notifications began on July 28 and concluded on August 21, 2021.

3. Stakeholder Briefings

3.1. Project Development Team Meetings

The Project Development Team (PDT) was first convened prior to the pre-scoping phase of project on May 27, 2020 and met six times during the development of the Draft EIR. The PDT provided valuable insight to the project team and provided a forum for the early feedback and input on the proposed improvements. Highlighted in the table below are examples of the types of agencies and attendees at the PDT meetings.

Table 7. Highlights of AVL Project Development Meeting Attendees

Agency/Organization	
Acton Town Council	Los Angeles County Public Works
Antelope Valley Transit Authority	Los Angeles County Supervisor Kathryn Barger
AVS Consulting Inc.	Los Angeles Department of Transportation
California High Speed Rail Authority	LOSSAN Rail Corridor Agency
Caltrans	Metro Board of Directors
City of Burbank	Metrolink
City of Glendale	Metrolink Board of Directors
City of Lancaster	North Los Angeles County Transportation Coalition
City of Los Angeles	Office of City of Los Angeles Councilmember Paul Krekorian
City of Palmdale	Office of City of Los Angeles Council President Nury Martinez, District 6
City of San Fernando	Office of City of Los Angeles Councilmember Monica Rodriguez, District 7
City of Santa Clarita	Office of Los Angeles County Board of Supervisors Hilda Solis, First District
City of Santa Clarita Transit	Office of Los Angeles County Board of Supervisor Kathryn Barger, Fifth District
Los Angeles County	Office of Los Angeles Mayor Eric Garcetti

3.2. Additional Stakeholder Briefings

In addition to the PDT meetings, individual stakeholder meetings were held to increase awareness, provide status updates and address potential issues and concerns. Highlighted below are the types of briefings that took place between scoping and the release of the Draft EIR.

Table 8. Highlights of Additional Stakeholder Briefings

Agency/Organization	Briefing Date
Gabrieleno Band of Mission Indians – Kizh Nation	12/17/20
Santa Ynez Band of Chumas Indians	2/1/21
Fernandeño Tataviam Band of Mission Indians	8/31/21
California Department of Fish and Wildlife	9/09/21
CPUC	3/12/21
Caltrans	4/29/21
Union Pacific Railroad (UP)	01/15/21 09/23/21
City of Santa Clarita	2/18/21
City of Lancaster	1/19/21 (also with CAHSR, SCRRA, NCTC) 2/11/21
Town of Acton, North County Transportation Coalition, LA County 5th District Supervisor Staff on	10/14/21

Additionally, basic project updates and/or announcements regarding the Draft EIR availability and public hearings were shared with Metro Service Councils, Metro Community Advisory Council, North Los Angeles County Transportation Coalition JPA (NCTC), Transit and Transportation Management organizations, and with other interested stakeholders and organizations.

4. Overview of Virtual Public Hearings and Format

Metro hosted two public hearings for the release of the Draft EIR. Public hearings were held on Wednesday, August 18, 2021 from 6 p.m. to 7:30 p.m. and Saturday, August 21, 2021, from 11 a.m. to 12:30 p.m. To promote safety during the COVID-19 pandemic, the public hearings were held virtually in the form of Zoom webinars with additional options to participate directly via telephone. Meeting dates and times were selected to maximize participation from residents, businesses and community stakeholders across the project area. Simultaneous interpretation in Spanish and Armenian was offered for both meetings. Multilingual presentations in English, Spanish and Armenian were available to the public prior to the meeting via the project webpage and during the meeting within the virtual meeting room (Appendix H.1). A court reporter was also available to capture the official record of the meeting, including public comments. Meeting transcripts are included in the appendix (Appendices H.2 and H.3).

Each virtual public hearing began with a welcome and team introductions followed by a presentation and a public comments session. Ms. Danielle Valentino, Metro Community Relations Manager, facilitated the webinar and led introduction of the panelist. Mr. Brian Balderrama, Project Manager and Deputy Executive Officer for Metro Regional Rail, provided an overview of the project, Mr. Eric Banghart, Principal Project Manager for Mott McDonald, presented the technical elements of the project while Mr. Peter Feldman, Senior Environmental Planner for Terry A. Hayes Associates, Inc., presented the environmental impacts and associated mitigation strategies of the project.

Ms. Valentino facilitated the Public Comment Session and provided step-by-step information on how to provide formal comments on the Draft EIR. Participants had 2-minutes to provide their comments. A total of 56 attendees participated across both virtual public hearings. Collectively, public hearing participants submitted nine oral public comments and 12 questions were asked via the Q&A function.

4.1. Public Comments

A total of 58 comments submissions from 34 individuals, agencies and organizations were received for the Draft EIR. Most of the comments received were submitted via email. Several of the comment themes touched on service frequency, environmental, transit connections, safety, engineering design, Metrolink operations and amenities.

All comments and correspondences were recorded and saved in the Antelope Valley Line Capacity and Service Improvements Program Comment Log & Issues Matrix. Appendix I.1 provides a record of the public comment matrix with all written and oral comments submitted within and following the comment period. The table below provides a list of names who provided a comment during this period.

Table 9. Public Commenters List

#	Name	Agency / Organization / Affiliation
Within Comment Period		
1.	Dylan Gilberto	Stakeholder
2.	Jonathan P. Canuela	California Natural Resources Agency
3.	Numan Parada	Stakeholder
4.	David Hardy	Stakeholder
5.	Andrew Buenko	Stakeholder
6.	Anjie Preston	Stakeholder
7.	Jay Fuhrman	LA Metro
8.	Michael Bertell	LA Metro
9.	Jose Ubaldo	LA Metro
10.	Jacqueline Ayer	Acton Town Council
11.	Marsha McLean	City of Santa Clarita
12.	Fred Boehnert	Stakeholder
13.	Bart Reed	Transit Coalition
14.	Frances Sereseres	Stakeholder
15.	Adam Spieckermann	Stakeholder
16.	Perias Pillay	Southern California Transit Advocates
17.	Ian Pari	City of Santa Clarita
18.	Matthew Pearson	Stakeholder
19.	Robert Frampton	Stakeholder
20.	Brian Yanity	Rail Passenger Association of California
21.	Ruby Kwan-Davis	California Department of Fish & Wildlife
22.	Joseph Sanders	California Highway Patrol
23.	Bianca Enciso	California Highway Patrol
24.	Larissa De La Cruz	City of Lancaster
25.	Arthur V. Sohikian	North Los Angeles County Transportation Coalition
26.	Matthew Cervantes	California Public Utilities Commission – Rail Crossings and Engineering Branch)
27.	Joel Bareng	City of Santa Clarita
28.	Arnold Hackett	Metrolink
29.	Anthony Higgins	Caltrans
30.	Jose Dennis Alabaso	California Abilities Network
Additional Comments on Draft EIR		
31.	Abu Yusuf	Los Angeles County Department of Public Works
32.	Rudy Campos	Stakeholder
33.	Peggy Harris	Union Pacific
34.	Jairo F. Avila, M.A., RPA	Fernandeño Tataviam Band of Mission Indians, Tribal Consultation



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDICES



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX A

NOTICE OF AVAILABILITY (NOA)

APPENIDX A.1
NOA

APPENIDX A.2

NOA DISTRIBUTION LIST

APPENDIX A.1

NOA

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: July 28, 2021

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report

PROJECT TITLE: Antelope Valley Line Capacity and Service Improvements Program

SCH NUMBER: 2020109001

FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).

- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.

    - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
    - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.

    - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
    - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
    - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.

- Improve passenger service reliability and efficiency on the AVL rail corridor.

- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.

- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation

measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: **Wednesday, August 18, 2021**
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Date: **Saturday, August 21, 2021**
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

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COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

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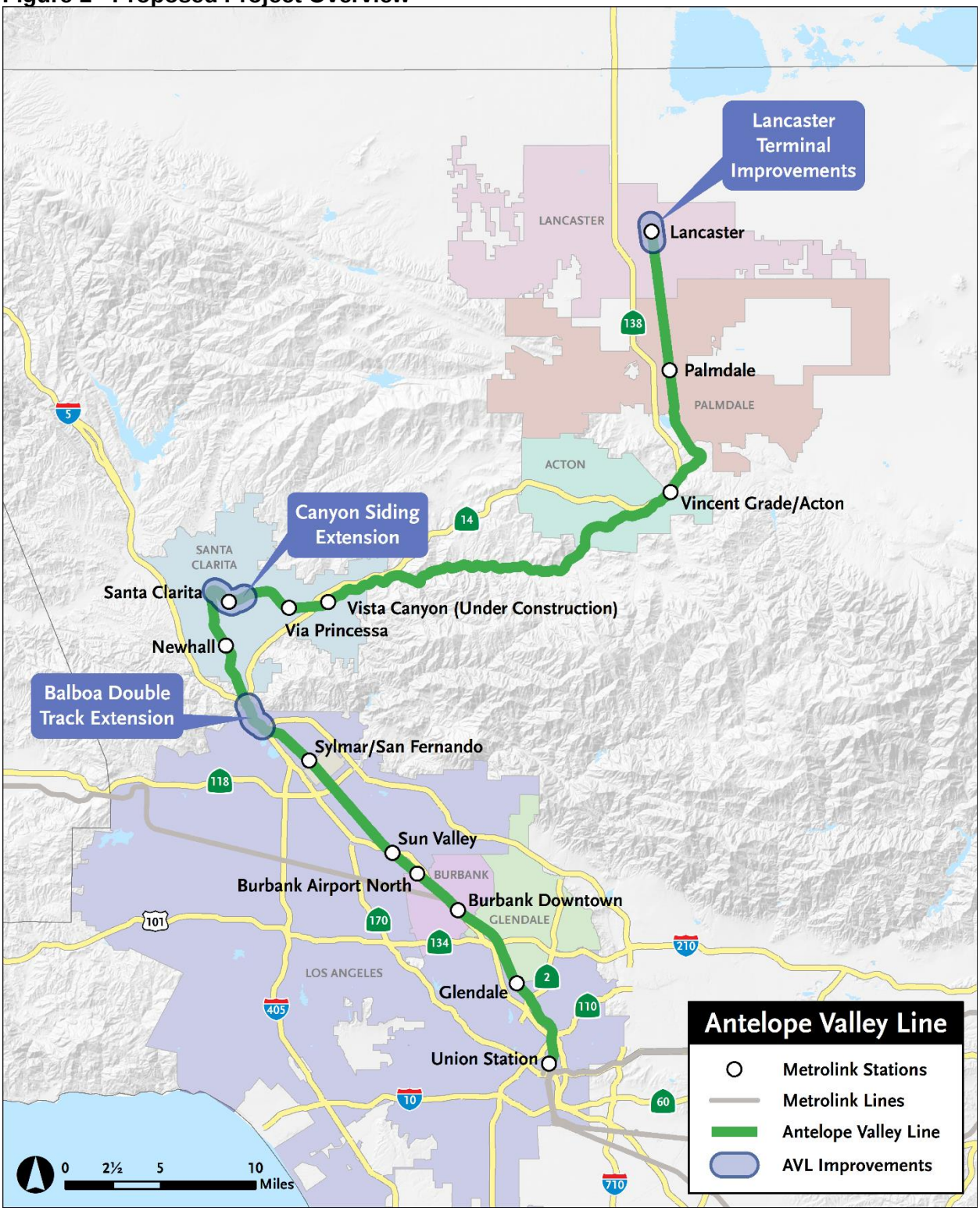
DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email library@metro.net to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)

- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534).

ACCOMODATIONS: Spanish and Armenian language interpretation will be available at both public hearings. Upon request, sign language interpretation, materials in alternative formats, and other accommodations are available to the public for Metro-sponsored meetings and events. Americans with Disabilities Act (ADA) accommodations and other translations request can be made by calling 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



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21927 MOVEO DR
SAUGUS, CA 91350

PHILLIP & PAOLA MALINOSKI
21931 MOVEO DR
SANTA CLARITA, CA 91350

ROBERT K MACHARIA
21943 MOVEO DR
SANTA CLARITA, CA 91350

BRUCE R & DAUN M MUIR
21947 MOVEO DR #293
SANTA CLARITA, CA 91350

BRETT SUSNITZKY
21951 MOVEO DR
SANTA CLARITA, CA 91350

CYNTHIA E LEJEUNE
21892 MOVEO DR
SANTA CLARITA, CA 91350

AGNES D & ERICSON FUGEN
21888 MOVEO DR
SANTA CLARITA, CA 91350

FRANCISCO R & CECILIA G GOMEZ
21884 MOVEO DR
SANTA CLARITA, CA 91350

MIRIAM HA
5873 SATURN ST
LOS ANGELES, CA 90019

WILLIAM V WILLIAMS
23129 8TH ST
NEWHALL, CA 91321

STEPHEN M DUNKLE
21872 MOVEO DR
SANTA CLARITA, CA 91350

TRITIA A GESTUVO
21916 MOVEO DR
SANTA CLARITA, CA 91350

SOHEIL BOROUSHAKI
21912 MOVEO DR
SANTA CLARITA, CA 91350

FRANK O & KIMBERLY L MARTINEZ
21908 MOVEO DR
SANTA CLARITA, CA 91350

AILYNE HORST
21904 MOVEO DR
SANTA CLARITA, CA 91350

JERRY L & SUSAN E BUCKLEY
21900 MOVEO DR
SANTA CLARITA, CA 91350

SHARLA K CAMPFIELD
21896 MOVEO DR
SANTA CLARITA, CA 91350

STEVEN C KASSEL
26266 PRIMA WAY
SANTA CLARITA, CA 91350

KRISTIN D & DAVID T BLY
26264 PRIMA WAY
SANTA CLARITA, CA 91350

SARAH HOLMES
26262 PRIMA WAY
SANTA CLARITA, CA 91350

MICHELLE ZHAO
26260 PRIMA WAY
SANTA CLARITA, CA 91350

LANCE MORRISON
26256 PRIMA WAY
SANTA CLARITA, CA 91350

PRIMA WAY PROJECT I LP
26254 PRIMA WAY
SANTA CLARITA, CA 91350

WILLIAM CABE
26241 PRIMA WAY
SANTA CLARITA, CA 91350

STEVEN L GIZZI
26243 PRIMA WAY
SANTA CLARITA, CA 91350

RACHEL J LOTUACO
13032 ANGELES TRAIL WAY
SYLMAR, CA 91342

MARK L WARE
26247 PRIMA WAY
SANTA CLARITA, CA 91350

DENNIS MOLINA
21748 PROPELLO DR
SANTA CLARITA, CA 91350

MELVIN & PIA VIRAY
21738 PROPELLO DR
SANTA CLARITA, CA 91350

HSIN WEI TSAI
21742 PROPELLO DR
SANTA CLARITA, CA 91350

ROBERT S & CASEY E BUSTLE
21728 PROPELLO DR
SANTA CLARITA, CA 91350

JEFFERY D SNELL
9838 NEVADA AVE
CHATSWORTH, CA 91311

CRISMELITO & LUCILA CRUZ
21734 PROPELLO DR
SANTA CLARITA, CA 91350

ZHU MA
21720 PROPELLO DR
SANTA CLARITA, CA 91350

MARK ODLE
21724 PROPELLO DR
SANTA CLARITA, CA 91350

TERESITA K YAO
21712 PROPELLO DR
SANTA CLARITA, CA 91350

JESSICA C BODAN
21716 PROPELLO DR
SANTA CLARITA, CA 91350

TIMOTHY J & AUTUMN R MAHONY
21700 PROPELLO DR
SANTA CLARITA, CA 91350

ANNA & VERA BEKETOVA
21704 PROPELLO DR
SANTA CLARITA, CA 91350

CARL P & PATRICIA A OLSON
PO BOX 800849
SANTA CLARITA, CA 91380

MARISOL O HERNANDEZ
21745 BENE DR
SANTA CLARITA, CA 91350

JOHN & REBECCA TORRES
21749 BENE DR
SAUGUS, CA 91350

KAREN S THOMAS
21753 BENE DR
SANTA CLARITA, CA 91350

JOHN KONG
11116 WILDFLOWER RD
TEMPLE CITY, CA 91780

ALEX F & JULIETA B KIRKPATRICK
PO BOX 3424
BURBANK, CA 91508

JAMES & LAURA RENE
21973 PROPELLO DR
SANTA CLARITA, CA 91350

LORENA GONZALEZ
21977 PROPELLO DR
SANTA CLARITA, CA 91350

BRANDON & LANA NUEMAN
21981 PROPELLO DR
SANTA CLARITA, CA 91350

RAFFI & NINA KAZANJIAN
21985 PROPELLO DR #171
SANTA CLARITA, CA 91350

MICHAEL RICANOR
21989 PROPELLO DR
SANTA CLARITA, CA 91350

NEIL F GRAF
21991 PROPELLO DR
SANTA CLARITA, CA 91350

HEATHER L & FRANK T HERRERA
21995 PROPELLO DR
SANTA CLARITA, CA 91350

JESSICA & JESSICA MICCICHE
23802 VALLEY OAK CT
SANTA CLARITA, CA 91321

MELINDA R RUB
22003 PROPELLO DR
SANTA CLARITA, CA 91350

TODD LOMBARDO
22007 PROPELLO DR
SANTA CLARITA, CA 91350

JUAN A ARENAS
22011 PROPELLO DR
SANTA CLARITA, CA 91350

MARK A & ERIKA J DELA PENA
22015 PROPELLO DR
SANTA CLARITA, CA 91350

GEORGE WEBJE
11041 ELIZABETH LAKE RD
LEONA VALLEY, CA 93551

JOE E & MARLENE N BARNES
9160 STEPHENSON LN
HEMET, CA 92545

BRIAN D & SHAWNA A LUBS
22027 PROPELLO DR
SANTA CLARITA, CA 91350

KRISTEN L MAYER
22031 PROPELLO DR
SANTA CLARITA, CA 91350

STEVEN J COFIELD
22035 PROPELLO DR
SANTA CLARITA, CA 91350

ANA VEGA
22039 PROPELLO DR
SANTA CLARITA, CA 91350

JOSEPH S & JENNY Y PARK
22043 PROPELLO DR
SAUGUS, CA 91350

JASON & MARIE GASTELUM
22047 PROPELLO DR
SANTA CLARITA, CA 91350

ERIC PRITCHETT
22051 PROPELLO DR
SANTA CLARITA, CA 91350

YOLANDA JOHNSON
22055 PROPELLO DR
SAUGUS, CA 91350

ARMANDO S & CRISTINA M VERGARA
22059 PROPELLO DR
SANTA CLARITA, CA 91350

MICHAEL O & MIGUEL M YATCO
22063 PROPELLO DR
SANTA CLARITA, CA 91350

JUMEL B & ODETTE I DAQUIOAG
22067 PROPELLO DR
SANTA CLARITA, CA 91350

FELICIANO PEREZ
22071 PROPELLO DR
SANTA CLARITA, CA 91350

SAM T HO
22075 PROPELLO DR
SAUGUS, CA 91350

ALEXEY & ALEVTINA LI
22079 PROPELLO DR
SANTA CLARITA, CA 91350

DAIN & JOY BECKFORD
22083 PROPELLO DR
SANTA CLARITA, CA 91350

RYAN & AUDREY FITZGERALD
22087 PROPELLO DR
SANTA CLARITA, CA 91350

MILTON & CLAUDIA I MARISCAL
21940 MOVEO DR
SANTA CLARITA, CA 91350

KIMBERLY A LAURITSEN
21123 CIMARRON WAY
SANTA CLARITA, CA 91390

CYNTHIA E LATA
21932 MOVEO DR
SANTA CLARITA, CA 91350

ROD DAVIDO
1718 N EDISON BLVD
BURBANK, CA 91505

FRANCISCO J & NEDRA A GUERRERO
21924 MOVEO DR
SAUGUS, CA 91350

KARIN M ZBINDEN
21928 MOVEO DR
SANTA CLARITA, CA 91350

JOSEPH & MARHARYTA LEVINE
21955 MOVEO DR
SANTA CLARITA, CA 91350

SUNG HYOK CHUN
21959 MOVEO DR
SANTA CLARITA, CA 91350

MIHAI D BORBELY
21963 MOVEO DR
SANTA CLARITA, CA 91350

PAUL KOLKER
21863 MOVEO DR
SANTA CLARITA, CA 91350

NICHOLAS P & LAURA C MARTIN
21971 MOVEO DR
SAUGUS, CA 91350

JILL R MEER
21964 MOVEO DR
SANTA CLARITA, CA 91350

JUAN C RODRIGUEZ
21960 MOVEO DR
SANTA CLARITA, CA 91350

J AARON DULLAS
21956 MOVEO DR
SANTA CLARITA, CA 91350

SHAWN & NATALIE MITCHELL
21952 MOVEO DR
SANTA CLARITA, CA 91350

DAVID S & JULIANA V PETERS
21948 MOVEO DR
SANTA CLARITA, CA 91350

SADDANATHAPILLAI & BHARATHY NESARAJAH
23712 OAKHURST DR
SANTA CLARITA, CA 91321

STEPHANIE M JUDSON
21990 MOVEO DR
SANTA CLARITA, CA 91350

RAMESH N VARRE
21986 MOVEO DR
SANTA CLARITA, CA 91350

LUIS A FARFAN
16107 KNAPP ST
NORTH HILLS, CA 91343

JUAN & ERICKA A SAGASTUME
21978 MOVEO DR
SANTA CLARITA, CA 91350

KARLA FISCAL ZATARAIN
21972 MOVEO DR
SANTA CLARITA, CA 91350

JEANETTE LEWIS
21968 MOVEO DR
SANTA CLARITA, CA 91350

NICHOLAS A & ALEX GILINETS
27305 W LIVE OAK RD #A607
CASTAIC, CA 91384

JONNIE ADJEI
22010 MOVEO DR
SANTA CLARITA, CA 91350

LUKE & MORIAH MONTILLA
22006 MOVEO DR
SANTA CLARITA, CA 91350

VIRGIL M & ELAINE A BASA
22002 MOVEO DR
SANTA CLARITA, CA 91350

BEATRICE C GARCIA
21998 MOVEO DR
SANTA CLARITA, CA 91350

JOSEPH D & KAITLY GRAVNING
21994 MOVEO DR
SANTA CLARITA, CA 91350

JAMES & BRENDA PICCIRILLO
27366 CHESHIRE LN
VALENCIA, CA 91354

KATHLYN E O SHEA
22034 PROPELLO DR
SANTA CLARITA, CA 91350

CRAIG I & JULIA W MYLES
19030 HAMLIN ST #3
RESEDA, CA 91335

JOHN J & MARIELA E DEMAIO
22026 PROPELLO DR
SANTA CLARITA, CA 91350

MATTHEW CRAWFORD
22022 PROPELLO DR
SANTA CLARITA, CA 91350

KEVIN BEHNKE
22018 PROPELLO DR
SANTA CLARITA, CA 91350

RAHA YAVARI
24530 TOWN CENTER DR
VALENCIA, CA 91355

MARIA L LEGASPI
2701 SMOKEY MOUNTAIN DR
OXNARD, CA 93036

BRYANT P WIECZOREK
26244 PRIMA WAY
SANTA CLARITA, CA 91350

DENILSON R DIAS
26242 PRIMA WAY
SANTA CLARITA, CA 91350

JOSEPH A & JASMIN BUNAO
26240 PRIMA WAY
SANTA CLARITA, CA 91350

DONALD E WILLIAMS
21705 BENE DR
SANTA CLARITA, CA 91350

RAFAEL MACIAS
29284 MISSION TRAIL LN
VALENCIA, CA 91354

MARTIN TATE
21713 BENE DR
SANTA CLARITA, CA 91350

DIANISHA & BARRY REEVES
21717 BENE DR
SANTA CLARITA, CA 91350

ANDRE C ROBERTS
21721 BENE DR
SANTA CLARITA, CA 91350

MICHAEL S & LEANG KIM TAING
21725 BENE DR
SANTA CLARITA, CA 91350

CHRISTOPHER BELFOUR
21729 BENE DR
SANTA CLARITA, CA 91350

EVELYN HAMALAINEN
21733 BENE DR
SANTA CLARITA, CA 91350

RUBEN I & BLAZY S ALDANA
21737 BENE DR
SANTA CLARITA, CA 91350

ANNMARIE R & BRYAN M CARNEY
21741 BENE DR
SANTA CLARITA, CA 91350

MARIA L ESPINAS
22082 PROPELLO DR
SANTA CLARITA, CA 91350

JOHN W OGDEN
22078 PROPELLO DR
SANTA CLARITA, CA 91350

ANDREA R & JAVIER PRECIADO
22074 PROPELLO DR
SANTA CLARITA, CA 91350

MATTHEW CAVIN
22070 PROPELLO DR
SANTA CLARITA, CA 91350

DANIEL R FRANKEL
22066 PROPELLO DR
SANTA CLARITA, CA 91350

JACK D GARBETT
22062 PROPELLO DR
SANTA CLARITA, CA 91350

LILIBETH S LOREZCO
22058 PROPELLO DR
SANTA CLARITA, CA 91350

DANNIELLE D LOCKE
PO BOX 802041
SANTA CLARITA, CA 91380

BRIAN T & JOLIE T LISENBY
22091 PROPELLO DR
SANTA CLARITA, CA 91350

RICARDO V & JO RIZZA T BERMILLO
22095 PROPELLO DR
SANTA CLARITA, CA 91350

ERICK N HUSTAD
22099 PROPELLO DR
SAUGUS, CA 91350

SOM A AUEPONGPAN
26535 OAK TERRACE PL
VALENCIA, CA 91381

LUIS & LESLIE HERMOSILLO
22107 PROPELLO DR
SANTA CLARITA, CA 91350

BRENT M & VICTORIA PASCHKE
22111 PROPELLO DR
SANTA CLARITA, CA 91350

MARILOU CALICA
22115 PROPELLO DR
SANTA CLARITA, CA 91350

KEONNA N GREEN
22119 PROPELLO DR
SANTA CLARITA, CA 91350

DANIEL & ELYSSA A ARROYO
22123 PROPELLO DR
SANTA CLARITA, CA 91350

AUGUSTINE M SMITH
21805 PROPELLO DR
SANTA CLARITA, CA 91350

EKATERINA NICOLOVA
21809 PROPELLO DR
SANTA CLARITA, CA 91350

AHMED M ABBAS
21813 PROPELLO DR
SANTA CLARITA, CA 91350

TISHA C & JOAQUIN C DOMINGUEZ
21817 PROPELLO DR
SANTA CLARITA, CA 91350

BRANDON N & JENNIFER M WILLIAMS
21821 PROPELLO DR
SANTA CLARITA, CA 91350

SAMUEL S & EDINANCE N MUWONGE
21825 PROPELLO DR
SANTA CLARITA, CA 91350

MANESHA KHIANI
21829 PROPELLO DR
SANTA CLARITA, CA 91350

CHAD A FISCHER
21833 PROPELLO DR
SANTA CLARITA, CA 91350

VANCE T & ESMERALDA S WILLIAMA
21837 PROPELLO DR
SANTA CLARITA, CA 91350

SHARON WILKINSON
21841 PROPELLO DR
SANTA CLARITA, CA 91350

VENTURITO P & CYNTHIA L TUMACAY
21845 PROPELLO DR
SANTA CLARITA, CA 91350

RYAN E & MELANIE H SULLIVAN
21849 PROPELLO DR
SANTA CLARITA, CA 91350

ALEXANDER GERBRANDT
21734 CANDELA DR
SANTA CLARITA, CA 91350

TAM TRAN DO
21730 CANDELA DR
SANTA CLARITA, CA 91350

BILLY P BOONKOKUA
21726 CANDELA DR
SAUGUS, CA 91350

SHAKIRA NANTUMBWE
21714 CANDELA DR
SANTA CLARITA, CA 91350

JUSTIN M SAUDER
21718 CANDELA DR
SANTA CLARITA, CA 91350

VDAPHRON ARCHER
21722 CANDELA DR
SANTA CLARITA, CA 91350

AARON J PAYTON
21710 CANDELA DR
SANTA CLARITA, CA 91350

GENE R CALDERON
21706 CANDELA DR
SANTA CLARITA, CA 91350

CHRISTOPHER R & KAMERON S JENKINS
21702 CANDELA DR
SANTA CLARITA, CA 91350

ANGEL A VERDUZCO
21690 CANDELA DR
SANTA CLARITA, CA 91350

ALEJANDRO VARELA
21694 CANDELA DR
SANTA CLARITA, CA 91350

ERIC COKER
21698 CANDELA DR
SANTA CLARITA, CA 91350

DIEGO STOCCO
21742 BENE DR
SANTA CLARITA, CA 91350

SEAN M MORRISSEY
21738 BENE DR
SANTA CLARITA, CA 91350

MARQUIA BOLTON
21734 BENE DR
SANTA CLARITA, CA 91350

BRIAN H & CHRISTIE E COOK
21730 BENE DR
SANTA CLARITA, CA 91350

JANGHYUN KIM
21726 BENE DR
SANTA CLARITA, CA 91350

DWAYNE A & CHERMAINE R FONTENETTE
21722 BENE DR
SANTA CLARITA, CA 91350

MARGARET & SINAN M ELIAS
21718 BENE DR
SANTA CLARITA, CA 91350

VINCENT LEE
21706 BENE DR
SANTA CLARITA, CA 91350

JAMES & MYLENE A ABOULAFIA
21710 BENE DR
SANTA CLARITA, CA 91350

CARLOS R & ANA T DELGADO
21714 BENE DR
SANTA CLARITA, CA 91350

HANSON & YVONNE A WON
21749 PROPELLO DRIVE
SANTA CLARITA, CA 91350

RONALD & OTILIA J INCONTRO
5802 BOB BULLOCK LOOP #C1
LAREDO, TX 78041

JASON A & ANGIELYNN A CLARK
21757 PROPELLO DRIVE
SANTA CLARITA, CA 91350

ROBERTO VICINANZA
21761 PROPELLO DR
SANTA CLARITA, CA 91350

EVAN B & FLORIANE P SIEGEL
21765 PROPELLO DR
SANTA CLARITA, CA 91350

MONICA & ARTURO ARAGON
21769 PROPELLO DR
SANTA CLARITA, CA 91350

ROBIN G BAUER
21773 PROPELLO DR
SANTA CLARITA, CA 91350

VIPINSAGAR K RAVI
21777 PROPELLO DRIVE
SANTA CLARITA, CA 91350

DE SHON & JUDIT PARKER
21781 PROPELLO DR
SANTA CLARITA, CA 91350

JOSHUA M GREENGARD
29330 CALLE PRIMAVERA
VALENCIA, CA 91354

THULI ROGERS
25560 NOVELA WAY
SANTA CLARITA, CA 91355

MELISSA A LEE
26267 PRIMA WAY
SANTA CLARITA, CA 91350

TNHC TCN SANTA CLARITA LP
15231 LAGUNA CANYON RD #250
IRVINE, CA 92618

WILNER TINOYAN
21770 CANDELA DR
SANTA CLARITA, CA 91350

BENJAMIN G MILLEMAN
21766 CANDELA DR
SANTA CLARITA, CA 91350

AMBERLYN A WILDONER
21762 CANDELA DR
SANTA CLARITA, CA 91350

CECILIA BOLANOS
21758 CANDELA DR
SANTA CLARITA, CA 91350

SAE WOONG & CHONG MAE PARK
21754 CANDELA DR
SANTA CLARITA, CA 91350

STACEY A WARNER
21750 CANDELA DR
SANTA CLARITA, CA 91350

EDWIN ORTIZ
21738 CANDELA DR
SANTA CLARITA, CA 91350

RICKIA & DAVID EGANS
21742 CANDELA DR
SANTA CLARITA, CA 91350

JI HOON SONG
21746 CANDELA DR
SANTA CLARITA, CA 91350

JOSEPH D & MYRNA M BUCCAT
21723 CANDELA DR
SANTA CLARITA, CA 91350

DANNY R & RENEE E FOWLER
21055 HAZEL RD
APPLE VALLEY, CA 92308

JOHN W & ASHLEY W REDMOND
21731 CANDELA DR
SANTA CLARITA, CA 91350

LIZABETH SUON
11430 LAUREL CANYON BLVD #B
SAN FERNANDO, CA 91340

KAREN MASTERSON
21735 CANDELA DR
SANTA CLARITA, CA 91350

NORMAN & ARLEEN LEGASPI
21743 CANDELA DR
SAUGUS, CA 91350

JACOB G LEVY
21747 CANDELA DR
SANTA CLARITA, CA 91350

ANGELA CASTILLO
21759 CANDELA DR
SANTA CLARITA, CA 91350

GINETTE SANNA
21755 CANDELA DR
SANTA CLARITA, CA 91350

DANINIA S MORGAN
21751 CANDELA DR
SANTA CLARITA, CA 91350

SUZAN OHANIAN
21763 CANDELA DR
SANTA CLARITA, CA 91350

ELAINE BURN
21767 CANDELA DR
SANTA CLARITA, CA 91350

ROLANDO DE ARCOS
21771 CANDELA DR
SANTA CLARITA, CA 91350

JARRED MYREN
21779 CANDELA DR
SANTA CLARITA, CA 91350

COURTNEY JONES
21775 CANDELA DR
SANTA CLARITA, CA 91350

ANTHONY V DESANTIS
21762 BENE DR
SANTA CLARITA, CA 91350

CHRISTOPHER P DAVIS
21758 BENE DR
SANTA CLARITA, CA 91350

MICHAEL & ANGELICA ABRENICA
21754 BENE DR
SANTA CLARITA, CA 91350

KAMAL & EMILY LARBAOUI
21750 BENE DR
SANTA CLARITA, CA 91350

MARIA T ARMADA
21746 BENE DR
SANTA CLARITA, CA 91350

MARGIE & JUSTIN SEGAL
21701 PROPELLO DR
SANTA CLARITA, CA 91350

RUFINO & LESLIE A JUTA
21705 PROPELLO DR
SANTA CLARITA, CA 91350

ROBERT M & TAMMI A DELGADILLO
21709 PROPELLO DR
SANTA CLARITA, CA 91350

JENNIFER K APPIAH
21713 PROPELLO DR
SANTA CLARITA, CA 91350

ELLEN F & KEVIN J HOTTER
21717 PROPELLO DR
SANTA CLARITA, CA 91350

ALEJANDRO C HERNANDEZ
1022 KEWEN ST
SAN FERNANDO, CA 91340

CARLOS A & ISABEL C TOVAL
21725 PROPELLO DR
SANTA CLARITA, CA 91350

ANDRE & ANDREA MOORE
21729 PROPELLO DR
SANTA CLARITA, CA 91350

CARLOS G & LUZ M ARGUMEDO
21733 PROPELLO DR
SANTA CLARITA, CA 91350

BRANDON CRESPO
21737 PROPELLO DR
SANTA CLARITA, CA 91350

BERNADETTE & ANGELO DE VERA
21741 PROPELLO DR
SANTA CLARITA, CA 91350

PETER & VERONICA K YAO
21745 PROPELLO DR
SANTA CLARITA, CA 91350

MARVI M & JAMES J PABALAN
21785 PROPELLO DR
SANTA CLARITA, CA 91350

MICHELLE R YBARRA
21789 PROPELLO DR
SANTA CLARITA, CA 91350

BRANDON K & TRIXCEEANNE C KALINA
21793 PROPELLO DR
SANTA CLARITA, CA 91350

EUGENIO E & MARIA C TUZON
21867 MOVEO DR
SANTA CLARITA, CA 91350

RAQUEL & ROCAEL E CAMARGO
21871 MOVEO DR
SANTA CLARITA, CA 91350

MARIA T TUZON SAGER
21859 MOVEO DR
SANTA CLARITA, CA 91350

PAUL KOLKER
PO BOX 802002
SANTA CLARITA, CA 91380

MICHAEL T & KRISTIN O HENRY
21835 MOVEO DR
SANTA CLARITA, CA 91350

TIMOTHY T MAR
21839 MOVEO DR
SANTA CLARITA, CA 91350

KRISHTI K & AKRITI BIKAL
21823 MOVEO DR
SANTA CLARITA, CA 91350

STEVE STEINHAUER
21827 MOVEO DR
SANTA CLARITA, CA 91350

TYLER J & MARIAH L SNELL
21831 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21425 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21445 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21500 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21515 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21516 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21548 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21613 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21615 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21648 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21700 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21701 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21704 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21705 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21708 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21709 BENE DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21709 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21713 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21717 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21721 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21723 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21725 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21727 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21729 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21731 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21732 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21733 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21735 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21737 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21738 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21739 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21741 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21742 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21745 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21746 BENE DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21746 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21747 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21750 BENE DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21750 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21751 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21753 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21754 BENE DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21754 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21755 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21757 BENE DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21758 BENE DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21758 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21759 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21761 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21762 BENE DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21762 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21763 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21765 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21766 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21767 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21769 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21770 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21771 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21773 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21775 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21779 CANDELA DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21781 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21785 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21789 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21793 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21824 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21829 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21832 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21833 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21837 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21841 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21844 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21845 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21849 PROPELLO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21851 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21856 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21861 BENE DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21861 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21869 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21875 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21876 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21880 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21893 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21896 MOVEO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21899 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21900 MOVEO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21900 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21904 MOVEO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21908 MOVEO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21909 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21912 MOVEO DRIVE
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21920 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21936 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21944 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21945 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21947 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21949 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21965 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21967 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21982 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21985 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21999 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22014 MOVEO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22019 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22023 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22030 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22038 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22054 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22103 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22116 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22606 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22722 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22750 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
22840 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26245 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26246 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26248 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26250 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26253 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26255 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26263 PRIMA WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26265 PRIMA WAY
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22830 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22824 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22822 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22820 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22810 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22808 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22806 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22804 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22802 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22800 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22770 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
22234 SOLEDAD CANYON RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21749 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21753 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21757 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21777 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21801 PROPELLO DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21727 CANDELA DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21739 CANDELA DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21761 BENE DR
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21721 PROPELLO DR
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 101
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 102
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 104
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 105
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 109
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 111
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 112
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 113
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 115
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 116
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 117
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 118
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21515 SOLEDAD CANYON RD STE 120
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26120 GRAVETT PL
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26122 GRAVETT PL
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26124 GRAVETT PL
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26126 GRAVETT PL
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26130 GRAVETT PL
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26132 GRAVETT PL
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 108
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 106
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 120
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 201
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 202
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 207
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 300
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 301
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 302
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 305
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 405
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 425
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 129
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 306
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 307
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21704 GOLDEN TRIANGLE RD STE 403
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21700 GOLDEN TRIANGLE RD STE 102
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21700 GOLDEN TRIANGLE RD STE 103
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21700 GOLDEN TRIANGLE RD STE 104
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21700 GOLDEN TRIANGLE RD STE 105
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21616 GOLDEN TRIANGLE RD STE 101
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21616 GOLDEN TRIANGLE RD STE 102
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21616 GOLDEN TRIANGLE RD STE 103
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21616 GOLDEN TRIANGLE RD STE 104
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 101
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 103
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 104
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 106
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 107
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 108
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 109
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 201
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 202
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 203
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 204
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 205
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 206
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21618 GOLDEN TRIANGLE RD STE 207
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21554 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21546 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21530 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21452 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21450 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21446 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21444 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21442 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21440 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21430 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

BUSINESS OWNER OR OCCUPANT
21400 GOLDEN TRIANGLE RD
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21406 ACANTHUS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21404 ACANTHUS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21402 ACANTHUS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26402 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26404 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26406 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26408 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26410 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26412 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26414 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26416 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26418 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26420 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26422 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26424 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26428 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21401 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21403 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21405 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21407 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21409 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21411 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21413 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21415 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21417 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21419 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21421 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21423 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21425 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21427 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21429 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21431 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21433 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21435 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21437 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21439 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21441 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21443 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21445 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21447 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26417 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26415 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26413 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26411 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26409 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26407 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26405 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26403 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26401 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21444 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21442 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21440 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21438 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21436 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21434 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21432 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21430 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21428 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21426 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21424 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21422 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21420 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21418 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21416 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26405 GOLDENROD WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26408 GOLDENROD WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26410 GOLDENROD WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26412 GOLDENROD WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21417 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21419 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21421 BRAMBLE WAY
SANTA CLARITA, CA 91350

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21435 BRAMBLE WAY
SANTA CLARITA, CA 91350

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21437 BRAMBLE WAY
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21439 BRAMBLE WAY
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21441 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21443 BRAMBLE WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26402 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26404 BENTGRASS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21446 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21444 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21442 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21440 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

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21436 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

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21434 TUMBLEWEED WAY
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CURRENT OCCUPANT
21432 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

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21416 TUMBLEWEED WAY
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21408 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21406 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21404 TUMBLEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26421 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26419 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26417 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26415 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21403 BRIER WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21405 BRIER WAY
SANTA CLARITA, CA 91350

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21407 BRIER WAY
SANTA CLARITA, CA 91350

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21409 BRIER WAY
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21406 BRIER WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21404 BRIER WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21402 BRIER WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26409 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26405 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
26403 DOVEWEED WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21405 ACANTHUS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21407 ACANTHUS WAY
SANTA CLARITA, CA 91350

CURRENT OCCUPANT
21410 ACANTHUS WAY
SANTA CLARITA, CA 91350

JULIA V GORRINDO
9675 W CANFORD DR
BOISE, ID 83709

DAVIS SIBS INC
4025 DON IBARRA PL
LOS ANGELES, CA 90008

JULIAN DE LA TORRE
44303 SIERRA HWY
LANCASTER, CA 93534

GORRINDO RESOURCEFUL LLC
PO BOX 341
MINDEN, NV 89423

DARRYL D DUSZYNSKI
1271 W NORBERRY ST
LANCASTER, CA 93534

REALTY INCOME TRUST 4
222 E 5TH ST
TUCSON, AZ 85705

LANCASTER CITY HOUSING AUTHORITY
44933 FERN AVE
LANCASTER, CA 93534

GRAYMAR INC
24 HAMMOND #C
IRVINE, CA 92618

GRAYMAR INC
24 HAMMOND
IRVINE, CA 92618

LAUREL CREST LP
17701 COWAN #200
IRVINE, CA 92614

LEAPS AND BOUNDS LP
6330 VARIEL AVE #201
WOODLAND HILLS, CA 91367

MENTAL HEALTH AMERICA OF
100 W BROADWAY #5010
LONG BEACH, CA 90802

LANCASTER CITY
44933 N FERN AVE
LANCASTER, CA 93534

NZB PROPERTIES LLC
44849 SIERRA HWY
LANCASTER, CA 93534

ULRIC E USHER
530 W LANCASTER BLVD
LANCASTER, CA 93534

REDEVELOPMENT AGENCY OF NCASTER CITY
4317 NORVAL AVE
LANCASTER, CA 93536

VIPER ENTERPRISES INC
1130 AUTO MALL DR
LANCASTER, CA 93534

GREGORY & BEVERLY A HUTH
PO BOX 2570
ROSAMOND, CA 93560

CASANDRA J PAYNE
PO BOX 2440
LANCASTER, CA 93539

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5133 VESPER AVE
SHERMAN OAKS, CA 91403

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PO BOX 900696
PALMDALE, CA 93590

DAMIAN SILVEIRA
44644 BEECH AVE
LANCASTER, CA 93534

ROGER & JUDY POOLEY
2055 W AVENUE M12
PALMDALE, CA 93551

L AND L NGHIEM ENTERPRISES LLC
20402 KELVINGROVE LN
HUNTINGTON BEACH, CA 92646

ELISA B BLANCO
42834 17TH ST W
LANCASTER, CA 93534

ANTELOPE VALLEY JOINT UNION HIGH SCHOOL DIST
44811 SIERRA HWY
LANCASTER, CA 93534

FENG QING ZHANG
3157 SEVILLE AVE
PALMDALE, CA 93551

KLAJAC LLC
44615 SIERRA HWY
LANCASTER, CA 93534

COYLE TIMOTHY O CO TR
10714 YUCCA AVE
ROSAMOND, CA 93560

KELLY A LOGAN
44628 BEECH AVE
LANCASTER, CA 93534

UNIVERSAL AIR PROPERTIES LLC
562 LUTON DR
GLENDALE, CA 91206

BILL MECK
11027 LIMERICK AVE
CHATSWORTH, CA 91311

JASON & CHARLENE LASH
11137 VALLEY SPRING LN
TOLUCA LAKE, CA 91602

CHRISTOPHER BEATTY
41104 20TH ST W
PALMDALE, CA 93551

HAROUT & LUSINE MKRTCHIAN
39519 CHANTILLY LN
PALMDALE, CA 93551

ROBERT M DENNIS
43770 15TH ST W #300
LANCASTER, CA 93534

MICHAEL BERTELL
44753 SIERRA HWY
LANCASTER, CA 93534

GOLDEN WAVE PARTNERS LLC
44621 SIERRA HWY
LANCASTER, CA 93534

ALI & HANIFE MAHABADY
39919 WESTCLIFF ST
PALMDALE, CA 93551

JOSE G ORELLAN
44622 BEECH AVE
LANCASTER, CA 93534

ROSA M GONZALEZ
521 W OLDFIELD ST
LANCASTER, CA 93534

JKRC LLC
44617 SIERRA HWY
LANCASTER, CA 93534

ARTURO RESENDEZ
28233 KENTON LN
SANTA CLARITA, CA 91350

LORENA SOLIS
44506 BEECH AVE
LANCASTER, CA 93534

EDWARD E BAILES
44528 BEECH AVE
LANCASTER, CA 93534

CHARLES L LOVERIDGE
15 CROWS NEST LN
MARSHFIELD, MA 2050

KIMNEE LIM
364 LOIS LN
SAN PEDRO, CA 90732

JOHN J & KRISSA L CATALANO
24950 OLD STONE WAY
STEVENSON RANCH, CA 91381

VICTOR LEASING CO
4200 EASTON DR #5
BAKERSFIELD, CA 93309

JOSE B RIVERA
836 W AVENUE H14
LANCASTER, CA 93534

GRACE RESOURCE CENTER
45134 N SIERRA HWY
LANCASTER, CA 93534

J ANTONIO & YOANA C GARCIA
3410 CLUB DR #5
LOS ANGELES, CA 90064

MICHAEL L BENCH
45100 YUCCA AVE
LANCASTER, CA 93534

ARMY SALVATION
PO BOX 93002
LONG BEACH, CA 90809

WHEN OPPORTUNITY KNOCKS LLC
8 MEADOWHAWK LN
LAS VEGAS, NV 89135

GREG & APRIL EARWOOD
44147 FENNER AVE
LANCASTER, CA 93536

JORGE L LOPEZ
44430 BEECH AVE
LANCASTER, CA 93534

LUSYA TIFLISYAN
1545 TIGERTAIL CT
PALMDALE, CA 93551

ALFREDO GALLEGOS
1359 W AVENUE L8
LANCASTER, CA 93534

CARL HOVEY
PO BOX 5506
LANCASTER, CA 93539

GRACE RESOURCE CENTER
45134 SIERRA HWY
LANCASTER, CA 93534

DAVID G PICKUS
4512 W AVENUE K12
LANCASTER, CA 93536

CHARLES & RICHARD S CORDES
21400 OLD TOWN RD
TEHACHAPI, CA 93561

AHMAD A MAADARANI
39440 CHANTILLY LN
PALMDALE, CA 93551

FARIS H HADDAD
17046 CANVAS ST
CANYON COUNTRY, CA 91387

WILLIAM ARTIGA
44604 LONEOAK AVE
LANCASTER, CA 93534

ELIZABETH A BRYANT
1700 E JOYCE DR
PALM SPRINGS, CA 92262

HYE JUNG LEE
18708 TULSA ST
PORTER RANCH, CA 91326

DMS ENTERPRISES LLC
5051 W AVENUE M2
QUARTZ HILL, CA 93536

HERMAN FAMILY PROPERTIES LLC
423 W LANCASTER BLVD
LANCASTER, CA 93534

L A CO WATERWORKS DIST NO 10
500 W TEMPLE ST #754
LOS ANGELES, CA 90012

MAU MA
22226 EVENING STAR CT
SANTA CLARITA, CA 91390

GENERAL TEAMSTERS CHAUFFEURS REHOUSEMEN&HELPERS LOCA
45122 YUCCA AVE
LANCASTER, CA 93534

HYONG S CHOE
40646 12TH ST W
PALMDALE, CA 93551

ROBERT E KENT
5239 W AVENUE L6
QUARTZ HILL, CA 93536

DENNIS P & SHELLEY M KINSEY
325 W PONDERA ST
LANCASTER, CA 93534

THEODORE L EBENKAMP
44504 WATFORD AVE
LANCASTER, CA 93535

YONG XU
43360 NEWPORT DR
FREMONT, CA 94538

LANDAKER INVESTMENTS LLC
16510 RIDGE FIELD DR
RIVERSIDE, CA 92503

HENRY C BOOKER
18525 W AVENUE E4
LANCASTER, CA 93536

MARTIN ORELLANA
7601 W AVENUE A
LANCASTER, CA 93536

ALVIN I FARES
PO BOX 3746
CHATSWORTH, CA 91313

NASSAR GROUP ADVISORS LLC
1820 S FLOYD CT
LA HABRA, CA 90631

STANLEY A & MONA C ULVIN
4755 QUARTZ HILL RD
QUARTZ HILL, CA 93536

WILLIAM KENT
4518 W AVENUE K
LANCASTER, CA 93536

RAFAEL & MARIA T ALEJANDRE
1310 CAREN CT
LANCASTER, CA 93534

JENNIFER M BARNES
1331 E 7TH ST
LOS ANGELES, CA 90021

HERMAN A SCHMIDT
2072 ARLINGTON DR N
ANCHORAGE, AK 99517

CARL HOVEY
7718 SKYHILL DR
LOS ANGELES, CA 90068

MARTIN O & CRISTINA O MONZON
45035 TREVOR AVE
LANCASTER, CA 93534

JOSE BARRERA
1559 W AVENUE L4
LANCASTER, CA 93534

CENTRO CRISTIANO NUEVO VIVIR INC
45038 YUCCA AVE
LANCASTER, CA 93534

J AND T PARTNERSHIP
PO BOX 4356
LANCASTER, CA 93539

EDUARDO & CARMEN GALEANA
PO BOX 331023
PACOIMA, CA 91333

330 PILLSBURY INC
1822 MELWOOD DR
GLENDALE, CA 91207

IRA SERVICES TRUST CO CSTDN FBO JIN R SUN
PO BOX 7080
SAN CARLOS, CA 94070

ISAAC AWOLOPE
621 E 109TH PL
LOS ANGELES, CA 90059

AEK GLOBAL INVESTMENTS LLC
4603 HURFORD TERRACE
ENCINO, CA 91436

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45000 YUCCA AVE
LANCASTER, CA 93534

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1847 ARBUCKLE WAY
LANCASTER, CA 93534

FRANK MCHUGH
25 S RAYMOND AVE #319
ALHAMBRA, CA 91801

CARL SCHNARRENBERGER
45024 YUCCA AVE
LANCASTER, CA 93534

JOHN A & JUDY M SMITH
44957 YUCCA AVE
LANCASTER, CA 93534

FOREIGN SPECIALIST HOLDINGS LLC
18375 VENTURA BLVD #211
TARZANA, CA 91356

JOSE ROMERO
44949 TREVOR AVE
LANCASTER, CA 93534

ROBERT F & GENEVIEVE C SHARROW
1621 MONTE VISTA ST
PASADENA, CA 91106

LINEN SUPPLY MISSION
702 E MONTECITO ST
SANTA BARBARA, CA 93103

HARRY & NANCY BEDERIAN
44910 YUCCA AVE
LANCASTER, CA 93534

MAMIAN EMMA DECD EST OF
16133 VENTURA BLVD #1175
ENCINO, CA 91436

ANTELOPE VALLEY CHRISTIAN CENTER
PO BOX 2905
LANCASTER, CA 93539

KIMNEE LIM
32425 AQUA VISTA DR
RANCHO PALOS VERD, CA 90275

JOSE L RAMIREZ
13052 EUSTACE ST
PACOIMA, CA 91331

FERNANDO SANTA CRUZ
1018 HARDING AVE
SAN FERNANDO, CA 91340

NORBERT ALBERTS
6320 VIA DEL PLAZA
RANCHO PALOS VERD, CA 90275

GLENN D BEYER
39201 CHALFONT LN
PALMDALE, CA 93551

SCANGO INC
44952 YUCCA AVE
LANCASTER, CA 93534

DOUGLAS RUCAL
3427 KALLIN AVE
LONG BEACH, CA 90808

F LORAY P SIMER
2505 CHARLOTTESVILLE DR
COLORADO SPRINGS, CO 80922

HIGH DESERT PROPIEDADES LLC
PO BOX 555
DOWNEY, CA 90241

JEFFREY G HART
5238 W AVENUE L
LANCASTER, CA 93536

SHIU CHIU WONG
11033 FREER ST
TEMPLE CITY, CA 91780

FELIPE SEGURA
44850 INOLA AVE
LANCASTER, CA 93534

MOHAMMED ALHYRABA
15901 27TH DR SE
MILL CREEK, WA 98012

THOMAS & THOMAS MOORE
44943 TREVOR AVE
LANCASTER, CA 93534

HELEN YBARRA
2554 COLUMBIA WAY
PALMDALE, CA 93551

MARY L DENNIS
44145 PLANET CIR
LANCASTER, CA 93536

MOBILE HOME GROUP I LP
4900 SANTA ANITA AVE #2C
EL MONTE, CA 91731

NORAIR H MAMIAN
22 STAGECOACH RD
BELL CANYON, CA 91307

ROTIMI LAWANI
1277 W WABASH ST
RIALTO, CA 92376

THOMAS E HARRIS
332 W LANCASTER BLVD
LANCASTER, CA 93534

J AND L CARRIER OPPORTUNITY ZONE
21049 NASHVILLE ST
CHATSWORTH, CA 91311

JORGE TOVAR
44739 TREVOR AVE
LANCASTER, CA 93534

RYAN & JENNIFER DUKE
7010 W AVENUE E4
LANCASTER, CA 93536

SPIRIT AND TRUTH MISSIONARY BAPTIST CHURCH INC
45150 16TH ST W
LANCASTER, CA 93534

JESUS ASSEMBLY OF ANTELOPE VALLEY A FELLOWSHIP OF TH
44756 YUCCA AVE
LANCASTER, CA 93534

OUR LADY OF CHARITY CONFERENCE OF ST VINCENT DE PAUL
PO BOX 412
LANCASTER, CA 93534

ALEXANDRIA HOLDINGS LLC
22036 PARVIN DR
SANTA CLARITA, CA 91350

FOUAD & JUMANA KHOURY
12321 JEREMY PL
GRANADA HILLS, CA 91344

L A CO WATERWORKS DIST NO 40
PO BOX 1460
ALHAMBRA, CA 91802

JON JIANMIN LI
969 JUNGFRAU CT
MILPITAS, CA 95035

LIVIER A MAQUEDA
PO BOX 239
BALDWIN PARK, CA 91706

BUCKEYE GAS PRODUCTS CO L P
1 LIBERTY PLAZA
LIBERTY, MO 64068

CENTENNIAL BANK TR
PO BOX 1159
LONGMONT, CO 80502

ARON & ELAINE K SCHIFMAN
5731 BONSALL DR
MALIBU, CA 90265

BETH P LETTERMAN
1230 WESTHOLME AVE
LOS ANGELES, CA 90024

ESMIK I BOLANDI
38821 YUCCA TREE ST
PALMDALE, CA 93551

BRENDA ROGERS
11614 SEQUOIA SPRINGS RD
CALIENTE, CA 93518

PYONG S & CHONG S CHOE
11909 DARBY AVE
NORTHRIDGE, CA 91326

PATRICK YOMBA
3060 EMERALD LN
LANCASTER, CA 93535

ELFAGO GOMEZ
43657 RIALTO DR
LANCASTER, CA 93535

MAJID H JAVADI
22717 LEONORA DR
WOODLAND HILLS, CA 91367

PHILLIP D COLLINS
2970 CRICKET CLUB CT
ROCKLIN, CA 95765

GLADYS E HORN
40458 11TH ST W
PALMDALE, CA 93551

AICHEN AISON HSU
120 TOPEKA AVE
SAN JOSE, CA 95128

WILLIAM K FONG
1722 41ST AVE
SAN FRANCISCO, CA 94122

CLARKE & PATTIE KNEISEL
4825 W AVENUE M14
QUARTZ HILL, CA 93536

JORGE L & LETICIA HOLQUIN
10463 TELFAIR AVE
PACOIMA, CA 91331

IGNACIO TREJO
PO BOX 4725
LANCASTER, CA 93539

MARK D & LINDA S ELLISON
2557 STILL MEADOW LN
LANCASTER, CA 93536

ABEL & MARIA A CERVANTES
44659 TREVOR AVE
LANCASTER, CA 93534

NARINE GAREGINYAN
13567 VALERIO ST #A
VAN NUYS, CA 91405

YONATHAN F PANIAGUA
220 E AVENUE J7
LANCASTER, CA 93535

EQUITY HOLDING CORP TR
PO BOX 87
MIDPINES, CA 95345

NELSON & FRANCISCA G ARELLANO
43331 18TH ST W
LANCASTER, CA 93534

ANTHONY R SANTANA
11458 BURBANK BLVD #7
NORTH HOLLYWOOD, CA 91601

GUSTAVO G CAMACHO
3251 CAMINO DEL SUR
LANCASTER, CA 93536

ANDREW A DUMAS
43636 DEVYN LN
LANCASTER, CA 93535

LANETTE LAVENDER
1146 W 89TH ST
LOS ANGELES, CA 90044

IRA SERVICES TRUST COMPANY CSTDN FBO JUN LI
75 WESTVIEW RD
SHORT HILLS, NJ 7078

RODOLFO P CHAVEZ
PO BOX 1358
RIDGECREST, CA 93556

SALVADOR D MARTINEZ
3249 MONTE CARLO CT
LANCASTER, CA 93536

DAROLD M SHIRWO
15130 VENTURA BLVD #322
SHERMAN OAKS, CA 91403

SANDY L & KELLY M HAMLET
34725 KATHERINEL AVE
ACTON, CA 93510

GREG & PAMELA ROMEKA
24814 LAURELCREST LN
STEVENSON RANCH, CA 91381

MIGUEL MERCADO
337 C ST
FILLMORE, CA 93015

PAUL M & EVIE L VIDOR
76267 VIA CHIANTI
INDIAN WELLS, CA 92210

SCOTT A BENNER
310 NICOBAR ST
LANCASTER, CA 93534

MICHAEL JAGHASBANIAN
9922 LOUISE AVE
NORTHRIDGE, CA 91325

TCM LEWIS ENTERPRISES
1201 E NAVAJO ST
BARSTOW, CA 92311

DUANE & DEBRA SPOELSTRA
44625 YUCCA AVE
LANCASTER, CA 93534

HONORIO & MARTHA NAVARRETE
312 W NORBERRY ST
LANCASTER, CA 93534

HAGOP J BALYAN
14932 OXNARD ST
VAN NUYS, CA 91411

RICHARD C & APRIL BARTLETT
40065 90TH ST W
LEONA VALLEY, CA 93551

DONALD R & FLORENCE SAMMONS
1289 BOYDEN AVE
LANCASTER, CA 93534

GERALD E HENRY
44606 SIERRA HWY
LANCASTER, CA 93534

FURBUSHED INC
16205 VALEPORT AVE
LANCASTER, CA 93535

JOHN JELONEK
5446 NEWCASTLE AVE #8
ENCINO, CA 91316

RAYMOND A SCURRIA
707 S VICTORY BLVD
BURBANK, CA 91502

JOHN W & MARCY L KNIGHT
PO BOX 803156
SANTA CLARITA, CA 91380

JOHN S CHRISTIE
31885 SADDLETREE DR
WESTLAKE VILLAGE, CA 91361

DIBATECH INC
18251 VALLEY VISTA BLVD
TARZANA, CA 91356

ERLINDA C GOLDSBERRY
16636 PARSLEY LN
FONTANA, CA 92337

TERRY & THELMA J HARRIS
1832 GRAND VIEW DR
OAKLAND, CA 94618

ISAIAH ROBERTS
21295 DESERT JADE CIR #52
CALIFORNIA CITY, CA 93505

JOYCE A DIXON
5308 WEATHERFORD DR
LOS ANGELES, CA 90008

RENATO C DALUMPINES
14049 BURTON ST
PANORAMA CITY, CA 91402

VICTOR PULIDO
38034 42ND ST E
PALMDALE, CA 93552

LOUIS F & GWEN J CONNOT
5242 YALE AVE
WESTMINSTER, CA 92683

JOHN D ROTH
PO BOX 289
CLINTON, WA 98236

FERNANDEZ HEWIL CO TR
3977 DENKER AVE
LOS ANGELES, CA 90062

BURCKLE ERIC A CO TR
3517 E FALCON RIDGE CT
COEUR D ALENE, ID 83814

FREDERICK COLER
921 SW WASHINGTON ST
PORTLAND, OR 97205

HELEN M SILO
2604 REYNIER AVE
LOS ANGELES, CA 90034

CONCEPCION C BARADI
1233 N NEW HAMPSHIRE AVE #12
LOS ANGELES, CA 90029

GUO QIAO
1650 BOREL PL #105
SAN MATEO, CA 94402

WILLIAM D LASAM
8970 KRAMERWOOD PL
LOS ANGELES, CA 90034

MOHAMAD ELASAAD
PO BOX 2075
LANCASTER, CA 93539

CURRENT OCCUPANT
300 NICOBAR ST
LANCASTER, CA 93534

CURRENT OCCUPANT
303 W PONDERA ST
LANCASTER, CA 93534

CURRENT OCCUPANT
306 W NEWGROVE ST
LANCASTER, CA 93534

CURRENT OCCUPANT
311 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
317 W NUGENT ST
LANCASTER, CA 93534

CURRENT OCCUPANT
318 W NEWGROVE ST
LANCASTER, CA 93534

CURRENT OCCUPANT
318 W NUGENT ST
LANCASTER, CA 93534

CURRENT OCCUPANT
321 W NUGENT ST
LANCASTER, CA 93534

CURRENT OCCUPANT
324 W NORBERRY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
330 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
336 W KETTERING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
336 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
340 W KETTERING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
344 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
345 W KETTERING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
346 W KETTERING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
354 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
360 W AVENUE I
LANCASTER, CA 93534

CURRENT OCCUPANT
400 W AVENUE I
LANCASTER, CA 93534

CURRENT OCCUPANT
400 W LUMBER ST
LANCASTER, CA 93534

CURRENT OCCUPANT
401 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
403 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
405 W PONDERA ST
LANCASTER, CA 93534

CURRENT OCCUPANT
407 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
408 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
412 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
412 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
416 W LUMBER ST
LANCASTER, CA 93534

CURRENT OCCUPANT
418 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
419 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
420 W AVENUE I
LANCASTER, CA 93534

CURRENT OCCUPANT
431 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
44318 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44324 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44330 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44338 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44361 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44412 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44419 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44420 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44424 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44430 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44431 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44435 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44436 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44441 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44442 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44446 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44451 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44500 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44517 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44529 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44542 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44555 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44556 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44601 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44602 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44603 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44612 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44614 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44616 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44624 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44627 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44633 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44633 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44634 BEECH AVE A
LANCASTER, CA 93534

CURRENT OCCUPANT
44645 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44647 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44648 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44655 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44659 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44660 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44663 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44665 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44666 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44706 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44711 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44715 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44720 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44721 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44722 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44727 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44730 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44732 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44733 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44738 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44742 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44743 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44744 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44745 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44749 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44751 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44797 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44801 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44803 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44803 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44809 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44811 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44812 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44814 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44815 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44819 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44820 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44824 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44825 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44827 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44833 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44833 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44837 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44839 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44847 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44851 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44853 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44915 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44916 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44920 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44923 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44924 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44926 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44929 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44931 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44932 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44933 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44936 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44937 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44940 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44949 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44956 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45003 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45020 YUCCA AVE 20A
LANCASTER, CA 93534

CURRENT OCCUPANT
45029 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45031 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45044 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45045 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45051 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45057 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45059 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45101 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45101 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45104 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
45114 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45116 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
45116 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45120 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45123 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45127 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45131 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45137 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45140 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
45140 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45145 YUCCA AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45160 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
505 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
506 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
510 W OLDFIELD ST
LANCASTER, CA 93534

CURRENT OCCUPANT
512 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
513 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
516 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
518 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
521 E KETTERING ST
LANCASTER, CA 93535

CURRENT OCCUPANT
521 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W OLDFIELD ST
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
525 W AVENUE J
LANCASTER, CA 93534

CURRENT OCCUPANT
525 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
526 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
531 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44846 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44835 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 1/4 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 1/2 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44825 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44823 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44821 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44819 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44817 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44815 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44809 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44805 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44803 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44801 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
520 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
510 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
508 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
506 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
500 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45021 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44847 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44845 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44843 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44812 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45134 SIERRA HWY STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45134 SIERRA HWY STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45146 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
501 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
530 W JACKMAN ST OFC
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 200
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 201
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 202
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 203
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 204
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 205
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 206
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 207
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 208
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 209
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 210
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 211
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 212
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 213
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 214
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 215
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 216
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 217
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 218
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 219
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 220
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 221
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 222
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 223
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 224
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 225
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 226
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 227
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 228
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 229
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 230
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 231
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 232
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 234
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 300
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 301
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 302
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 303
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 304
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 305
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 306
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 307
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 308
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 309
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 310
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 311
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 312
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 313
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 314
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 316
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 317
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 318
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 319
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 320
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 321
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 322
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 323
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 324
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 325
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 326
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 327
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 328
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 329
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 330
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 331
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 332
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 334
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 400
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 401
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 402
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 403
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 404
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 405
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 406
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 407
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 408
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 409
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 410
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 411
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 412
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 413
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 414
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 415
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 416
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 417
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 418
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 419
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 420
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 421
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 422
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 423
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 424
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 425
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 426
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 427
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 428
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 429
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 430
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 431
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 432
LANCASTER, CA 93534

CURRENT OCCUPANT
530 W JACKMAN ST APT 434
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 127
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 129
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 131
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 133
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 135
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 137
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 227
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 229
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 231
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 233
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 235
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 237
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 321
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 323
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 325
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 327
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 329
LANCASTER, CA 93534

CURRENT OCCUPANT
509 W JACKMAN ST APT 331
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 139
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 141
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 143
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 145
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 147
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 149
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 151
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 239
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 241
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 243
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 245
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 247
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 249
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 251
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 333
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 335
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 337
LANCASTER, CA 93534

CURRENT OCCUPANT
523 W JACKMAN ST APT 339
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 101
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 103
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 105
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 107
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 109
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 111
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 113
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 201
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 203
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 205
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 207
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 209
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 211
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 213
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 301
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 303
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 305
LANCASTER, CA 93534

CURRENT OCCUPANT
524 W IVESBROOK AVE APT 307
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 115
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 117
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 119
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 121
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 123
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 125
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 215
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 217
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 219
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 221
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 223
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 225
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 309
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 311
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 313
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 315
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 317
LANCASTER, CA 93534

CURRENT OCCUPANT
508 W IVESBROOK AVE APT 319
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
531 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
543 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
549 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
559 W JACKMAN ST
LANCASTER, CA 93534

CURRENT OCCUPANT
567 W JACKMAN ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
328 W AVENUE J2
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
326 W AVENUE J2
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
320 W AVENUE J2
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44506 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44606 SIERRA HWY STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
532 W MILLING ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
530 W MILLING ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
528 W MILLING ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
512 W MILLING ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44759 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
525 W NEWGROVE ST
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44700 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44702 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44746 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44748 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44750 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44752 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44754 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44759 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44745 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44741 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44739 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44725 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44721 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44709 BEECH AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44629 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44625 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44523 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44503 SIERRA HWY
LANCASTER, CA 93534

CURRENT OCCUPANT
44447 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44445 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44425 SIERRA HWY
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE D
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE E
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE F
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
412 W AVENUE J STE A 1/2
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE C
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE D
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE E
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
315 W PONDERA ST STE F
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44532 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44603 TREVOR AVE STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44603 TREVOR AVE STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44848 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44839 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44835 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44833 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
340 W MILLING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
44741 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44741 1/2 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44643 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44641 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44614 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44618 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44630 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44634 BEECH AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44634 BEECH AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44634 BEECH AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44634 BEECH AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44644 BEECH AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44644 BEECH AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44644 BEECH AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44644 BEECH AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44648 BEECH AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44648 BEECH AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44648 BEECH AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44648 BEECH AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 BEECH AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 BEECH AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 BEECH AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44652 BEECH AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44414 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44416 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44418 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44418 1/2 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44428 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44438 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44440 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
522 W PILLSBURY ST
LANCASTER, CA 93534

CURRENT OCCUPANT
44502 BEECH AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44937 1/2 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45141 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45139 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45137 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45135 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45027 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45021 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45019 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45017 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45015 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45011 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45009 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45005 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44917 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44915 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44913 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
44911 YUCCA AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
403 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
405 W LANCASTER BLVD
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
400 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
45133 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
45121 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 101
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 102
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 103
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 104
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 105
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45029 TREVOR AVE STE 106
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45024 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45030 TREVOR AVE STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45030 TREVOR AVE STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45030 TREVOR AVE STE C
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45044 TREVOR AVE
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45058 TREVOR AVE STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45058 TREVOR AVE STE B
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45101 TREVOR AVE STE A
LANCASTER, CA 93534

BUSINESS OWNER OR OCCUPANT
45101 TREVOR AVE STE B
LANCASTER, CA 93534

CURRENT OCCUPANT
346 1/2 W KETTERING ST
LANCASTER, CA 93534

CURRENT OCCUPANT
326 W LANCASTER BLVD
LANCASTER, CA 93534

CURRENT OCCUPANT
44851 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44831 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44835 TREVOR AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44835 TREVOR AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44835 TREVOR AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 1
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 3
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 5
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 2
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 4
LANCASTER, CA 93534

CURRENT OCCUPANT
44829 TREVOR AVE APT 6
LANCASTER, CA 93534

CURRENT OCCUPANT
44817 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44815 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44813 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44809 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44807 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44805 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44822 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44836 TREVOR AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44836 TREVOR AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44836 TREVOR AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44836 TREVOR AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 1
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 2
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 3
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 4
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 5
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 6
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 7
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 8
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 9
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 10
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 11
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 12
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 13
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 14
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 15
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 16
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 17
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 18
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 19
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 20
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 21
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 22
LANCASTER, CA 93534

CURRENT OCCUPANT
333 W LANCASTER BLVD APT 23
LANCASTER, CA 93534

CURRENT OCCUPANT
44953 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44951 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44947 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44945 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44939 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44935 1/2 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44935 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44933 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44933 1/2 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44931 1/2 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT D
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT E
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT F
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT G
LANCASTER, CA 93534

CURRENT OCCUPANT
44921 TREVOR AVE APT H
LANCASTER, CA 93534

CURRENT OCCUPANT
44918 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44944 TREVOR AVE APT A
LANCASTER, CA 93534

CURRENT OCCUPANT
44944 TREVOR AVE APT B
LANCASTER, CA 93534

CURRENT OCCUPANT
44944 TREVOR AVE APT C
LANCASTER, CA 93534

CURRENT OCCUPANT
44946 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44950 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44952 TREVOR AVE
LANCASTER, CA 93534

CURRENT OCCUPANT
44954 TREVOR AVE
LANCASTER, CA 93534



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Fred Boehnert	stadtbahn48@gmail.com
Nina Moskol	scvbc@la-bike.org
Jason Smisko	jsmisko@santa-clarita.com



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX B

MEETING NOTIFICATION

APPENIDX B.1
MAPS OF THREE IMPROVEMENT AREAS

APPENDIX B.2

BILINGUAL MEETING NOTICE

APPENDIX B.3

NOTICE DISTRIBUTION LIST

APPENDIX B.4

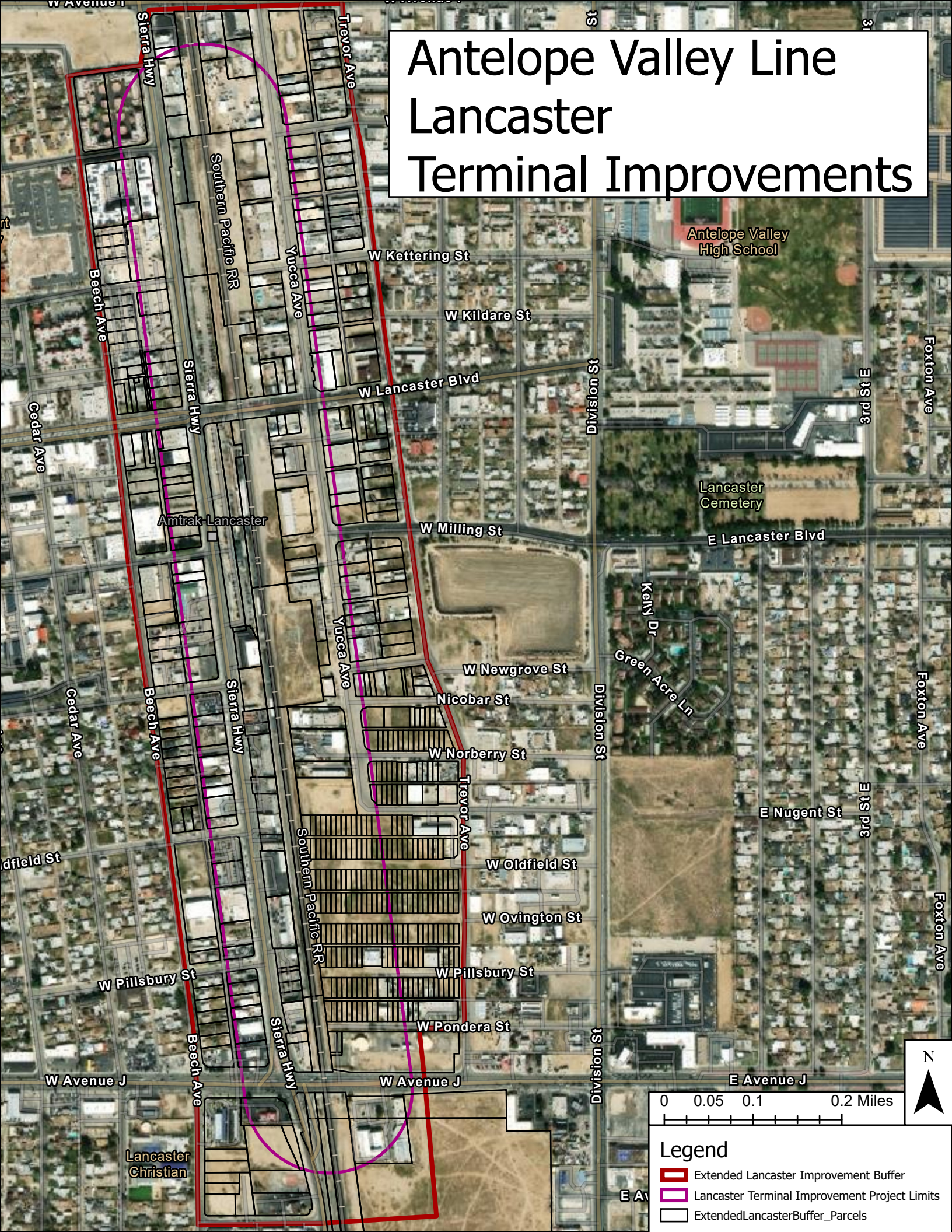
ENGLISH/SPANISH AND ENGLISH/ARMENIAN

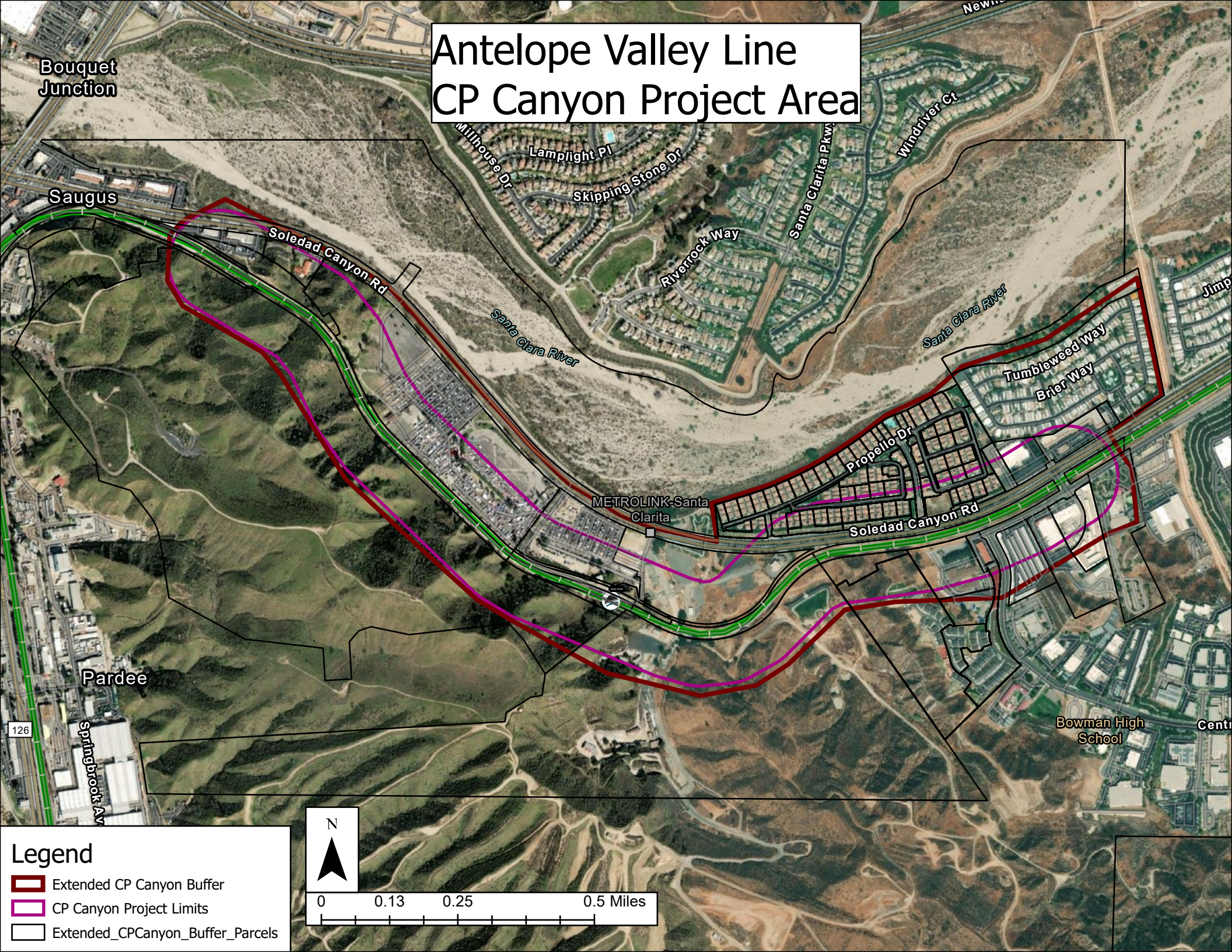
MEETING FLYER

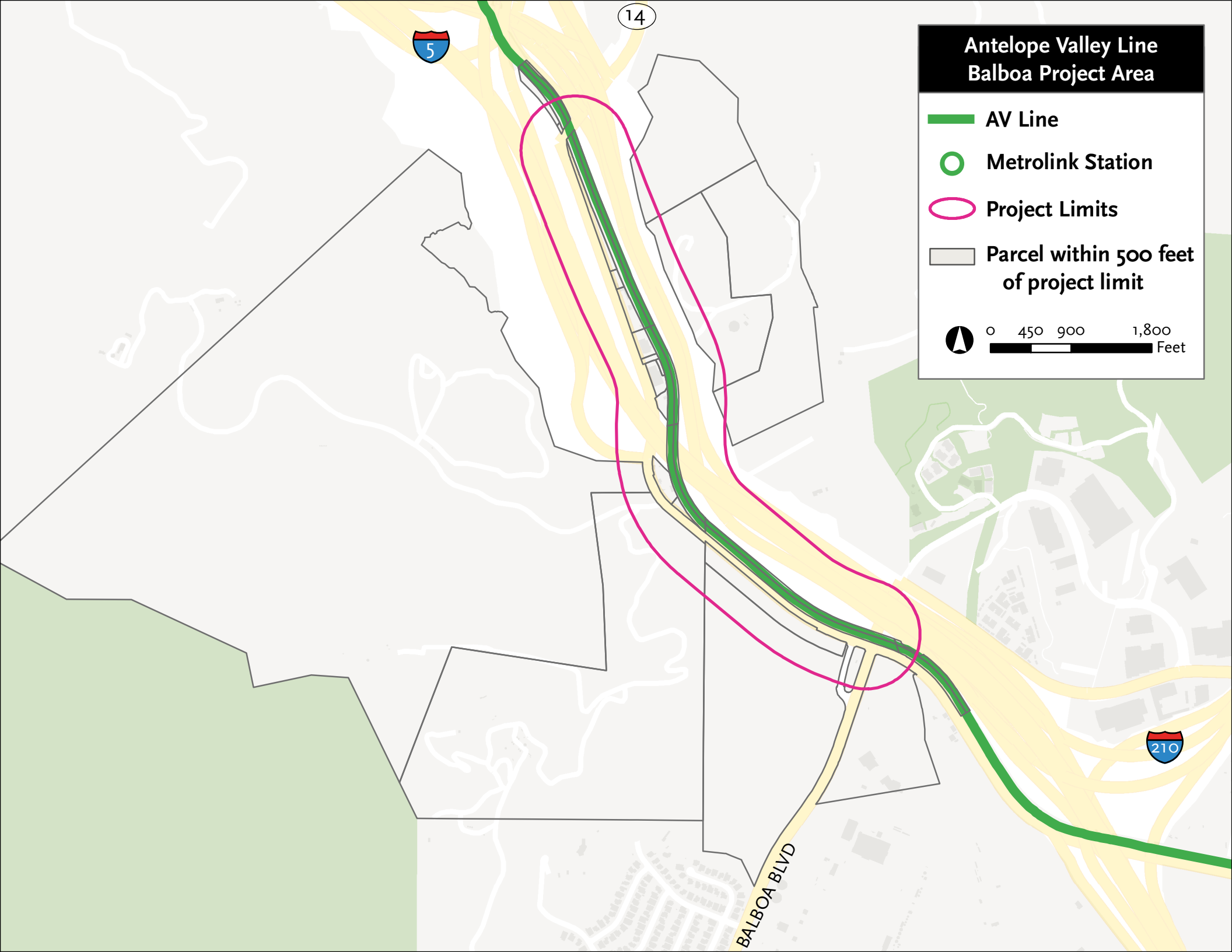
APPENDIX B.5

MAP OF DISTRIBUTION BOUNDARIES

APPENDIX B.1
MAPS OF THREE IMPROVEMENT AREAS


Antelope Valley Line
Lancaster
Terminal Improvements
Sierra Hwy
Trevor Ave
Southern Pacific RR
Yucca Ave
Beech Ave
W Kettering St
W Kildare St
W Lancaster Blvd
Cedar Ave
Division St
3rd St E
Foxton Ave
Antelope Valley
High School
Lancaster
Cemetery
Amtrak Lancaster
W Milling St
E Lancaster Blvd
Kelly Dr
Green Acre Ln
W Newgrove St
Nicobar St
W Norberry St
E Nugent St
W Oldfield St
W Ovington St
W Pillsbury St
W Pondera St
W Avenue J
E Avenue J
Lancaster
Christian
N
0 0.05 0.1 0.2 Miles
Legend
Extended Lancaster Improvement Buffer
Lancaster Terminal Improvement Project Limits
ExtendedLancasterBuffer_Parcels


Antelope Valley Line
CP Canyon Project Area
Bouquet Junction
Saugus
Soledad Canyon Rd
Millhouse Dr
Lamplight Pl
Skipping Stone Dr
Riverrock Way
Santa Clarita Pkwy
Windriver Ct
Santa Clara River
Tumbleweed Way
Brier Way
Propello Dr
METROLINK-Santa Clarita
Soledad Canyon Rd
Pardee
126
Springbrook Av
Bowman High School
N
0
0.13
0.25
0.5 Miles
Legend
Extended CP Canyon Buffer
CP Canyon Project Limits
Extended_CPCanyon_Buffer_Parcels


Antelope Valley Line
Balboa Project Area
AV Line
Metrolink Station
Project Limits
Parcel within 500 feet of project limit
0 450 900 1,800
Feet
14
5
210
BALBOA BLVD

APPENDIX B.2

BILINGUAL MEETING NOTICE

metro.net/avl

We're creating more rail service between LA and Antelope Valley.

Estamos construyendo más ferrocarril entre Los Angeles y el Valle de Antelope.

ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROJECT

PROYECTO DE MEJORAS DE SERVICIO Y CAPACIDAD DEL VALLE DE ANTELOPE

Metro®



JOIN US AT A PUBLIC HEARING IN AUGUST
ACOMPÁÑENOS A UNA AUDIENCIA PÚBLICA EN AGOSTO

Wednesday, August 18, 2021
Miércoles, 18 de agosto de 2021
6–7:30pm

Saturday, August 21, 2021
Sábado, 21 de agosto de 2021
11am–12:30pm



Metro®
One Gateway Plaza
99-13-1
Los Angeles, CA 90012

Overview

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station and the cities in between.

The AVL corridor is anticipated to experience strong population and employment growth over the next 20 years and solutions to realize the full potential of the AVL will be crucial to support this growth. Around 66% of the AVL corridor is single track, meaning that only one track is provided to operate trains in both directions. This limits the ability to run more frequent services and a regularized schedule.

Objectives of the proposed project include:

> Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
> Improve passenger service reliability and efficiency on the AVL rail corridor.
> Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
> Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

Visión General

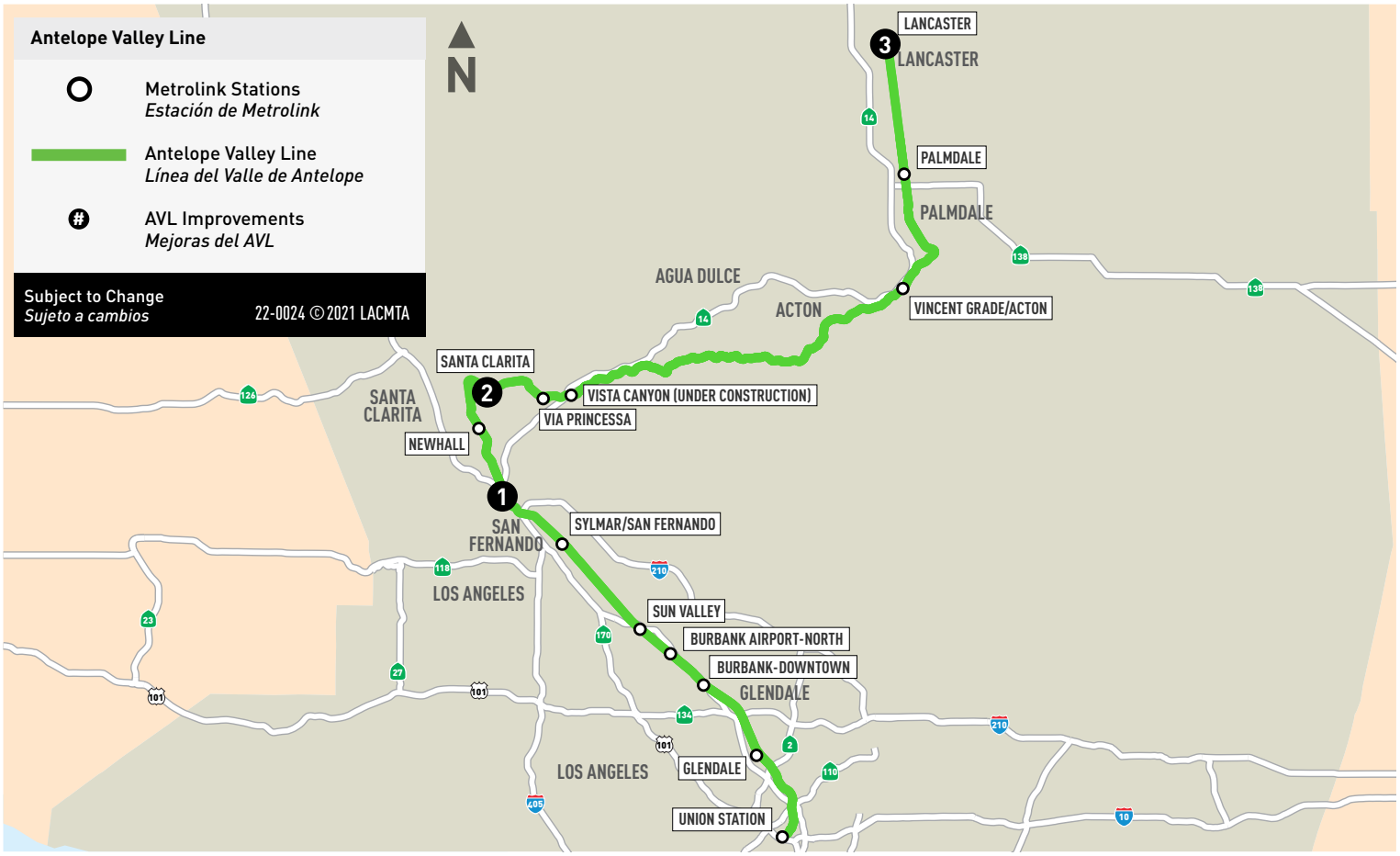
El Programa de Mejoras de Capacidad y Servicio de Antelope Valley Line (AVL, en inglés) es un proyecto propuesto que tiene como objetivo mejorar la frecuencia y confiabilidad del servicio a lo largo del corredor ferroviario de pasajeros AVL de 76.6 millas de largo entre Lancaster y el centro de Los Angeles. El corredor AVL juega un papel fundamental en la conexión de comunidades en el norte del Condado de Los Angeles con Los Angeles Union Station y las ciudades intermedias.

Se prevé que el corredor AVL experimente un fuerte crecimiento de la población y empleos durante los próximos 20 años y las soluciones para aprovechar todo el potencial del AVL serán cruciales para respaldar este crecimiento. Alrededor del 66% del corredor AVL es de una sola vía, lo que significa que solo se proporciona una vía para operar trenes en ambas direcciones. Esto limita la capacidad de ejecutar servicios más frecuentes y un horario regularizado.

Los objetivos del proyecto propuesto incluyen:

> *Brindar servicios de Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad mediante la habilitación del servicio ferroviario de pasajeros bidireccional de 30 minutos al Valle de Santa Clarita y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor AVL.*
> *Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario AVL.*
> *Proporcionar mejoras de infraestructura necesarias para aumentar la flexibilidad operativa y la confiabilidad a lo largo del corredor AVL.*
> *Apoyar la visión y los objetivos del servicio ferroviario en la región de acuerdo con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.*

PROPOSED PROJECT OVERVIEW
DESCRIPCIÓN GENERAL DEL PROYECTO PROPUESTO



Highlights of Proposed Improvements

1 Balboa Double-Track Extension
- Double track from Balboa Bl to Sierra Highway (approx. 6,300 ft).

2 Canyon Sliding Extension
- Add approx. 8,400 ft of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita.
- Inclusion of a second side-platform at the Santa Clarita Station and crossover track south of the station.
- Platform to Platform Pedestrian Undercrossing Design Option – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
- Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option - This design option would provide a new island platform (with two platform faces) and would include a grade-separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

3 Lancaster Terminal Improvements
- Add one 1,000-ft and two 500-ft long storage tracks in the vicinity of the existing Lancaster Station with provisions for refueling.
- Island Platform with Pedestrian Undercrossing Design Option.
- Island Platform with Pedestrian Overcrossing Design Option.
- Island Platform with Pedestrian At-Grade Crossing Design Option.

Aspectos destacados de las mejoras propuestas

1 *Extensión Balboa de Doble Vías*
- *Doble vías desde Balboa Bl hasta Sierra Highway (aprox. 6,300 pies).*

2 *Extensión Deslizante de Canyon*
- *Añade aprox. 8,400 pies de nueva vía doble entre Soledad Canyon Road y Golden Oak Road en la ciudad de Santa Clarita.*
- *Inclusión de una segunda plataforma lateral en la Estación Santa Clarita y vía de cruce al sur de la estación.*
- *Opción de diseño de paso inferior peatonal de plataforma a plataforma: esta opción de diseño proporcionaría un paso inferior peatonal separado a nivel en la estación Santa Clarita para conectar la plataforma existente a la segunda plataforma propuesta.*
- *Opción de Diseño Plataforma en Isa con plataforma para cruce peatonal subterráneo: esta opción de diseño proporcionaría una nueva plataforma de isla (con dos caras de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estacionamiento de la estación Santa Clarita con la nueva plataforma de la isla.*

3 *Mejoras en la Terminal de Lancaster*
- *Agrega una pista de almacenamiento de 1000 pies y dos de 500 pies de largo en las cercanías de la estación Lancaster existente con disposiciones para reabastecimiento de combustible.*
- *Opción de diseño de plataforma de isla con paso subterráneo para peatones.*
- *Plataforma de isla con opción de diseño de cruce peatonal.*
- *Plataforma de isla con opción de diseño de cruce peatonal a nivel.*

Please submit your comments!

Join one of two public hearings to provide your comments on the Draft Environmental Impact Report (EIR). The information presented at each meeting will be the same. For full details on these virtual public hearings, please visit *metro.net/avl*.

> **Wednesday, August 18, 2021, 6–7:30pm**
Meeting Link: *bit.ly/35qFkcC*
Call-In Number: 213.338.8477
Meeting ID: 948 3461 0205

Հայերեն զանգերի համար՝ 646.749.3335
Մատչումի կոդ՝ 509 148 549

> **Saturday, August 21, 2021, 11am–12:30pm**
Meeting Link: *bit.ly/3wD1Sms*
Call-In Number: 213.338.8477
Meeting ID: 998 8162 7606

Հայերեն զանգերի համար՝ 646.749.3335
Մատչումի կոդ՝ 320 266 021

In addition to oral and written comments accepted at the public hearings, written comments on the Draft EIR will be accepted Wednesday, July 28, 2021, through Friday, September 10, 2021, at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at *metro.net/avl*. You may also call our program helpline at 213.922.4844 and leave a message.

Brian Balderrama
Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

213.922.4844

¡Por favor someta sus comentarios!

Acompáñenos a una de las dos audiencias públicas para proporcionar sus comentarios sobre el Borrador del Informe de Impacto Ambiental. La información presentada en cada reunión será la misma. Para obtener detalles completos sobre estas audiencias públicas virtuales, visite metro.net/avl.

> ***Miércoles, 18 de agosto de 2021, 6–7:30pm***
Enlace de reunión: bit.ly/35qFkcC
Número de llamada: *213.338.8477*
Numero de la reunión: *948 3461 0205*

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

> ***Sábado, 21 de agosto de 2021, 11am–12:30pm***
Enlace de reunión: bit.ly/3wD1Sms
Número de llamada: *213.338.8477*
Numero de la reunión: *998 8162 7606*

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Además de los comentarios orales y por escrito aceptados en las audiencias pública, se aceptarán comentarios por escrito sobre el Borrador del EIR desde el miércoles 28 de julio de 2021 hasta el viernes, 10 de septiembre de 2021, en la dirección postal o de correo electrónico que se muestra a continuación. O enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web del proyecto en metro.net/avl. *También puede llamar a la línea de ayuda de nuestro programa al 213.922.4844 y dejar un mensaje.*

Brian Balderrama
Director Senior, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

213.922.4844

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x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

All Metro meetings are accessible to persons with disabilities. Spanish and Armenian translations provided. Other ADA accommodations and translations available by calling 213.922.4844 at least 72 hours in advance of the meeting.

Todas las reuniones de Metro son accesibles por personas con discapacidades. Traducciones en español y armenio serán proporcionadas. Para otras adaptaciones de la ADA y traducciones llame al 213.922.4844 por lo menos 72 horas antes de la reunión.

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APPENDIX B.3

NOTICE DISTRIBUTION LIST

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2601-003-011	JOSEPH B FISCHER	OR CURRENT OCCUPANT	12365 TIARA ST	NORTH HOLLYWOOD	CA	91607		BalboaProjectArea	1-PROPERTYOWNER
2601-004-005	MANUEL ESCALANTE INC	OR CURRENT OCCUPANT	12538 WOODLEY AVE	GRANADA HILLS	CA	91344		BalboaProjectArea	1-PROPERTYOWNER
2601-005-013	Z G J DEVELOPMENT	OR CURRENT OCCUPANT	136 EL CAMINO DR	BEVERLY HILLS	CA	90212		BalboaProjectArea	1-PROPERTYOWNER
2601-001-002	ELIZABETH R & JAMES I MATHISEN	OR CURRENT OCCUPANT	1660 RIVERSIDE DR	LOS ANGELES	CA	90031		BalboaProjectArea	1-PROPERTYOWNER
2603-003-005	MAG CANYON LLC	OR CURRENT OCCUPANT	1910 1ST ST	SAN FERNANDO	CA	91340		BalboaProjectArea	1-PROPERTYOWNER
2603-002-270	SANTA CLARITA CITY	OR CURRENT OCCUPANT	23920 VALENCIA BLVD #304	SANTA CLARITA	CA	91355		BalboaProjectArea	1-PROPERTYOWNER
2601-005-012	HENRY & LOUISE ARKLIN	OR CURRENT OCCUPANT	26000 SPRINGBROOK AVE 215R	SAUGUS	CA	91350		BalboaProjectArea	1-PROPERTYOWNER
2601-003-004	BARBARA WERTH	OR CURRENT OCCUPANT	26810 TRIUMPH AVE	CANYON COUNTRY	CA	91387		BalboaProjectArea	1-PROPERTYOWNER
2601-003-012	BARRY L KING	OR CURRENT OCCUPANT	26839 TRIUMPH AVE	CANYON COUNTRY	CA	91387		BalboaProjectArea	1-PROPERTYOWNER
2601-001-001	SCOTT & MICHELLE MITTELMAN	OR CURRENT OCCUPANT	27041 TIMBERLINE TER	VALENCIA	CA	91381		BalboaProjectArea	1-PROPERTYOWNER
2601-004-009	GLORIA G PITT	OR CURRENT OCCUPANT	529 COLONIAL PARK DR	SANTA ROSA	CA	95403		BalboaProjectArea	1-PROPERTYOWNER
2601-003-016	WORLD STATUS LLC	OR CURRENT OCCUPANT	7317 RESEDA BLVD	RESEDA	CA	91335		BalboaProjectArea	1-PROPERTYOWNER
2601-011-013	ALLIED WASTE INDUSTRIES INC	OR CURRENT OCCUPANT	PO BOX 29246	PHOENIX	AZ	85038		BalboaProjectArea	1-PROPERTYOWNER
2605-001-918	L A CITY DEPT OF WATER AND POWER	OR CURRENT OCCUPANT	PO BOX 51111	LOS ANGELES	CA	90051		BalboaProjectArea	1-PROPERTYOWNER
2605-024-906	METROPOLITAN WATER DIST	OR CURRENT OCCUPANT	PO BOX 54153	LOS ANGELES	CA	90054		BalboaProjectArea	1-PROPERTYOWNER
2601-002-005	TED S & PAMELA A SAKAIDA	OR CURRENT OCCUPANT	PO BOX 7412	VAN NUYS	CA	91409		BalboaProjectArea	1-PROPERTYOWNER
	CURRENT OCCUPANT		14331 44198 SAN FERNANDO RD	LOS ANGELES	CA	91344		BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		14747 SAN FERNANDO RD	LOS ANGELES	CA	91342	1021	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		14748 SAN FERNANDO RD	SYLMAR	CA	91342	1020	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		14936 SAN FERNANDO RD	LOS ANGELES	CA	91342	1023	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		14940 SAN FERNANDO RD	LOS ANGELES	CA	91342	1023	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		15022 SAN FERNANDO RD	LOS ANGELES	CA	91342	1024	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		15050 SAN FERNANDO RD	MISSION HILLS	CA	91342	1024	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		17011 FOOTHILL BLVD	LOS ANGELES	CA	91342	1008	BalboaProjectArea	2-SITUS
	CURRENT OCCUPANT		14748 SAN FERNANDO RD UNIT A	SYLMAR	CA	91342	1020	BalboaProjectArea	3-OCCUPANT
	CURRENT OCCUPANT		14748 SAN FERNANDO RD UNIT A	SYLMAR	CA	91342	1020	BalboaProjectArea	3-OCCUPANT
	CURRENT OCCUPANT		14814 SAN FERNANDO RD SPC C	SYLMAR	CA	91342	1029	BalboaProjectArea	3-OCCUPANT
	CURRENT OCCUPANT		14814 SAN FERNANDO RD SPC D	SYLMAR	CA	91342	1030	BalboaProjectArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		14838 SAN FERNANDO RD	SYLMAR	CA	91342	1022	BalboaProjectArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		14840 SAN FERNANDO RD	SYLMAR	CA	91342	1022	BalboaProjectArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		14928 SAN FERNANDO RD	SYLMAR	CA	91342	1023	BalboaProjectArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		14950 SAN FERNANDO RD	SYLMAR	CA	91342	1023	BalboaProjectArea	3-OCCUPANT
2405-011-034	EDUARDO J & LEONOR ALVAREZ	OR CURRENT OCCUPANT	160 CRESCENT BEACH DR	COCOA BEACH	FL	32931		BurbankAirport	1-PROPERTY OWNER
2466-001-031	3400 EVANNA HOLDINGS LLC	OR CURRENT OCCUPANT	16130 VENTURA BLVD #500	ENCINO	CA	91436		BurbankAirport	1-PROPERTY OWNER
2466-001-080	3400 EVANNA HOLDINGS LLC	OR CURRENT OCCUPANT	16130 VENTURA BLVD #5000	ENCINO	CA	91436		BurbankAirport	1-PROPERTY OWNER
2405-010-046	PARKS 1420 LLC	OR CURRENT OCCUPANT	2227 MEADOW DR	CARROLLTON	TX	75007		BurbankAirport	1-PROPERTY OWNER
2405-011-032	HOLLYWOOD WAY LLC	OR CURRENT OCCUPANT	2334 S 2ND AVE	ARCADIA	CA	91006		BurbankAirport	1-PROPERTY OWNER
2466-028-905	GLENDALE PASADENA AIRPORT AUTHORITY BURBANK	OR CURRENT OCCUPANT	2627 N HOLLYWOOD WAY	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2405-010-043	CRYSTAL D PETERSON	OR CURRENT OCCUPANT	3049 GERTRUDE AVE	LA CRESCENTA	CA	91214		BurbankAirport	1-PROPERTY OWNER
2466-011-041	BURBANK INDUSTRIAL INVESTORS LP	OR CURRENT OCCUPANT	325 W WASHINGTON ST #2148	SAN DIEGO	CA	92103		BurbankAirport	1-PROPERTY OWNER
2466-028-007	SANCTUARY CLOTHING 3611 LLC	OR CURRENT OCCUPANT	3611 N SAN FERNANDO BLVD	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2466-028-009	3700 BURBANK LLC	OR CURRENT OCCUPANT	3942 FREDONIA DR	LOS ANGELES	CA	90068		BurbankAirport	1-PROPERTY OWNER
2405-011-029	DOMINIC & SHARON SAMPOGNA	OR CURRENT OCCUPANT	4842 BEN AVE	NORTH HOLLYWOOD	CA	91607		BurbankAirport	1-PROPERTY OWNER
2405-011-035	EAGLE ROCK APPLIANCES INC	OR CURRENT OCCUPANT	4866 44198 EAGLE ROCK BLVD	LOS ANGELES	CA	90041		BurbankAirport	1-PROPERTY OWNER
2405-010-041	ROBERT & BERNICE WASSERMAN	OR CURRENT OCCUPANT	5428 VILLAWOOD CIR	CALABASAS	CA	91302		BurbankAirport	1-PROPERTY OWNER
2405-011-006	AARON JACOBS	OR CURRENT OCCUPANT	556 S FAIR OAKS AVE #266	PASADENA	CA	91105		BurbankAirport	1-PROPERTY OWNER
513-0-240-055	JOACHIM & CATHRYN AIWAZIAN	OR CURRENT OCCUPANT	7250 SPRING RD	MOORPARK	CA	93021		BurbankAirport	1-PROPERTY OWNER
2405-010-042	AAA COPY SYSTEMS INC	OR CURRENT OCCUPANT	7420 SAN FERNANDO RD	SUN VALLEY	CA	91352		BurbankAirport	1-PROPERTY OWNER
2405-011-005	DOROTEO MONTERO	OR CURRENT OCCUPANT	7510 N CLAYBECK AVE	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2405-011-008	MARIA R PIMENTEL	OR CURRENT OCCUPANT	7518 N CLAYBECK AVE	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2405-011-009	FREDY A CORDOVA	OR CURRENT OCCUPANT	7522 N CLAYBECK AVE	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER

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2405-010-038	ARCHIE S CORDOVA	OR CURRENT OCCUPANT	7525 N CLAYBECK AVE	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2405-011-012	LINO HERRERA-VAZQUEZ	OR CURRENT OCCUPANT	7528 N CLAYBECK AVE	BURBANK	CA	91505		BurbankAirport	1-PROPERTY OWNER
2405-011-002	LARRY HANNA	OR CURRENT OCCUPANT	8205 WOODEN WINDMILL CT	LAS VEGAS	NV	89131		BurbankAirport	1-PROPERTY OWNER
2405-019-044	LEVON VARDAPETYAN	OR CURRENT OCCUPANT	9820 EDMORE PL	SUN VALLEY	CA	91352		BurbankAirport	1-PROPERTY OWNER
2405-019-021	LEVON VARDAPETYAN	OR CURRENT OCCUPANT	9947 COHASSET ST	BURBANK	CA	91504		BurbankAirport	1-PROPERTY OWNER
2405-011-902	BURBANK CITY	OR CURRENT OCCUPANT	PO BOX 6459	BURBANK	CA	91510		BurbankAirport	1-PROPERTY OWNER
	CURRENT OCCUPANT		2801 N HOLLYWOOD WAY	BURBANK	CA	91505	1057	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		3400 N SAN FERNANDO BLVD	BURBANK	CA	91504	2532	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		3420 N SAN FERNANDO BLVD	BURBANK	CA	91504	2532	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		3500 N SAN FERNANDO BLVD	BURBANK	CA	91505	1000	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		3750 COHASSET ST	BURBANK	CA	91505	1054	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY	LOS ANGELES	CA	91505	1028	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7502 N HOLLYWOOD WAY	BURBANK	CA	91505	1027	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY	LOS ANGELES	CA	91505	1030	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY	LOS ANGELES	CA	91505	1087	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7523 N HOLLYWOOD WAY	LOS ANGELES	CA	91505	1029	BurbankAirport	2-SITUS
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 1	BURBANK	CA	91505	5001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 2	BURBANK	CA	91505	5001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 3	BURBANK	CA	91505	5001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 4	BURBANK	CA	91505	5001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 5	BURBANK	CA	91505	5002	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 6	BURBANK	CA	91505	5002	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 7	BURBANK	CA	91505	5002	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7501 N HOLLYWOOD WAY APT 8	BURBANK	CA	91505	5002	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 1	BURBANK	CA	91505	5003	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 2	BURBANK	CA	91505	5003	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 3	BURBANK	CA	91505	5003	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 4	BURBANK	CA	91505	5003	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 5	BURBANK	CA	91505	5004	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 6	BURBANK	CA	91505	5004	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 7	BURBANK	CA	91505	5004	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7505 N HOLLYWOOD WAY APT 8	BURBANK	CA	91505	5004	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7507 N SAN FERNANDO RD APT 1	BURBANK	CA	91505	1001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7507 N SAN FERNANDO RD APT 2	BURBANK	CA	91505	1001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7507 N SAN FERNANDO RD APT 3	BURBANK	CA	91505	1001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7507 N SAN FERNANDO RD APT 4	BURBANK	CA	91505	1001	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7512 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 101	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 102	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 103	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 104	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 105	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 106	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 201	BURBANK	CA	91505	5012	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 202	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 203	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 204	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 205	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 206	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 301	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7513 N HOLLYWOOD WAY APT 302	BURBANK	CA	91505	5013	BurbankAirport	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		7521 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT

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	CURRENT OCCUPANT		7531 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7532 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7536 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7539 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7541 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7544 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7546 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7549 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7554 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7555 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7556 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7561 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7565 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7566 N CLAYBECK AVE	BURBANK	CA	91505	1006	BurbankAirport	3-OCCUPANT
	CURRENT OCCUPANT		7571 N CLAYBECK AVE	BURBANK	CA	91505	1007	BurbankAirport	3-OCCUPANT
2849-043-077	ALEJANDRO C HERNANDEZ	OR CURRENT OCCUPANT	1022 KEWEN ST	SAN FERNANDO	CA	91340		CP_CanyonArea	1-PROPERTY OWNER
2849-027-163	GEORGE WEBJE	OR CURRENT OCCUPANT	11041 ELIZABETH LAKE RD	LEONA VALLEY	CA	93551		CP_CanyonArea	1-PROPERTY OWNER
2849-027-148	JOHN KONG	OR CURRENT OCCUPANT	11116 WILDFLOWER RD	TEMPLE CITY	CA	91780		CP_CanyonArea	1-PROPERTY OWNER
2849-043-055	LIZABETH SUON	OR CURRENT OCCUPANT	11430 LAUREL CANYON BLVD #B	SAN FERNANDO	CA	91340		CP_CanyonArea	1-PROPERTY OWNER
2849-027-129	RACHEL J LOTUACO	OR CURRENT OCCUPANT	13032 ANGELES TRAIL WAY	SYLMAR	CA	91342		CP_CanyonArea	1-PROPERTY OWNER
2849-043-040	TNHC TCN SANTA CLARITA LP	OR CURRENT OCCUPANT	15231 LAGUNA CANYON RD #250	IRVINE	CA	92618		CP_CanyonArea	1-PROPERTY OWNER
2836-012-032	SANTA CLARITA L L C	OR CURRENT OCCUPANT	15290 N 78TH WAY #B204	SCOTTSDALE	AZ	85260		CP_CanyonArea	1-PROPERTY OWNER
2849-027-022	JAMES & SUZANNE DUNCOMBE	OR CURRENT OCCUPANT	15604 MEADOW DR	SANTA CLARITA	CA	91387		CP_CanyonArea	1-PROPERTY OWNER
2849-027-201	LUIS A FARFAN	OR CURRENT OCCUPANT	16107 KNAPP ST	NORTH HILLS	CA	91343		CP_CanyonArea	1-PROPERTY OWNER
2849-027-064	GUI RU & REN WEI ZHENG	OR CURRENT OCCUPANT	17168 GERMAIN ST	GRANADA HILLS	CA	91344		CP_CanyonArea	1-PROPERTY OWNER
2849-027-185	ROD DAVIDO	OR CURRENT OCCUPANT	1718 N EDISON BLVD	BURBANK	CA	91505		CP_CanyonArea	1-PROPERTY OWNER
2849-027-056	TAK C LI	OR CURRENT OCCUPANT	1890 SUNKIST ST	UPLAND	CA	91784		CP_CanyonArea	1-PROPERTY OWNER
2849-027-213	CRAIG I & JULIA W MYLES	OR CURRENT OCCUPANT	19030 HAMLIN ST #3	RESEDA	CA	91335		CP_CanyonArea	1-PROPERTY OWNER
2849-043-053	DANNY R & RENEE E FOWLER	OR CURRENT OCCUPANT	21055 HAZEL RD	APPLE VALLEY	CA	92308		CP_CanyonArea	1-PROPERTY OWNER
2849-027-183	KIMBERLY A LAURITSEN	OR CURRENT OCCUPANT	21123 CIMARRON WAY	SANTA CLARITA	CA	91390		CP_CanyonArea	1-PROPERTY OWNER
2849-027-029	VALENTIN MARTINEZ	OR CURRENT OCCUPANT	2124 18TH AVE	DELANO	CA	93215		CP_CanyonArea	1-PROPERTY OWNER
2836-015-025	GOLDEN PACIFIC HOLDINGS LLC	OR CURRENT OCCUPANT	21616 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-010	ANGEL A VERDUZCO	OR CURRENT OCCUPANT	21690 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-011	ALEJANDRO VARELA	OR CURRENT OCCUPANT	21694 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-012	ERIC COKER	OR CURRENT OCCUPANT	21698 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-140	JAMES B KNOLES	OR CURRENT OCCUPANT	21700 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-142	TIMOTHY J & AUTUMN R MAHONY	OR CURRENT OCCUPANT	21700 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-165	STEVEN P & MIHYE STOREY	OR CURRENT OCCUPANT	21701 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-072	MARGIE & JUSTIN SEGAL	OR CURRENT OCCUPANT	21701 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-009	CHRISTOPHER R & KAMERON S JENKINS	OR CURRENT OCCUPANT	21702 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-141	JOSE A MONTENEGRO PENAGOS	OR CURRENT OCCUPANT	21702 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-149	MARNISHA E MINTLOW	OR CURRENT OCCUPANT	21702 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-164	DANILO AMAYA	OR CURRENT OCCUPANT	21703 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-142	SEYED A SOBHANI	OR CURRENT OCCUPANT	21704 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-150	ALEXANDER L & DESIREE D SIGGINS	OR CURRENT OCCUPANT	21704 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-143	ANNA & VERA BEKETOVA	OR CURRENT OCCUPANT	21704 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-226	DONALD E WILLIAMS	OR CURRENT OCCUPANT	21705 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-163	LEAH C MCGOWAN	OR CURRENT OCCUPANT	21705 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-073	RUFINO & LESLIE A JUTA	OR CURRENT OCCUPANT	21705 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-023	VINCENT LEE	OR CURRENT OCCUPANT	21706 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-008	GENE R CALDERON	OR CURRENT OCCUPANT	21706 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-143	IAN S & DIANA G POWELL	OR CURRENT OCCUPANT	21706 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

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2836-015-151	VERONICA CONTRERAS-LEMUS	OR CURRENT OCCUPANT	21706 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-162	CHRISTOPHER H & ANNE C LANDGREN	OR CURRENT OCCUPANT	21707 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-144	DANIEL T & MARIA I MALAKI	OR CURRENT OCCUPANT	21708 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-152	IZZY & JAEL FLORES	OR CURRENT OCCUPANT	21708 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-035	ANNE C CABAHUG	OR CURRENT OCCUPANT	21708 MALDEN ST	CANOGA PARK	CA	91304		CP_CanyonArea	1-PROPERTY OWNER
2836-015-161	ENRIQUE O MARTINEZ	OR CURRENT OCCUPANT	21709 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-074	ROBERT M & TAMMI A DELGADILLO	OR CURRENT OCCUPANT	21709 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-024	JAMES & MYLENE A ABOULAFIA	OR CURRENT OCCUPANT	21710 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-007	AARON J PAYTON	OR CURRENT OCCUPANT	21710 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-145	JAMES A BOWDEN	OR CURRENT OCCUPANT	21710 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-012	CREATIVE YEARS NURSERY SCHOOL LLC	OR CURRENT OCCUPANT	21710 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-153	AARON I & STEPHANIE I SOLOMONA	OR CURRENT OCCUPANT	21710 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-160	SEAN R & JESSICA A QUASHEN	OR CURRENT OCCUPANT	21711 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-146	MICHAEL M BRETADO	OR CURRENT OCCUPANT	21712 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-154	ROBERT A & LAURA L PECKINPAUGH	OR CURRENT OCCUPANT	21712 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-140	TERESITA K YAO	OR CURRENT OCCUPANT	21712 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-228	MARTIN TATE	OR CURRENT OCCUPANT	21713 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-159	ERNIE & RITA NAVARRO	OR CURRENT OCCUPANT	21713 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-075	JENNIFER K APPIAH	OR CURRENT OCCUPANT	21713 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-025	CARLOS R & ANA T DELGADO	OR CURRENT OCCUPANT	21714 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-004	SHAKIRA NANTUMBWE	OR CURRENT OCCUPANT	21714 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-147	POCHOLO & DONNA G GARCIA	OR CURRENT OCCUPANT	21714 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-155	VINCENT M HIZON	OR CURRENT OCCUPANT	21714 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-158	WILLIAM G URIAS	OR CURRENT OCCUPANT	21715 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-148	BLAKE & AUTUMN WOOD	OR CURRENT OCCUPANT	21716 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-156	DEBORAH NANCE	OR CURRENT OCCUPANT	21716 JACK PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-141	JESSICA C BODAN	OR CURRENT OCCUPANT	21716 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-229	DIANISHA & BARRY REEVES	OR CURRENT OCCUPANT	21717 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-157	JOSHUA & DENISE TOWE	OR CURRENT OCCUPANT	21717 DOSS PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-076	ELLEN F & KEVIN J HOTTER	OR CURRENT OCCUPANT	21717 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-022	MARGARET & SINAN M ELIAS	OR CURRENT OCCUPANT	21718 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-005	JUSTIN M SAUDER	OR CURRENT OCCUPANT	21718 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-138	ZHU MA	OR CURRENT OCCUPANT	21720 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-230	ANDRE C ROBERTS	OR CURRENT OCCUPANT	21721 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-021	DWAYNE A & CHERMAINE R FONTENETTE	OR CURRENT OCCUPANT	21722 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-006	VDAPHRON ARCHER	OR CURRENT OCCUPANT	21722 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-052	JOSEPH D & MYRNA M BUCCAT	OR CURRENT OCCUPANT	21723 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-139	MARK ODLE	OR CURRENT OCCUPANT	21724 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-231	MICHAEL S & LEANG KIM TAING	OR CURRENT OCCUPANT	21725 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-078	CARLOS A & ISABEL C TOVAL	OR CURRENT OCCUPANT	21725 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-020	JANGHYUN KIM	OR CURRENT OCCUPANT	21726 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-003	BILLY P BOONKOKUA	OR CURRENT OCCUPANT	21726 CANDELA DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-135	ROBERT S & CASEY E BUSTLE	OR CURRENT OCCUPANT	21728 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-232	CHRISTOPHER BELFOUR	OR CURRENT OCCUPANT	21729 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-079	ANDRE & ANDREA MOORE	OR CURRENT OCCUPANT	21729 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-019	BRIAN H & CHRISTIE E COOK	OR CURRENT OCCUPANT	21730 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-002	TAM TRAN DO	OR CURRENT OCCUPANT	21730 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-054	JOHN W & ASHLEY W REDMOND	OR CURRENT OCCUPANT	21731 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-233	EVELYN HAMALAINEN	OR CURRENT OCCUPANT	21733 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-080	CARLOS G & LUZ M ARGUMEDO	OR CURRENT OCCUPANT	21733 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-018	MARQUIA BOLTON	OR CURRENT OCCUPANT	21734 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-001	ALEXANDER GERBRANDT	OR CURRENT OCCUPANT	21734 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

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2849-027-137	CRISMELITO & LUCILA CRUZ	OR CURRENT OCCUPANT	21734 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-056	KAREN MASTERSON	OR CURRENT OCCUPANT	21735 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-234	RUBEN I & BLAZY S ALDANA	OR CURRENT OCCUPANT	21737 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-081	BRANDON CRESPO	OR CURRENT OCCUPANT	21737 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-017	SEAN M MORRISSEY	OR CURRENT OCCUPANT	21738 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-048	EDWIN ORTIZ	OR CURRENT OCCUPANT	21738 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-133	MELVIN & PIA VIRAY	OR CURRENT OCCUPANT	21738 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-235	ANNMARIE R & BRYAN M CARNEY	OR CURRENT OCCUPANT	21741 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-082	BERNADETTE & ANGELO DE VERA	OR CURRENT OCCUPANT	21741 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-016	DIEGO STOCCO	OR CURRENT OCCUPANT	21742 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-049	RICKIA & DAVID EGANS	OR CURRENT OCCUPANT	21742 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-134	HSIN WEI TSAI	OR CURRENT OCCUPANT	21742 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-057	NORMAN & ARLEEN LEGASPI	OR CURRENT OCCUPANT	21743 CANDELA DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-145	MARISOL O HERNANDEZ	OR CURRENT OCCUPANT	21745 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-083	PETER & VERONICA K YAO	OR CURRENT OCCUPANT	21745 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-071	MARIA T ARMADA	OR CURRENT OCCUPANT	21746 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-050	JI HOON SONG	OR CURRENT OCCUPANT	21746 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-058	JACOB G LEVY	OR CURRENT OCCUPANT	21747 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-132	DENNIS MOLINA	OR CURRENT OCCUPANT	21748 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-146	JOHN & REBECCA TORRES	OR CURRENT OCCUPANT	21749 BENE DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-026	HANSON & YVONNE A WON	OR CURRENT OCCUPANT	21749 PROPELLO DRIVE	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-070	KAMAL & EMILY LARBAOUI	OR CURRENT OCCUPANT	21750 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-047	STACEY A WARNER	OR CURRENT OCCUPANT	21750 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-061	DANINIA S MORGAN	OR CURRENT OCCUPANT	21751 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-186	JOHNNY & TIFFANEY VAZQUEZ	OR CURRENT OCCUPANT	21751 SEMPRA PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-147	KAREN S THOMAS	OR CURRENT OCCUPANT	21753 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-185	DOUGLAS S LOPEZ	OR CURRENT OCCUPANT	21753 SEMPRA PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-069	MICHAEL & ANGELICA ABRENICA	OR CURRENT OCCUPANT	21754 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-046	SAE WOONG & CHONG MAE PARK	OR CURRENT OCCUPANT	21754 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-060	GINETTE SANNA	OR CURRENT OCCUPANT	21755 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-184	TREVOR D & FALON N SHIELDS	OR CURRENT OCCUPANT	21755 SEMPRA PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-028	JASON A & ANGIELYNN A CLARK	OR CURRENT OCCUPANT	21757 PROPELLO DRIVE	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-183	ENRIQUE B LUNA	OR CURRENT OCCUPANT	21757 SEMPRA PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-068	CHRISTOPHER P DAVIS	OR CURRENT OCCUPANT	21758 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-045	CECILIA BOLANOS	OR CURRENT OCCUPANT	21758 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-059	ANGELA CASTILLO	OR CURRENT OCCUPANT	21759 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-180	DOMINIC MACAYA	OR CURRENT OCCUPANT	21759 SEMPRA PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-029	ROBERTO VICINANZA	OR CURRENT OCCUPANT	21761 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-067	ANTHONY V DESANTIS	OR CURRENT OCCUPANT	21762 BENE DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-044	AMBERLYN A WILDONER	OR CURRENT OCCUPANT	21762 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-062	SUZAN OHANIAN	OR CURRENT OCCUPANT	21763 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-030	EVAN B & FLORIANE P SIEGEL	OR CURRENT OCCUPANT	21765 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-043	BENJAMIN G MILLEMAN	OR CURRENT OCCUPANT	21766 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-063	ELAINE BURN	OR CURRENT OCCUPANT	21767 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-031	MONICA & ARTURO ARAGON	OR CURRENT OCCUPANT	21769 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-042	WILNER TINOYAN	OR CURRENT OCCUPANT	21770 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-064	ROLANDO DE ARCOS	OR CURRENT OCCUPANT	21771 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-032	ROBIN G BAUER	OR CURRENT OCCUPANT	21773 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-066	COURTNEY JONES	OR CURRENT OCCUPANT	21775 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-033	VIPINSAGAR K RAVI	OR CURRENT OCCUPANT	21777 PROPELLO DRIVE	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-065	JARRED MYREN	OR CURRENT OCCUPANT	21779 CANDELA DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-034	DE SHON & JUDIT PARKER	OR CURRENT OCCUPANT	21781 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

2849-043-084	MARVI M & JAMES J PABALAN	OR CURRENT OCCUPANT	21785 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-085	MICHELLE R YBARRA	OR CURRENT OCCUPANT	21789 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-086	BRANDON K & TRIXCEEANNE C KALINA	OR CURRENT OCCUPANT	21793 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-049	DEREK K KHUTH	OR CURRENT OCCUPANT	21800 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-048	MARILYN MENDOZA	OR CURRENT OCCUPANT	21804 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-256	AUGUSTINE M SMITH	OR CURRENT OCCUPANT	21805 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-047	JONATHAN D ABIOG	OR CURRENT OCCUPANT	21808 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-257	EKATERINA NICOLOVA	OR CURRENT OCCUPANT	21809 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-051	DANIELLE L & KRISTEN L MORIN	OR CURRENT OCCUPANT	21811 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-046	ROSA ESTRADA	OR CURRENT OCCUPANT	21812 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-258	AHMED M ABBAS	OR CURRENT OCCUPANT	21813 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-052	ALEJANDRO & ARIEL M MUNOZ	OR CURRENT OCCUPANT	21815 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-045	ALMUMIN H MASSEY	OR CURRENT OCCUPANT	21816 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-259	TISHA C & JOAQUIN C DOMINGUEZ	OR CURRENT OCCUPANT	21817 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-053	GREGORY L & MICHELLE J GARVIN	OR CURRENT OCCUPANT	21819 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-044	MICHAEL T PIERCY	OR CURRENT OCCUPANT	21820 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-260	BRANDON N & JENNIFER M WILLIAMS	OR CURRENT OCCUPANT	21821 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-094	KRISHTI K & AKRITI BIKAL	OR CURRENT OCCUPANT	21823 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-261	SAMUEL S & EDINANCE N MUWONGE	OR CURRENT OCCUPANT	21825 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-095	STEVE STEINHAUER	OR CURRENT OCCUPANT	21827 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-042	YOUSSEF BRADY	OR CURRENT OCCUPANT	21828 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-262	MANESHA KHIANI	OR CURRENT OCCUPANT	21829 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-096	TYLER J & MARIAH L SNELL	OR CURRENT OCCUPANT	21831 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-263	CHAD A FISCHER	OR CURRENT OCCUPANT	21833 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-092	MICHAEL T & KRISTIN O HENRY	OR CURRENT OCCUPANT	21835 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-040	GODFREY L ANANDAN	OR CURRENT OCCUPANT	21836 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-264	VANCE T & ESMERALDA S WILLIAMA	OR CURRENT OCCUPANT	21837 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-093	TIMOTHY T MAR	OR CURRENT OCCUPANT	21839 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-039	ANTHONY M KENDRYNA	OR CURRENT OCCUPANT	21840 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-265	SHARON WILKINSON	OR CURRENT OCCUPANT	21841 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-054	RAHEEL & NATASHA ANWAR	OR CURRENT OCCUPANT	21843 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-266	VENTURITO P & CYNTHIA L TUMACAY	OR CURRENT OCCUPANT	21845 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-055	NANCY GRAGG	OR CURRENT OCCUPANT	21847 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-081	MIRALUNA & JERALD M ALEJANDRIA	OR CURRENT OCCUPANT	21848 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-267	RYAN E & MELANIE H SULLIVAN	OR CURRENT OCCUPANT	21849 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-080	VERONICA B EDMOND	OR CURRENT OCCUPANT	21852 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-025	MICHAEL Z & CHRIS G LAGDAMEO	OR CURRENT OCCUPANT	21853 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-057	SUMIT & PRATIKSHA SUNDRIYAL	OR CURRENT OCCUPANT	21855 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-026	NICETAS & EVELYN SAHAGUN	OR CURRENT OCCUPANT	21857 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-090	MARIA T TUZON SAGER	OR CURRENT OCCUPANT	21859 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-078	KARIN HAULE	OR CURRENT OCCUPANT	21860 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-027	DAVID J & YOHAN J JUN	OR CURRENT OCCUPANT	21861 PROPELLO DR #140	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-191	PAUL KOLKER	OR CURRENT OCCUPANT	21863 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-077	KAMBIZ VALAFAR	OR CURRENT OCCUPANT	21864 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-028	CORTNEY A & NICOLE W STELL	OR CURRENT OCCUPANT	21865 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-087	EUGENIO E & MARIA C TUZON	OR CURRENT OCCUPANT	21867 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-076	MICHAEL HALCOVICH	OR CURRENT OCCUPANT	21868 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-088	RAQUEL & ROCAEL E CAMARGO	OR CURRENT OCCUPANT	21871 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-110	STEPHEN M DUNKLE	OR CURRENT OCCUPANT	21872 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-030	JULIE A BUSTOS	OR CURRENT OCCUPANT	21873 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-031	AARON BANTEGUI	OR CURRENT OCCUPANT	21877 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-058	NENITA P TOLENTINO	OR CURRENT OCCUPANT	21879 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

2849-027-072	JOSEPH B MERCADO	OR CURRENT OCCUPANT	21880 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-032	ANTHONY HERRERA	OR CURRENT OCCUPANT	21881 PROPELLO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-059	CHRISTIAN & JENNIFER ABAPO	OR CURRENT OCCUPANT	21883 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-107	FRANCISCO R & CECILIA G GOMEZ	OR CURRENT OCCUPANT	21884 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-073	EDUARDSON O & HAIZEL H MARQUEZ	OR CURRENT OCCUPANT	21884 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-033	GLENN L & NATALIE L HULSE	OR CURRENT OCCUPANT	21885 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-060	LEA A DYER	OR CURRENT OCCUPANT	21887 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-106	AGNES D & ERICSON FUGEN	OR CURRENT OCCUPANT	21888 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-074	DENNIS M BATTITORI	OR CURRENT OCCUPANT	21888 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-034	RAFAEL D & DOROTHY V JAVELLANA	OR CURRENT OCCUPANT	21889 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-095	CARL M KING	OR CURRENT OCCUPANT	21891 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-105	CYNTHIA E LEJEUNE	OR CURRENT OCCUPANT	21892 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-071	CECILIA & ARMANDO SANDOVAL	OR CURRENT OCCUPANT	21892 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-096	GREGORY VERBECK	OR CURRENT OCCUPANT	21895 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-116	SHARLA K CAMPFIELD	OR CURRENT OCCUPANT	21896 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-070	WENDY ST CLAIR	OR CURRENT OCCUPANT	21896 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-036	DEBORAH R PAULSEN	OR CURRENT OCCUPANT	21897 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-115	JERRY L & SUSAN E BUCKLEY	OR CURRENT OCCUPANT	21900 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-062	CHARLES A & CINDY V VERGEL DE DIOS	OR CURRENT OCCUPANT	21901 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-114	AILYNE HORST	OR CURRENT OCCUPANT	21904 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-063	NEWTON T & PRISCILLA MAGUWUDZE	OR CURRENT OCCUPANT	21905 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-113	FRANK O & KIMBERLY L MARTINEZ	OR CURRENT OCCUPANT	21908 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-112	SOHEIL BOROUSHAKI	OR CURRENT OCCUPANT	21912 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-065	JAFEE R ABITANG	OR CURRENT OCCUPANT	21913 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-111	TRITIA A GESTUVO	OR CURRENT OCCUPANT	21916 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-066	ALFONSO J & LISA M CORO	OR CURRENT OCCUPANT	21917 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-098	MICHAEL G DE BIE	OR CURRENT OCCUPANT	21919 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-067	RYAN R & MAYRA A HALVORSEN	OR CURRENT OCCUPANT	21921 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-099	MARIA SANCHEZ	OR CURRENT OCCUPANT	21923 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-186	FRANCISCO J & NEDRA A GUERRERO	OR CURRENT OCCUPANT	21924 MOVEO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-083	ANDREW J & CHARLENE M PAPASTEPHANOU	OR CURRENT OCCUPANT	21925 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-100	LINN G & TRACY MELVIN	OR CURRENT OCCUPANT	21927 MOVEO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-187	KARIN M ZBINDEN	OR CURRENT OCCUPANT	21928 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-084	WILLIAM D MCKARGE	OR CURRENT OCCUPANT	21929 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-101	PHILLIP & PAOLA MALINOSKI	OR CURRENT OCCUPANT	21931 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-184	CYNTHIA E LATA	OR CURRENT OCCUPANT	21932 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-085	CHRISTIAN E & KATHERINE SIOCO	OR CURRENT OCCUPANT	21933 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-086	PRAVEEN CHAUDHARY	OR CURRENT OCCUPANT	21937 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-182	MILTON & CLAUDIA I MARISCAL	OR CURRENT OCCUPANT	21940 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-087	REGINALD C & M PATRICIA S MARINAS	OR CURRENT OCCUPANT	21941 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-102	ROBERT K MACHARIA	OR CURRENT OCCUPANT	21943 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-103	BRUCE R & DAUN M MUIR	OR CURRENT OCCUPANT	21947 MOVEO DR #293	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-197	DAVID S & JULIANA V PETERS	OR CURRENT OCCUPANT	21948 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-104	BRETT SUSNITZKY	OR CURRENT OCCUPANT	21951 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-196	SHAWN & NATALIE MITCHELL	OR CURRENT OCCUPANT	21952 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-090	BEN C & ERLITS C GALINDO	OR CURRENT OCCUPANT	21953 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-188	JOSEPH & MARHARYTA LEVINE	OR CURRENT OCCUPANT	21955 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-195	J AARON DULLAS	OR CURRENT OCCUPANT	21956 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-091	ROGER J HO	OR CURRENT OCCUPANT	21957 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-189	SUNG HYOK CHUN	OR CURRENT OCCUPANT	21959 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-194	JUAN C RODRIGUEZ	OR CURRENT OCCUPANT	21960 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-092	JORA & MARIA AMIRKHANIAN	OR CURRENT OCCUPANT	21961 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

2849-027-190	MIHAI D BORBELY	OR CURRENT OCCUPANT	21963 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-193	JILL R MEER	OR CURRENT OCCUPANT	21964 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-204	JEANETTE LEWIS	OR CURRENT OCCUPANT	21968 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-094	TIMOTHY A MCINTYRE	OR CURRENT OCCUPANT	21969 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-192	NICHOLAS P & LAURA C MARTIN	OR CURRENT OCCUPANT	21971 MOVEO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-203	KARLA FISCAL ZATARAIN	OR CURRENT OCCUPANT	21972 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-151	JAMES & LAURA RENE	OR CURRENT OCCUPANT	21973 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-152	LORENA GONZALEZ	OR CURRENT OCCUPANT	21977 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-202	JUAN & ERICKA A SAGASTUME	OR CURRENT OCCUPANT	21978 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-153	BRANDON & LANA NUEMAN	OR CURRENT OCCUPANT	21981 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-154	RAFFI & NINA KAZANJIAN	OR CURRENT OCCUPANT	21985 PROPELLO DR #171	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-200	RAMESH N VARRE	OR CURRENT OCCUPANT	21986 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-155	MICHAEL RICANOR	OR CURRENT OCCUPANT	21989 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-199	STEPHANIE M JUDSON	OR CURRENT OCCUPANT	21990 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-156	NEIL F GRAF	OR CURRENT OCCUPANT	21991 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-210	JOSEPH D & KAITLY GRAVNING	OR CURRENT OCCUPANT	21994 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-157	HEATHER L & FRANK T HERRERA	OR CURRENT OCCUPANT	21995 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-209	BEATRICE C GARCIA	OR CURRENT OCCUPANT	21998 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-208	VIRGIL M & ELAINE A BASA	OR CURRENT OCCUPANT	22002 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-159	MELINDA R RUB	OR CURRENT OCCUPANT	22003 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-207	LUKE & MORIAH MONTILLA	OR CURRENT OCCUPANT	22006 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-160	TODD LOMBARDO	OR CURRENT OCCUPANT	22007 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-206	JONNIE ADJEI	OR CURRENT OCCUPANT	22010 MOVEO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-161	JUAN A ARENAS	OR CURRENT OCCUPANT	22011 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-162	MARK A & ERIKA J DELA PENA	OR CURRENT OCCUPANT	22015 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-216	KEVIN BEHNKE	OR CURRENT OCCUPANT	22018 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-215	MATTHEW CRAWFORD	OR CURRENT OCCUPANT	22022 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-214	JOHN J & MARIELA E DEMAIO	OR CURRENT OCCUPANT	22026 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-165	BRIAN D & SHAWNA A LUBS	OR CURRENT OCCUPANT	22027 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-166	KRISTEN L MAYER	OR CURRENT OCCUPANT	22031 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-212	KATHLYN E O SHEA	OR CURRENT OCCUPANT	22034 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-167	STEVEN J COFIELD	OR CURRENT OCCUPANT	22035 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-168	ANA VEGA	OR CURRENT OCCUPANT	22039 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-169	JOSEPH S & JENNY Y PARK	OR CURRENT OCCUPANT	22043 PROPELLO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-170	JASON & MARIE GASTELUM	OR CURRENT OCCUPANT	22047 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-171	ERIC PRITCHETT	OR CURRENT OCCUPANT	22051 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-172	YOLANDA JOHNSON	OR CURRENT OCCUPANT	22055 PROPELLO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-244	LILIBETH S LOREZCO	OR CURRENT OCCUPANT	22058 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-173	ARMANDO S & CRISTINA M VERGARA	OR CURRENT OCCUPANT	22059 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-243	JACK D GARBETT	OR CURRENT OCCUPANT	22062 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-174	MICHAEL O & MIGUEL M YATCO	OR CURRENT OCCUPANT	22063 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-242	DANIEL R FRANKEL	OR CURRENT OCCUPANT	22066 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-175	JUMEL B & ODETTE I DAQUIOAG	OR CURRENT OCCUPANT	22067 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-241	MATTHEW CAVIN	OR CURRENT OCCUPANT	22070 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-176	FELICIANO PEREZ	OR CURRENT OCCUPANT	22071 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-240	ANDREA R & JAVIER PRECIADO	OR CURRENT OCCUPANT	22074 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-177	SAM T HO	OR CURRENT OCCUPANT	22075 PROPELLO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-239	JOHN W OGDEN	OR CURRENT OCCUPANT	22078 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-178	ALEXEY & ALEVTINA LI	OR CURRENT OCCUPANT	22079 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-238	MARIA L ESPINAS	OR CURRENT OCCUPANT	22082 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-179	DAIN & JOY BECKFORD	OR CURRENT OCCUPANT	22083 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-180	RYAN & AUDREY FITZGERALD	OR CURRENT OCCUPANT	22087 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

Metro AVL Postal Meeting Notice Mailing Distribution List

2849-027-246	BRIAN T & JOLIE T LISENBY	OR CURRENT OCCUPANT	22091 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-247	RICARDO V & JO RIZZA T BERMILLO	OR CURRENT OCCUPANT	22095 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-248	ERICK N HUSTAD	OR CURRENT OCCUPANT	22099 PROPELLO DR	SAUGUS	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-250	LUIS & LESLIE HERMOSILLO	OR CURRENT OCCUPANT	22107 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-251	BRENT M & VICTORIA PASCHKE	OR CURRENT OCCUPANT	22111 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-252	MARILOU CALICA	OR CURRENT OCCUPANT	22115 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-253	KEONNA N GREEN	OR CURRENT OCCUPANT	22119 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-254	DANIEL & ELYSSA A ARROYO	OR CURRENT OCCUPANT	22123 PROPELLO DR	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-011-018	RODEO LAND CO	OR CURRENT OCCUPANT	22500 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-109	WILLIAM V WILLIAMS	OR CURRENT OCCUPANT	23129 8TH ST	NEWHALL	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2836-015-017	SANTA CLARITA REAL ESTATE HOLDINGS LLC	OR CURRENT OCCUPANT	23464 GLENRIDGE DR	NEWHALL	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2849-021-020	NICK & SONIA STATHES	OR CURRENT OCCUPANT	23702 LA SALLE CANYON RD	NEWHALL	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2849-027-198	SADDANATHAPILLAI & BHARATHY NESARAJAH	OR CURRENT OCCUPANT	23712 OAKHURST DR	SANTA CLARITA	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2849-027-158	JESSICA & JESSICA MICCICHE	OR CURRENT OCCUPANT	23802 VALLEY OAK CT	SANTA CLARITA	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2836-011-902	SANTA CLARITA CITY	OR CURRENT OCCUPANT	23920 VALENCIA BLVD #300	SANTA CLARITA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2849-027-219	RAHA YAVARI	OR CURRENT OCCUPANT	24530 TOWN CENTER DR	VALENCIA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2849-027-043	EVAN B JONKER	OR CURRENT OCCUPANT	24855 QUIGLEY CANYON RD	NEWHALL	CA	91321		CP_CanyonArea	1-PROPERTY OWNER
2849-027-097	MOHAMMED A & SHAHANARA B MINHAZ	OR CURRENT OCCUPANT	24992 SOUTHERN OAKS DR	STEVENSON RANCH	CA	91381		CP_CanyonArea	1-PROPERTY OWNER
2836-023-020	JOEL D SCHECTER	OR CURRENT OCCUPANT	25009 OAKRIDGE RD	STEVENSON RANCH	CA	91381		CP_CanyonArea	1-PROPERTY OWNER
2849-027-023	CHRISTOPHER M & COLLEEN S ODLE	OR CURRENT OCCUPANT	25011 RIVER WALK LN	STEVENSON RANCH	CA	91381		CP_CanyonArea	1-PROPERTY OWNER
2849-027-038	HENRY RODRIGUEZ	OR CURRENT OCCUPANT	25060 AVENUE STANFORD #235	VALENCIA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2849-043-038	THULI ROGERS	OR CURRENT OCCUPANT	25560 NOVELA WAY	SANTA CLARITA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2836-067-902	SANTA CLARITA CITY	OR CURRENT OCCUPANT	25663 AVENUE STANFORD	SANTA CLARITA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2836-015-166	HOWARD R ZERBE	OR CURRENT OCCUPANT	26105 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-167	ARTHUR B & DENYSE D PONZIO	OR CURRENT OCCUPANT	26107 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-168	NICHOLAS E & FAITH E VANNOY	OR CURRENT OCCUPANT	26109 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-169	JORGE A GALVEZ	OR CURRENT OCCUPANT	26111 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-170	THOMAS MARTIN	OR CURRENT OCCUPANT	26115 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-171	SHANE T & CHRISTOPHER MORGAN E CAVETTE	OR CURRENT OCCUPANT	26133 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-172	CASSIE A & GINA M ROBERSON	OR CURRENT OCCUPANT	26135 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-173	ANTONIO A & LIZBETH ACUNA	OR CURRENT OCCUPANT	26137 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-174	NORMAN V SANCHEZ	OR CURRENT OCCUPANT	26139 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-182	EDWIN E OLMEDO	OR CURRENT OCCUPANT	26140 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-175	LUIS U ARANGO	OR CURRENT OCCUPANT	26141 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-181	MICHAEL A REARDON	OR CURRENT OCCUPANT	26142 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-176	CHRISTINE S & JOE N ROSELUND	OR CURRENT OCCUPANT	26143 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-193	FERNANDO SANCHEZ	OR CURRENT OCCUPANT	26144 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-177	ANGEL & KIMBERLY HERNANDEZ	OR CURRENT OCCUPANT	26145 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-192	CARRIE DITORO	OR CURRENT OCCUPANT	26146 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-178	AUBREY V & ELIZABETH MILLER	OR CURRENT OCCUPANT	26147 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-191	TYSON D PURSLEY	OR CURRENT OCCUPANT	26148 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-179	IVANOVA A JIMENEZ	OR CURRENT OCCUPANT	26149 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-190	STEVEN R & CYNTHIA A ANDERSON	OR CURRENT OCCUPANT	26150 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-189	MIGUEL LINARES	OR CURRENT OCCUPANT	26152 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-188	WILLIE S PADILLA	OR CURRENT OCCUPANT	26154 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2836-015-187	DAVID YENTES	OR CURRENT OCCUPANT	26156 GRAVETT PL	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-224	JOSEPH A & JASMIN BUNAO	OR CURRENT OCCUPANT	26240 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-127	WILLIAM CABE	OR CURRENT OCCUPANT	26241 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-223	DENILSON R DIAS	OR CURRENT OCCUPANT	26242 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-128	STEVEN L GIZZI	OR CURRENT OCCUPANT	26243 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-222	BRYANT P WIECZOREK	OR CURRENT OCCUPANT	26244 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-130	MARK L WARE	OR CURRENT OCCUPANT	26247 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER

Metro AVL Postal Meeting Notice Mailing Distribution List

2849-027-125	PRIMA WAY PROJECT I LP	OR CURRENT OCCUPANT	26254 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-124	LANCE MORRISON	OR CURRENT OCCUPANT	26256 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-123	MICHELLE ZHAO	OR CURRENT OCCUPANT	26260 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-008	KX INTERNATIONAL LLC	OR CURRENT OCCUPANT	26261 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-122	SARAH HOLMES	OR CURRENT OCCUPANT	26262 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-121	KRISTIN D & DAVID T BLY	OR CURRENT OCCUPANT	26264 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-120	STEVEN C KASSEL	OR CURRENT OCCUPANT	26266 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-043-039	MELISSA A LEE	OR CURRENT OCCUPANT	26267 PRIMA WAY	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-249	SOM A AUEPONGPAN	OR CURRENT OCCUPANT	26535 OAK TERRACE PL	VALENCIA	CA	91381		CP_CanyonArea	1-PROPERTY OWNER
2849-027-221	MARIA L LEGASPI	OR CURRENT OCCUPANT	2701 SMOKEY MOUNTAIN DR	OXNARD	CA	93036		CP_CanyonArea	1-PROPERTY OWNER
2849-027-088	ARVIN B ASUNCION	OR CURRENT OCCUPANT	2714 ARBOR LN	ONTARIO	CA	91762		CP_CanyonArea	1-PROPERTY OWNER
2849-027-205	NICHOLAS A & ALEX GILINETS	OR CURRENT OCCUPANT	27305 W LIVE OAK RD #A607	CASTAIC	CA	91384		CP_CanyonArea	1-PROPERTY OWNER
2849-027-211	JAMES & BRENDA PICCIRILLO	OR CURRENT OCCUPANT	27366 CHESHIRE LN	VALENCIA	CA	91354		CP_CanyonArea	1-PROPERTY OWNER
2836-015-026	BETTY J OLDFIELD	OR CURRENT OCCUPANT	27441 CLEARLAKE DR	CANYON COUNTRY	CA	91387		CP_CanyonArea	1-PROPERTY OWNER
2849-027-079	RTA PROPERTIES LLC	OR CURRENT OCCUPANT	27704 AVENUE SCOTT	VALENCIA	CA	91355		CP_CanyonArea	1-PROPERTY OWNER
2849-027-093	ROBERT J & CYNTHIA F DORFMANN	OR CURRENT OCCUPANT	27943 SECO CANYON RD	SANTA CLARITA	CA	91350		CP_CanyonArea	1-PROPERTY OWNER
2849-027-227	RAFAEL MACIAS	OR CURRENT OCCUPANT	29284 MISSION TRAIL LN	VALENCIA	CA	91354		CP_CanyonArea	1-PROPERTY OWNER
2849-043-037	JOSHUA M GREENGARD	OR CURRENT OCCUPANT	29330 CALLE PRIMAVERA	VALENCIA	CA	91354		CP_CanyonArea	1-PROPERTY OWNER
2849-027-041	DEBRA E MCCLENDON	OR CURRENT OCCUPANT	3304 FERN AVE	PALMDALE	CA	93550		CP_CanyonArea	1-PROPERTY OWNER
2836-015-030	CLARITA TRIANGLE LLC	OR CURRENT OCCUPANT	3807 SIERRA HWY #215	ACTON	CA	93510		CP_CanyonArea	1-PROPERTY OWNER
2836-015-021	OJAI OIL CO	OR CURRENT OCCUPANT	400 W VENTURA BLVD #100	CAMARILLO	CA	93010		CP_CanyonArea	1-PROPERTY OWNER
2836-015-024	SAUGUS WAREHOUSE LLC	OR CURRENT OCCUPANT	41 PORTALON CT	LADERA RANCH	CA	92694		CP_CanyonArea	1-PROPERTY OWNER
2849-021-018	GREENBRIER ASSOCIATES LTD	OR CURRENT OCCUPANT	501 S BEVERLY DR #100	BEVERLY HILLS	CA	90212		CP_CanyonArea	1-PROPERTY OWNER
2849-043-027	RONALD & OTILIA J INCONTRO	OR CURRENT OCCUPANT	5802 BOB BULLOCK LOOP #C1	LAREDO	TX	78041		CP_CanyonArea	1-PROPERTY OWNER
2849-027-108	MIRIAM HA	OR CURRENT OCCUPANT	5873 SATURN ST	LOS ANGELES	CA	90019		CP_CanyonArea	1-PROPERTY OWNER
2849-021-017	GROWTH TREE PROPERTIES LLC	OR CURRENT OCCUPANT	6360 VIA ESCONDIDO DR	MALIBU	CA	90265		CP_CanyonArea	1-PROPERTY OWNER
2849-027-089	SHANE VALENCIA	OR CURRENT OCCUPANT	8051 KATHERINE AVE	PANORAMA CITY	CA	91402		CP_CanyonArea	1-PROPERTY OWNER
2849-027-069	NEIL R PATAK	OR CURRENT OCCUPANT	9127 BALLARD DR	CHATSWORTH	CA	91311		CP_CanyonArea	1-PROPERTY OWNER
2849-027-164	JOE E & MARLENE N BARNES	OR CURRENT OCCUPANT	9160 STEPHENSON LN	HEMET	CA	92545		CP_CanyonArea	1-PROPERTY OWNER
2849-021-012	KINGPIN PROPERTIES LLC	OR CURRENT OCCUPANT	923 EMERALD BAY	LAGUNA BEACH	CA	92651		CP_CanyonArea	1-PROPERTY OWNER
2849-027-136	JEFFERY D SNELL	OR CURRENT OCCUPANT	9838 NEVADA AVE	CHATSWORTH	CA	91311		CP_CanyonArea	1-PROPERTY OWNER
2836-015-004	PERRICONE HERITAGE PROPERTIES LLC	OR CURRENT OCCUPANT	PO BOX 21845	LOS ANGELES	CA	90021		CP_CanyonArea	1-PROPERTY OWNER
2849-027-149	ALEX F & JULIETA B KIRKPATRICK	OR CURRENT OCCUPANT	PO BOX 3424	BURBANK	CA	91508		CP_CanyonArea	1-PROPERTY OWNER
2849-027-144	CARL P & PATRICIA A OLSON	OR CURRENT OCCUPANT	PO BOX 800849	SANTA CLARITA	CA	91380		CP_CanyonArea	1-PROPERTY OWNER
2849-043-091	PAUL KOLKER	OR CURRENT OCCUPANT	PO BOX 802002	SANTA CLARITA	CA	91380		CP_CanyonArea	1-PROPERTY OWNER
2849-027-245	DANNIELLE D LOCKE	OR CURRENT OCCUPANT	PO BOX 802041	SANTA CLARITA	CA	91380		CP_CanyonArea	1-PROPERTY OWNER
2836-011-909	LAKE WATER AGENCY CASTAIC	OR CURRENT OCCUPANT	PO BOX 903	SANTA CLARITA	CA	91380		CP_CanyonArea	1-PROPERTY OWNER
	CURRENT OCCUPANT		21425 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2657	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21445 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2657	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21500 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21515 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2928	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21516 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21548 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21613 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2660	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21615 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2660	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21648 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2614	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21700 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2616	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21701 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21704 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	5833	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21705 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21708 PROPELLO DR	SANTA CLARITA	CA	91350	8541	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21709 BENE DR	SANTA CLARITA	CA	91350	8539	CP_CanyonArea	2-SITUS

	CURRENT OCCUPANT		21709 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21713 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21717 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21721 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21723 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21725 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21727 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21729 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21731 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21732 PROPELLO DR	SANTA CLARITA	CA	91350	8541	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21733 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21735 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21737 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21738 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21739 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21741 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21742 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21745 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21746 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21746 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21747 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21750 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21750 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21751 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21753 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21754 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21754 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21754 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21754 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21755 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21757 BENE DR	SANTA CLARITA	CA	91350	8539	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21758 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21758 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21759 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21761 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21762 BENE DRIVE	SANTA CLARITA	CA	91350	8538	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21762 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21763 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21765 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21766 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21767 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21769 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21770 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21771 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21773 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21775 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21779 CANDELA DRIVE	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21781 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21785 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21789 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21793 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21824 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21829 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21832 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS

	CURRENT OCCUPANT		21833 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21837 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21841 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21844 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21845 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21849 PROPELLO DRIVE	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21851 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21856 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21861 BENE DR	SANTA CLARITA	CA	91350	8540	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21861 PROPELLO DR	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21869 PROPELLO DR	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21875 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21876 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21880 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21893 PROPELLO DR	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21896 MOVEO DRIVE	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21899 MOVEO DR	SANTA CLARITA	CA	91350	8551	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21900 MOVEO DRIVE	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21900 PROPELLO DR	SANTA CLARITA	CA	91350	8545	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21904 MOVEO DRIVE	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21908 MOVEO DRIVE	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21909 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21912 MOVEO DRIVE	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21920 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21936 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21944 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21945 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21944 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21945 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21947 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21949 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21965 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21967 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21982 MOVEO DR	SANTA CLARITA	CA	91350	8552	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21985 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		21999 PROPELLO DR	SANTA CLARITA	CA	91350	8546	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22014 MOVEO DR	SANTA CLARITA	CA	91350	8553	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22019 PROPELLO DR	SANTA CLARITA	CA	91350	8548	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22023 PROPELLO DR	SANTA CLARITA	CA	91350	8548	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22030 PROPELLO DR	SANTA CLARITA	CA	91350	8547	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22038 PROPELLO DR	SANTA CLARITA	CA	91350	8547	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22054 PROPELLO DR	SANTA CLARITA	CA	91350	8547	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22103 PROPELLO DR	SANTA CLARITA	CA	91350	8549	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22116 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2627	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22606 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2628	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22722 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2629	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22750 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2629	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		22840 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26245 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26246 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26248 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26250 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26253 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26255 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS

	CURRENT OCCUPANT		26263 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	CURRENT OCCUPANT		26265 PRIMA WAY	SANTA CLARITA	CA	91350	8554	CP_CanyonArea	2-SITUS
	BUSINESS OWNER OR OCCUPANT		21400 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21401 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21402 ACANTHUS WAY	SANTA CLARITA	CA	91350	2601	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21402 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21403 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21403 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21404 ACANTHUS WAY	SANTA CLARITA	CA	91350	2601	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21404 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21404 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21405 ACANTHUS WAY	SANTA CLARITA	CA	91350	2602	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21405 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21405 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21406 ACANTHUS WAY	SANTA CLARITA	CA	91350	2601	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21406 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21406 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21407 ACANTHUS WAY	SANTA CLARITA	CA	91350	2602	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21407 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21407 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21408 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21409 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21409 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21410 ACANTHUS WAY	SANTA CLARITA	CA	91350	2601	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21410 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21410 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21411 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21412 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21412 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21413 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21413 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21414 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21415 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21415 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21416 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21416 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21417 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21417 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21417 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21418 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21418 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21418 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21419 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21419 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21419 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21420 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21420 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21420 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21421 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21421 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21421 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21422 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT

	CURRENT OCCUPANT		21422 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21422 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21423 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21423 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21423 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21424 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21424 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21424 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21425 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21425 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21425 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21426 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21426 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21426 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21427 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21427 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21427 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21428 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21428 BRIER WAY	SANTA CLARITA	CA	91350	2606	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21428 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21429 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21429 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2637	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21430 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21430 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21430 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21431 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21431 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21431 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21431 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21432 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21432 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21432 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21433 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21433 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21433 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21434 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21434 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21434 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21435 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21435 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21436 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21436 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21436 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21437 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21437 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21437 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21438 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21438 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21438 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21439 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21439 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21439 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21440 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21440 BRIER WAY	SANTA CLARITA	CA	91350	2649	CP_CanyonArea	3-OCCUPANT

	BUSINESS OWNER OR OCCUPANT		21440 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21440 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21441 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21441 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21441 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21442 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21442 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21442 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21443 BRAMBLE WAY	SANTA CLARITA	CA	91350	2605	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21443 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21443 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21444 BRAMBLE WAY	SANTA CLARITA	CA	91350	2604	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21444 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21444 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21445 BRIER WAY	SANTA CLARITA	CA	91350	2607	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21445 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21446 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21446 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2636	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21447 TUMBLEWEED WAY	SANTA CLARITA	CA	91350	2652	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21450 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21452 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2911	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 101	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 102	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 104	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 105	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 109	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 111	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 112	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 113	SANTA CLARITA	CA	91350	2927	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 115	SANTA CLARITA	CA	91350	2929	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 116	SANTA CLARITA	CA	91350	2929	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 117	SANTA CLARITA	CA	91350	2929	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 118	SANTA CLARITA	CA	91350	2929	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21515 SOLEDAD CANYON RD STE 120	SANTA CLARITA	CA	91350	2929	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21530 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21546 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21554 GOLDEN TRIANGLE RD	SANTA CLARITA	CA	91350	2612	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21616 GOLDEN TRIANGLE RD STE 101	SANTA CLARITA	CA	91350	3993	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21616 GOLDEN TRIANGLE RD STE 102	SANTA CLARITA	CA	91350	3993	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21616 GOLDEN TRIANGLE RD STE 103	SANTA CLARITA	CA	91350	3993	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21616 GOLDEN TRIANGLE RD STE 104	SANTA CLARITA	CA	91350	3993	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 101	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 103	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 104	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 106	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 107	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 108	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 109	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 201	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 202	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 203	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 204	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT

	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 205	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 206	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21618 GOLDEN TRIANGLE RD STE 207	SANTA CLARITA	CA	91350	2615	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21700 GOLDEN TRIANGLE RD STE 102	SANTA CLARITA	CA	91350	2926	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21700 GOLDEN TRIANGLE RD STE 103	SANTA CLARITA	CA	91350	2933	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21700 GOLDEN TRIANGLE RD STE 104	SANTA CLARITA	CA	91350	2934	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21700 GOLDEN TRIANGLE RD STE 105	SANTA CLARITA	CA	91350	2935	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 106	SANTA CLARITA	CA	91350	5834	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 108	SANTA CLARITA	CA	91350	5834	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 120	SANTA CLARITA	CA	91350	5835	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 129	SANTA CLARITA	CA	91350	5835	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 201	SANTA CLARITA	CA	91350	5836	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 202	SANTA CLARITA	CA	91350	5836	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 207	SANTA CLARITA	CA	91350	5836	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 300	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 301	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 302	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 305	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 306	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 307	SANTA CLARITA	CA	91350	5837	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 403	SANTA CLARITA	CA	91350	5838	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 405	SANTA CLARITA	CA	91350	5838	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		21704 GOLDEN TRIANGLE RD STE 425	SANTA CLARITA	CA	91350	5838	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21721 PROPELLO DR	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21727 CANDELA DR	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21739 CANDELA DR	SANTA CLARITA	CA	91350	8536	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21749 PROPELLO DR	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21753 PROPELLO DR	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21757 PROPELLO DR	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21761 BENE DR	SANTA CLARITA	CA	91350	8539	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21777 PROPELLO DR	SANTA CLARITA	CA	91350	8542	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		21801 PROPELLO DR	SANTA CLARITA	CA	91350	8544	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22234 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2654	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22770 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2629	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22800 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22802 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22804 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22806 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22808 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22810 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22820 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22822 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22824 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		22830 SOLEDAD CANYON RD	SANTA CLARITA	CA	91350	2630	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26120 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26122 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26124 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26126 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26130 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26132 GRAVETT PL	SANTA CLARITA	CA	91350	3054	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26401 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26402 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT

	CURRENT OCCUPANT		26402 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26403 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26403 DOVEWEED WAY	SANTA CLARITA	CA	91350	2647	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26404 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26404 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26405 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26405 DOVEWEED WAY	SANTA CLARITA	CA	91350	2647	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26405 GOLDENROD WAY	SANTA CLARITA	CA	91350	2611	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26406 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26407 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26408 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26408 GOLDENROD WAY	SANTA CLARITA	CA	91350	2610	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26409 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26409 DOVEWEED WAY	SANTA CLARITA	CA	91350	2647	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26410 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26410 GOLDENROD WAY	SANTA CLARITA	CA	91350	2610	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26411 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26412 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26412 GOLDENROD WAY	SANTA CLARITA	CA	91350	2610	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26413 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26414 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26415 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26415 DOVEWEED WAY	SANTA CLARITA	CA	91350	2609	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26416 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26417 BENTGRASS WAY	SANTA CLARITA	CA	91350	2603	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26417 DOVEWEED WAY	SANTA CLARITA	CA	91350	2609	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26418 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26419 DOVEWEED WAY	SANTA CLARITA	CA	91350	2609	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26420 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26421 DOVEWEED WAY	SANTA CLARITA	CA	91350	2609	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26422 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26424 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
	CURRENT OCCUPANT		26428 DOVEWEED WAY	SANTA CLARITA	CA	91350	2608	CP_CanyonArea	3-OCCUPANT
2453-011-029	C AND P PROPERTIES NO 1	OR CURRENT OCCUPANT	101 S 1ST ST 400	BURBANK	CA	91502		Downtown Burbank	1-PROPERTY OWNER
2451-007-019	BCH ENTERPRISES	OR CURRENT OCCUPANT	110 W OLIVE AVE	BURBANK	CA	91502		Downtown Burbank	1-PROPERTY OWNER
2451-006-803	SPRINT COMMUNICATIONS CO L P E 2014-19-1 PAR 1	OR CURRENT OCCUPANT	1200 MAIN ST	KANSAS CITY	MO	64105		Downtown Burbank	1-PROPERTY OWNER
2451-006-025	FSBP LP	OR CURRENT OCCUPANT	18403 VENTURA BLVD	TARZANA	CA	91356		Downtown Burbank	1-PROPERTY OWNER
2451-006-909	BURBANK CITY	OR CURRENT OCCUPANT	233 S FRONT ST	BURBANK	CA	91502		Downtown Burbank	1-PROPERTY OWNER
2451-006-907	BURBANK CITY	OR CURRENT OCCUPANT	275 E OLIVE AVE	BURBANK	CA	91502		Downtown Burbank	1-PROPERTY OWNER
2451-010-903	BURBANK CITY	OR CURRENT OCCUPANT	375 E OLIVE AVE	BURBANK	CA	91502		Downtown Burbank	1-PROPERTY OWNER
2453-011-031	DEL REY PROPERTIES LLC	OR CURRENT OCCUPANT	480 W RIVERSIDE DR	BURBANK	CA	91506		Downtown Burbank	1-PROPERTY OWNER
2453-004-024	LILAH TOV LLC	OR CURRENT OCCUPANT	60 E ROCKINGHORSE RD	RANCHO PALOS VERD	CA	90275		Downtown Burbank	1-PROPERTY OWNER
	CURRENT OCCUPANT		100 S FLOWER ST	BURBANK	CA	91502	2122	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		101 S 1ST ST #400	BURBANK	CA	91502	1938	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		111 N 1ST ST	BURBANK	CA	91502	1864	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		115 N 1ST ST	BURBANK	CA	91502	1856	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		117 S FRONT ST	BURBANK	CA	91502		Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		170 S FLOWER ST	BURBANK	CA	91502	2122	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		211 S FRONT ST	BURBANK	CA	91502		Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		33 E ORANGE GROVE AVE	BURBANK	CA	91502	1800	Downtown Burbank	2-SITUS
	CURRENT OCCUPANT		5 W OLIVE AVE	BURBANK	CA	91502		Downtown Burbank	2-SITUS
5435-001-012	DIONISIO & OLIVIA LLAMAS	OR CURRENT OCCUPANT	1051 SANBORN AVE	LOS ANGELES	CA	90029		Glendale	1-PROPERTY OWNER

Metro AVL Postal Meeting Notice Mailing Distribution List

5640-030-023	ALLEGRO CAPITAL PARTNERS LLC	OR CURRENT OCCUPANT	1111 N BRAND BLVD #200	GLENDALE	CA	91202		Glendale	1-PROPERTY OWNER
5435-002-002	ABGAR ARTENYAN	OR CURRENT OCCUPANT	1168 IRVING AVE	GLENDALE	CA	91201		Glendale	1-PROPERTY OWNER
5435-002-012	ROBERTO F & NELLY S OLIVA	OR CURRENT OCCUPANT	1203 N MYERS ST	BURBANK	CA	91506		Glendale	1-PROPERTY OWNER
5640-031-022	ALBERT & CHRISTINA KAZANCHYAN	OR CURRENT OCCUPANT	1448 E VIA CORSICA PL	FRESNO	CA	93730		Glendale	1-PROPERTY OWNER
5640-030-026	ELBO STUDIOS LLC	OR CURRENT OCCUPANT	15760 VENTURA BLVD #1750	ENCINO	CA	91436		Glendale	1-PROPERTY OWNER
5640-031-902	GLENDALE CITY	OR CURRENT OCCUPANT	1627 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-031-032	JEFFERY L WHITE	OR CURRENT OCCUPANT	1631 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-031-913	GLENDALE CITY	OR CURRENT OCCUPANT	1643 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-031-916	GLENDALE CITY	OR CURRENT OCCUPANT	1703 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-032-014	GERALD A & ANN C THOMAS	OR CURRENT OCCUPANT	17032 KOMORI CIR	GARDENA	CA	90247		Glendale	1-PROPERTY OWNER
5640-031-917	GLENDALE CITY	OR CURRENT OCCUPANT	1711 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-031-907	GLENDALE CITY	OR CURRENT OCCUPANT	1719 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-031-029	DEBORAH M KING	OR CURRENT OCCUPANT	1725 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-033-024	GARDENA MIRALOMA LLC	OR CURRENT OCCUPANT	1736 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-042-907	GLENDALE CITY	OR CURRENT OCCUPANT	1749 GARDENA AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-030-015	KO PROPERTIES LLC	OR CURRENT OCCUPANT	1835 DANA ST	GLENDALE	CA	91201		Glendale	1-PROPERTY OWNER
5435-001-016	DANIEL J & MARINA C HARRIS	OR CURRENT OCCUPANT	2639 LUDER AVE	EL MONTE	CA	91733		Glendale	1-PROPERTY OWNER
5435-001-021	STOR IT ALL SELF STORAGE LLC	OR CURRENT OCCUPANT	2870 LOS FELIZ PL	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5640-030-009	PASTOR C & PRESENTACION B MADOLORA	OR CURRENT OCCUPANT	334 EL BONITO AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5640-032-010	KEFALONIA HOLDINGS LLC	OR CURRENT OCCUPANT	346 W CERRITOS AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5435-002-009	SERAFIN T & CORAZON T SAN JUAN	OR CURRENT OCCUPANT	3479 GLENALBYN DR	LOS ANGELES	CA	90065		Glendale	1-PROPERTY OWNER
5640-031-914	GLENDALE CITY	OR CURRENT OCCUPANT	365 W CERRITOS AVE	GLENDALE	CA	91204		Glendale	1-PROPERTY OWNER
5435-001-011	OSCAR R RODRIGUEZ	OR CURRENT OCCUPANT	3713 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-001-018	ARLEEN C ARAYATA	OR CURRENT OCCUPANT	3721 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-006-025	BARBARA & CONRAD MIRANDA	OR CURRENT OCCUPANT	3728 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-001-013	JAMIE L ARSENAULT	OR CURRENT OCCUPANT	3729 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-006-024	ROBERT E COLVETT	OR CURRENT OCCUPANT	3732 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-001-014	ANDREW G PETERSON	OR CURRENT OCCUPANT	3733 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-006-023	LETICIA V MENDOZA	OR CURRENT OCCUPANT	3738 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-006-022	STUART MYERS	OR CURRENT OCCUPANT	3744 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-002	JENNIFER M TAPIA	OR CURRENT OCCUPANT	3806 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-004	CARLOS E & SELMA I PUMA	OR CURRENT OCCUPANT	3811 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-004	ANNA M MORENO	OR CURRENT OCCUPANT	3816 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-005	RONALDO B & ELEANOR A DEGUZMAN	OR CURRENT OCCUPANT	3817 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-005	CARLOS E & TERESITA D ORTEGA	OR CURRENT OCCUPANT	3820 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-006	FLOR M MARIN	OR CURRENT OCCUPANT	3821 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-006	SALVADOR & CARLOTA MATA	OR CURRENT OCCUPANT	3824 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-007	JOSE D & MARIA G COTA	OR CURRENT OCCUPANT	3825 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-007	JILL RUBIN	OR CURRENT OCCUPANT	3828 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-008	ANNABELLE P ABERIN	OR CURRENT OCCUPANT	3829 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-005-008	ANOUSH K TOPIKIAN	OR CURRENT OCCUPANT	3832 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-010	MARCO A NAVARRO	OR CURRENT OCCUPANT	3837 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-011	VARDUHI & ZOHRAB ARDJIAN	OR CURRENT OCCUPANT	3841 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5435-002-013	JORGE V & LYDIA SANTANA	OR CURRENT OCCUPANT	3849 SENECA AVE	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER
5640-030-016	BRUCE & WANDA JACOBSON	OR CURRENT OCCUPANT	4725 SCENIC PINE TRL	CONCORD	NC	28025		Glendale	1-PROPERTY OWNER
5435-005-003	TETLO EMMEN	OR CURRENT OCCUPANT	5545 KONYA DR	TORRANCE	CA	90503		Glendale	1-PROPERTY OWNER
5640-031-904	GLENDALE CITY	OR CURRENT OCCUPANT	613 E BROADWAY #110	GLENDALE	CA	91206		Glendale	1-PROPERTY OWNER
5435-001-015	RICHARD & AGNES THALER	OR CURRENT OCCUPANT	740 ADELAIDE PL	SANTA MONICA	CA	90402		Glendale	1-PROPERTY OWNER
5640-032-016	MDM PROPERTIES AND INVESTMENTS II LLC	OR CURRENT OCCUPANT	8033 W SUNSET BLVD PMB495	LOS ANGELES	CA	90046		Glendale	1-PROPERTY OWNER
5435-002-003	SUEY QUAN	OR CURRENT OCCUPANT	8507 BERGER AVE	PLAYA DEL REY	CA	90293		Glendale	1-PROPERTY OWNER
5435-005-001	VASSILIS MITSICOURIDES	OR CURRENT OCCUPANT	PO BOX 250361	GLENDALE	CA	91225		Glendale	1-PROPERTY OWNER
5435-002-001	MERCEDES VAZQUEZ	OR CURRENT OCCUPANT	PO BOX 39394	LOS ANGELES	CA	90039		Glendale	1-PROPERTY OWNER

	CURRENT OCCUPANT		1617 GARDENA AVE	GLENDALE	CA	91204	2713	Glendale	2-SITUS
	CURRENT OCCUPANT		1623 GARDENA AVE	GLENDALE	CA	91204	2713	Glendale	2-SITUS
	CURRENT OCCUPANT		1713 GARDENA AV	GLENDALE	CA	91204		Glendale	2-SITUS
	CURRENT OCCUPANT		1733 GARDENA AVE	GLENDALE	CA	91204	2943	Glendale	2-SITUS
	CURRENT OCCUPANT		1741 GARDENA AVE	GLENDALE	CA	91204	2993	Glendale	2-SITUS
	CURRENT OCCUPANT		2856 LOS FELIZ PL	LOS ANGELES	CA	90039	1633	Glendale	2-SITUS
	CURRENT OCCUPANT		332 W CERRITOS AVE	GLENDALE	CA	91204	2704	Glendale	2-SITUS
	CURRENT OCCUPANT		333 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	2-SITUS
	CURRENT OCCUPANT		335 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	2-SITUS
	CURRENT OCCUPANT		336 W CERRITOS AVE	GLENDALE	CA	91204	2704	Glendale	2-SITUS
	CURRENT OCCUPANT		337 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	2-SITUS
	CURRENT OCCUPANT		338 EL BONITO AVE	GLENDALE	CA	91204	2708	Glendale	2-SITUS
	CURRENT OCCUPANT		341 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	2-SITUS
	CURRENT OCCUPANT		344 MIRA LOMA AVE	GLENDALE	CA	91204	2913	Glendale	2-SITUS
	CURRENT OCCUPANT		345 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	2-SITUS
	CURRENT OCCUPANT		345 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	2-SITUS
	CURRENT OCCUPANT		3450 SENECA CT	LOS ANGELES	CA	90039		Glendale	2-SITUS
	CURRENT OCCUPANT		3723 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	2-SITUS
	CURRENT OCCUPANT		3737 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	2-SITUS
	CURRENT OCCUPANT		3745 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	2-SITUS
	CURRENT OCCUPANT		3749 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	2-SITUS
	CURRENT OCCUPANT		3802 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	2-SITUS
	CURRENT OCCUPANT		3803 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	2-SITUS
	CURRENT OCCUPANT		3807 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	2-SITUS
	CURRENT OCCUPANT		3812 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	2-SITUS
	CURRENT OCCUPANT		3830 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	2-SITUS
	CURRENT OCCUPANT		3833 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	2-SITUS
	CURRENT OCCUPANT		3845 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	2-SITUS
	BUSINESS OWNER OR OCCUPANT		1745 GARDENA AVE LBBY	GLENDALE	CA	91204	2943	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		319 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		320 W CERRITOS AVE	GLENDALE	CA	91204	2704	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		323 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		324 W CERRITOS AVE	GLENDALE	CA	91204	2704	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		325 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		325 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		329 1/2 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		329 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		329 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		330 W CERRITOS AVE	GLENDALE	CA	91204	2704	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		331 1/2 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		331 W CERRITOS AVE	GLENDALE	CA	91204	2703	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		337 MIRA LOMA AVE	GLENDALE	CA	91204	2912	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3702 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3703 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3706 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3707 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3708 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3712 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3714 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3716 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3717 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT

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	CURRENT OCCUPANT		3722 SENECA AVE	LOS ANGELES	CA	90039	1823	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3723 1/2 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3739 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3747 SENECA AVE	LOS ANGELES	CA	90039	1822	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3803 1/2 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3807 1/2 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3809 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3812 1/2 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3818 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3836 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3840 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3844 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3848 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3852 1/2 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3852 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3853 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3856 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3857 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3858 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3860 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3861 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3864 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3867 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3870 SENECA AVE	LOS ANGELES	CA	90039	1637	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3871 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3873 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3877 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	CURRENT OCCUPANT		3879 SENECA AVE	LOS ANGELES	CA	90039	1636	Glendale	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		400 W CERRITOS AVE	GLENDALE	CA	91204	2706	Glendale	3-OCCUPANT
3132-010-900	LANCASTER CITY HOUSING AUTHORITY	OR CURRENT OCCUPANT	44933 N FERN AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-005-900	LANCASTER CITY	OR CURRENT OCCUPANT	44933 N FERN AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-009	BUCKEYE GAS PRODUCTS CO L P	OR CURRENT OCCUPANT	1 LIBERTY PLAZA	LIBERTY	MO	64068		LancasterTerminalAre	1-PROPERTY OWNER
3134-005-039	MENTAL HEALTH AMERICA OF	OR CURRENT OCCUPANT	100 W BROADWAY #5010	LONG BEACH	CA	90802		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-029	FERNANDO SANTA CRUZ	OR CURRENT OCCUPANT	1018 HARDING AVE	SAN FERNANDO	CA	91340		LancasterTerminalAre	1-PROPERTY OWNER
3138-021-034	JORGE L & LETICIA HOLQUIN	OR CURRENT OCCUPANT	10463 TELFAIR AVE	PACOIMA	CA	91331		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-011	COYLE TIMOTHY O CO TR	OR CURRENT OCCUPANT	10714 YUCCA AVE	ROSAMOND	CA	93560		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-029	BILL MECK	OR CURRENT OCCUPANT	11027 LIMERICK AVE	CHATSWORTH	CA	91311		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-015	SHIU CHIU WONG	OR CURRENT OCCUPANT	11033 FREER ST	TEMPLE CITY	CA	91780		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-006	JASON & CHARLENE LASH	OR CURRENT OCCUPANT	11137 VALLEY SPRING LN	TOLUCA LAKE	CA	91602		LancasterTerminalAre	1-PROPERTY OWNER
3134-020-031	VIPER ENTERPRISES INC	OR CURRENT OCCUPANT	1130 AUTO MALL DR	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-041	ANTHONY R SANTANA	OR CURRENT OCCUPANT	11458 BURBANK BLVD #7	NORTH HOLLYWOOD	CA	91601		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-011	LANETTE LAVENDER	OR CURRENT OCCUPANT	1146 W 89TH ST	LOS ANGELES	CA	90044		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-021	BRENDA ROGERS	OR CURRENT OCCUPANT	11614 SEQUOIA SPRINGS RD	CALIENTE	CA	93518		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-024	PYONG S & CHONG S CHOE	OR CURRENT OCCUPANT	11909 DARBY AVE	NORTHRIDGE	CA	91326		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-015	AICHEN AISON HSU	OR CURRENT OCCUPANT	120 TOPEKA AVE	SAN JOSE	CA	95128		LancasterTerminalAre	1-PROPERTY OWNER
3138-029-032	TCM LEWIS ENTERPRISES	OR CURRENT OCCUPANT	1201 E NAVAJO ST	BARSTOW	CA	92311		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-014	BETH P LETTERMAN	OR CURRENT OCCUPANT	1230 WESTHOLME AVE	LOS ANGELES	CA	90024		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-049	FOUAD & JUMANA KHOURY	OR CURRENT OCCUPANT	12321 JEREMY PL	GRANADA HILLS	CA	91344		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-016	CONCEPCION C BARADI	OR CURRENT OCCUPANT	1233 N NEW HAMPSHIRE AVE #12	LOS ANGELES	CA	90029		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-023	DARRYL D DUSZYNSKI	OR CURRENT OCCUPANT	1271 W NORBERRY ST	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-004	ROTIMI LAWANI	OR CURRENT OCCUPANT	1277 W WABASH ST	RIALTO	CA	92376		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-036	DONALD R & FLORENCE SAMMONS	OR CURRENT OCCUPANT	1289 BOYDEN AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER

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3138-018-021	JOSE L RAMIREZ	OR CURRENT OCCUPANT	13052 EUSTACE ST	PACOIMA	CA	91331		LancasterTerminalAre	1-PROPERTY OWNER
3138-006-053	RAFAEL & MARIA T ALEJANDRE	OR CURRENT OCCUPANT	1310 CAREN CT	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-035	JENNIFER M BARNES	OR CURRENT OCCUPANT	1331 E 7TH ST	LOS ANGELES	CA	90021		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-025	NARINE GAREGINYAN	OR CURRENT OCCUPANT	13567 VALERIO ST #A	VAN NUYS	CA	91405		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-015	ALFREDO GALLEGOS	OR CURRENT OCCUPANT	1359 W AVENUE L8	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-028	RENATO C DALUMPINES	OR CURRENT OCCUPANT	14049 BURTON ST	PANORAMA CITY	CA	91402		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-041	HAGOP J BALYAN	OR CURRENT OCCUPANT	14932 OXNARD ST	VAN NUYS	CA	91411		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-004	CHARLES L LOVERIDGE	OR CURRENT OCCUPANT	15 CROWS NEST LN	MARSHFIELD	MA	2050		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-022	DAROLD M SHIRWO	OR CURRENT OCCUPANT	15130 VENTURA BLVD #322	SHERMAN OAKS	CA	91403		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-018	LUSYA TIFLISYAN	OR CURRENT OCCUPANT	1545 TIGERTAIL CT	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-036	JOSE BARRERA	OR CURRENT OCCUPANT	1559 W AVENUE L4	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-033	MOHAMMED ALHYRABA	OR CURRENT OCCUPANT	15901 27TH DR SE	MILL CREEK	WA	98012		LancasterTerminalAre	1-PROPERTY OWNER
3138-017-048	MAMIAN EMMA DECD EST OF	OR CURRENT OCCUPANT	16133 VENTURA BLVD #1175	ENCINO	CA	91436		LancasterTerminalAre	1-PROPERTY OWNER
3138-026-042	FURBUSHED INC	OR CURRENT OCCUPANT	16205 VALEPORT AVE	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-020	ROBERT F & GENEVIEVE C SHARROW	OR CURRENT OCCUPANT	1621 MONTE VISTA ST	PASADENA	CA	91106		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-018	GUO QIAO	OR CURRENT OCCUPANT	1650 BOREL PL #105	SAN MATEO	CA	94402		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-049	LANDAKER INVESTMENTS LLC	OR CURRENT OCCUPANT	16510 RIDGE FIELD DR	RIVERSIDE	CA	92503		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-042	ERLINDA C GOLDSBERRY	OR CURRENT OCCUPANT	16636 PARSLEY LN	FONTANA	CA	92337		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-014	ELIZABETH A BRYANT	OR CURRENT OCCUPANT	1700 E JOYCE DR	PALM SPRINGS	CA	92262		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-003	FARIS H HADDAD	OR CURRENT OCCUPANT	17046 CANVAS ST	CANYON COUNTRY	CA	91387		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-020	WILLIAM K FONG	OR CURRENT OCCUPANT	1722 41ST AVE	SAN FRANCISCO	CA	94122		LancasterTerminalAre	1-PROPERTY OWNER
3134-004-043	LAUREL CREST LP	OR CURRENT OCCUPANT	17701 COWAN #200	IRVINE	CA	92614		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-001	NASSAR GROUP ADVISORS LLC	OR CURRENT OCCUPANT	1820 S FLOYD CT	LA HABRA	CA	90631		LancasterTerminalAre	1-PROPERTY OWNER
3138-006-032	330 PILLSBURY INC	OR CURRENT OCCUPANT	1822 MELWOOD DR	GLENDALE	CA	91207		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-016	DIBATECH INC	OR CURRENT OCCUPANT	18251 VALLEY VISTA BLVD	TARZANA	CA	91356		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-022	TERRY & THELMA J HARRIS	OR CURRENT OCCUPANT	1832 GRAND VIEW DR	OAKLAND	CA	94618		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-011	FOREIGN SPECIALIST HOLDINGS LLC	OR CURRENT OCCUPANT	18375 VENTURA BLVD #211	TARZANA	CA	91356		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-034	MARTIN O & CRISTINA O MONZON	OR CURRENT OCCUPANT	1847 ARBUCKLE WAY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-032	HENRY C BOOKER	OR CURRENT OCCUPANT	18525 W AVENUE E4	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-019	HYE JUNG LEE	OR CURRENT OCCUPANT	18708 TULSA ST	PORTER RANCH	CA	91326		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-012	L AND L NGHIEM ENTERPRISES LLC	OR CURRENT OCCUPANT	20402 KELVINGROVE LN	HUNTINGTON BEACH	CA	92646		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-031	ROGER & JUDY POOLEY	OR CURRENT OCCUPANT	2055 W AVENUE M12	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-043	HERMAN A SCHMIDT	OR CURRENT OCCUPANT	2072 ARLINGTON DR N	ANCHORAGE	AK	99517		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-016	J AND L CARRIER OPPORTUNITY ZONE	OR CURRENT OCCUPANT	21049 NASHVILLE ST	CHATSWORTH	CA	91311		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-023	ISAIAH ROBERTS	OR CURRENT OCCUPANT	21295 DESERT JADE CIR #52	CALIFORNIA CITY	CA	93505		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-033	CHARLES & RICHARD S CORDES	OR CURRENT OCCUPANT	21400 OLD TOWN RD	TEHACHAPI	CA	93561		LancasterTerminalAre	1-PROPERTY OWNER
3138-017-046	NORAIR H MAMIAN	OR CURRENT OCCUPANT	22 STAGECOACH RD	BELL CANYON	CA	91307		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-027	YONATHAN F PANIAGUA	OR CURRENT OCCUPANT	220 E AVENUE J7	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-048	ALEXANDRIA HOLDINGS LLC	OR CURRENT OCCUPANT	22036 PARVIN DR	SANTA CLARITA	CA	91350		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-025	REALTY INCOME TRUST 4	OR CURRENT OCCUPANT	222 E 5TH ST	TUCSON	AZ	85705		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-027	MAU MA	OR CURRENT OCCUPANT	22226 EVENING STAR CT	SANTA CLARITA	CA	91390		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-003	MAJID H JAVADI	OR CURRENT OCCUPANT	22717 LEONORA DR	WOODLAND HILLS	CA	91367		LancasterTerminalAre	1-PROPERTY OWNER
3132-015-070	GRAYMAR INC	OR CURRENT OCCUPANT	24 HAMMOND	IRVINE	CA	92618		LancasterTerminalAre	1-PROPERTY OWNER
3132-015-062	GRAYMAR INC	OR CURRENT OCCUPANT	24 HAMMOND #C	IRVINE	CA	92618		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-033	GREG & PAMELA ROMEKA	OR CURRENT OCCUPANT	24814 LAURELCREST LN	STEVENSON RANCH	CA	91381		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-015	JOHN J & KRISSA L CATALANO	OR CURRENT OCCUPANT	24950 OLD STONE WAY	STEVENSON RANCH	CA	91381		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-037	FRANK MCHUGH	OR CURRENT OCCUPANT	25 S RAYMOND AVE #319	ALHAMBRA	CA	91801		LancasterTerminalAre	1-PROPERTY OWNER
3138-017-030	F LORAY P SIMER	OR CURRENT OCCUPANT	2505 CHARLOTTESVILLE DR	COLORADO SPRINGS	CO	80922		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-019	HELEN YBARRA	OR CURRENT OCCUPANT	2554 COLUMBIA WAY	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-021-053	MARK D & LINDA S ELLISON	OR CURRENT OCCUPANT	2557 STILL MEADOW LN	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-013	HELEN M SILO	OR CURRENT OCCUPANT	2604 REYNIER AVE	LOS ANGELES	CA	90034		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-008	ARTURO RESENDEZ	OR CURRENT OCCUPANT	28233 KENTON LN	SANTA CLARITA	CA	91350		LancasterTerminalAre	1-PROPERTY OWNER

3138-020-011	PHILLIP D COLLINS	OR CURRENT OCCUPANT	2970 CRICKET CLUB CT	ROCKLIN	CA	95765		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-025	PATRICK YOMBA	OR CURRENT OCCUPANT	3060 EMERALD LN	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-004	SCOTT A BENNER	OR CURRENT OCCUPANT	310 NICOBAR ST	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-005	HONORIO & MARTHA NAVARRETE	OR CURRENT OCCUPANT	312 W NORBERRY ST	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-020-035	FENG QING ZHANG	OR CURRENT OCCUPANT	3157 SEVILLE AVE	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-030-036	JOHN S CHRISTIE	OR CURRENT OCCUPANT	31885 SADDLETREE DR	WESTLAKE VILLAGE	CA	91361		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-011	KIMNEE LIM	OR CURRENT OCCUPANT	32425 AQUA VISTA DR	RANCHO PALOS VERD	CA	90275		LancasterTerminalAre	1-PROPERTY OWNER
3138-030-037	SALVADOR D MARTINEZ	OR CURRENT OCCUPANT	3249 MONTE CARLO CT	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-006-034	DENNIS P & SHELLEY M KINSEY	OR CURRENT OCCUPANT	325 W PONDERA ST	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-026-027	GUSTAVO G CAMACHO	OR CURRENT OCCUPANT	3251 CAMINO DEL SUR	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-009	THOMAS E HARRIS	OR CURRENT OCCUPANT	332 W LANCASTER BLVD	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-026-016	MIGUEL MERCADO	OR CURRENT OCCUPANT	337 C ST	FILLMORE	CA	93015		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-025	J ANTONIO & YOANA C GARCIA	OR CURRENT OCCUPANT	3410 CLUB DR #5	LOS ANGELES	CA	90064		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-032	DOUGLAS RUCAL	OR CURRENT OCCUPANT	3427 KALLIN AVE	LONG BEACH	CA	90808		LancasterTerminalAre	1-PROPERTY OWNER
3138-031-049	SANDY L & KELLY M HAMLET	OR CURRENT OCCUPANT	34725 KATHERINEL AVE	ACTON	CA	93510		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-005	BURCKLE ERIC A CO TR	OR CURRENT OCCUPANT	3517 E FALCON RIDGE CT	COEUR D ALENE	ID	83814		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-012	KIMNEE LIM	OR CURRENT OCCUPANT	364 LOIS LN	SAN PEDRO	CA	90732		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-029	VICTOR PULIDO	OR CURRENT OCCUPANT	38034 42ND ST E	PALMDALE	CA	93552		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-018	ESMIK I BOLANDI	OR CURRENT OCCUPANT	38821 YUCCA TREE ST	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-018	GLENN D BEYER	OR CURRENT OCCUPANT	39201 CHALFONT LN	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-020	AHMAD A MAADARANI	OR CURRENT OCCUPANT	39440 CHANTILLY LN	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-021	HAROUT & LUSINE MKRTCHIAN	OR CURRENT OCCUPANT	39519 CHANTILLY LN	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-035-016	FERNANDEZ HEWIL CO TR	OR CURRENT OCCUPANT	3977 DENKER AVE	LOS ANGELES	CA	90062		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-015	ALI & HANIFE MAHABADY	OR CURRENT OCCUPANT	39919 WESTCLIFF ST	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-010	RICHARD C & APRIL BARTLETT	OR CURRENT OCCUPANT	40065 90TH ST W	LEONA VALLEY	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-016	DAVIS SIBS INC	OR CURRENT OCCUPANT	4025 DON IBARRA PL	LOS ANGELES	CA	90008		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-012	GLADYS E HORN	OR CURRENT OCCUPANT	40458 11TH ST W	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-035	HYONG S CHOE	OR CURRENT OCCUPANT	40646 12TH ST W	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-015	CHRISTOPHER BEATTY	OR CURRENT OCCUPANT	41104 20TH ST W	PALMDALE	CA	93551		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-010	VICTOR LEASING CO	OR CURRENT OCCUPANT	4200 EASTON DR #5	BAKERSFIELD	CA	93309		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-021	HERMAN FAMILY PROPERTIES LLC	OR CURRENT OCCUPANT	423 W LANCASTER BLVD	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-020	ELISA B BLANCO	OR CURRENT OCCUPANT	42834 17TH ST W	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-900	REDEVELOPMENT AGENCY OF NCASTER CITY	OR CURRENT OCCUPANT	4317 NORVAL AVE	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-032	NELSON & FRANCISCA G ARELLANO	OR CURRENT OCCUPANT	43331 18TH ST W	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-039	YONG XU	OR CURRENT OCCUPANT	43360 NEWPORT DR	FREMONT	CA	94538		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-001	ANDREW A DUMAS	OR CURRENT OCCUPANT	43636 DEVYN LN	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-001	ELFAGO GOMEZ	OR CURRENT OCCUPANT	43657 RIALTO DR	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3134-020-008	ROBERT M DENNIS	OR CURRENT OCCUPANT	43770 15TH ST W #300	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-023	MARY L DENNIS	OR CURRENT OCCUPANT	44145 PLANET CIR	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-006	GREG & APRIL EARWOOD	OR CURRENT OCCUPANT	44147 FENNER AVE	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-018	JULIAN DE LA TORRE	OR CURRENT OCCUPANT	44303 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-013	JORGE L LOPEZ	OR CURRENT OCCUPANT	44430 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-029	THEODORE L EBENKAMP	OR CURRENT OCCUPANT	44504 WATFORD AVE	LANCASTER	CA	93535		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-009	LORENA SOLIS	OR CURRENT OCCUPANT	44506 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-021	EDWARD E BAILES	OR CURRENT OCCUPANT	44528 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-030-011	WILLIAM ARTIGA	OR CURRENT OCCUPANT	44604 LONEOAK AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-026-018	GERALD E HENRY	OR CURRENT OCCUPANT	44606 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-004	KLAJAC LLC	OR CURRENT OCCUPANT	44615 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-030	JKRC LLC	OR CURRENT OCCUPANT	44617 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-006	GOLDEN WAVE PARTNERS LLC	OR CURRENT OCCUPANT	44621 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-020	JOSE G ORELLAN	OR CURRENT OCCUPANT	44622 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-030-033	DUANE & DEBRA SPOELSTRA	OR CURRENT OCCUPANT	44625 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER

3134-021-019	KELLY A LOGAN	OR CURRENT OCCUPANT	44628 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-028	DAMIAN SILVEIRA	OR CURRENT OCCUPANT	44644 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-024	ABEL & MARIA A CERVANTES	OR CURRENT OCCUPANT	44659 TREVOR AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-028	JORGE TOVAR	OR CURRENT OCCUPANT	44739 TREVOR AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-020-036	MICHAEL BERTELL	OR CURRENT OCCUPANT	44753 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-038	JESUS ASSEMBLY OF ANTELOPE VALLEY A FELLOWSHIP OF TH	OR CURRENT OCCUPANT	44756 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-910	ANTELOPE VALLEY JOINT UNION HIGH SCHOOL DIST	OR CURRENT OCCUPANT	44811 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-008	NZB PROPERTIES LLC	OR CURRENT OCCUPANT	44849 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-027	FELIPE SEGURA	OR CURRENT OCCUPANT	44850 INOLA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-053	HARRY & NANCY BEDERIAN	OR CURRENT OCCUPANT	44910 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-016	THOMAS & THOMAS MOORE	OR CURRENT OCCUPANT	44943 TREVOR AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-017	JOSE ROMERO	OR CURRENT OCCUPANT	44949 TREVOR AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-021	SCANGO INC	OR CURRENT OCCUPANT	44952 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-007	JOHN A & JUDY M SMITH	OR CURRENT OCCUPANT	44957 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-028	GEORGE J & DENISE M CALLAS	OR CURRENT OCCUPANT	45000 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-043	CARL SCHNARRENBERGER	OR CURRENT OCCUPANT	45024 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-033	MARTIN O & CRISTINA O MONZON	OR CURRENT OCCUPANT	45035 TREVOR AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-041	CENTRO CRISTIANO NUEVO VIVIR INC	OR CURRENT OCCUPANT	45038 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-032	MICHAEL L BENCH	OR CURRENT OCCUPANT	45100 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-026	DAVID G PICKUS	OR CURRENT OCCUPANT	4512 W AVENUE K12	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-034	GENERAL TEAMSTERS CHAUFFEURS REHOUSEMEN&HELPERS	OR CURRENT OCCUPANT	45122 YUCCA AVE	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-022	GRACE RESOURCE CENTER	OR CURRENT OCCUPANT	45134 N SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-023	GRACE RESOURCE CENTER	OR CURRENT OCCUPANT	45134 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-035	SPIRIT AND TRUTH MISSIONARY BAPTIST CHURCH INC	OR CURRENT OCCUPANT	45150 16TH ST W	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-006-030	WILLIAM KENT	OR CURRENT OCCUPANT	4518 W AVENUE K	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-044	AEK GLOBAL INVESTMENTS LLC	OR CURRENT OCCUPANT	4603 HURFORD TERRACE	ENCINO	CA	91436		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-038	STANLEY A & MONA C ULVIN	OR CURRENT OCCUPANT	4755 QUARTZ HILL RD	QUARTZ HILL	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-020-023	CLARKE & PATTIE KNEISEL	OR CURRENT OCCUPANT	4825 W AVENUE M14	QUARTZ HILL	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-034	MOBILE HOME GROUP I LP	OR CURRENT OCCUPANT	4900 SANTA ANITA AVE #2C	EL MONTE	CA	91731		LancasterTerminalAre	1-PROPERTY OWNER
3138-003-901	L A CO WATERWORKS DIST NO 10	OR CURRENT OCCUPANT	500 W TEMPLE ST #754	LOS ANGELES	CA	90012		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-018	DMS ENTERPRISES LLC	OR CURRENT OCCUPANT	5051 W AVENUE M2	QUARTZ HILL	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-016	SERGE & PATRICIA M CRICHI	OR CURRENT OCCUPANT	5133 VESPER AVE	SHERMAN OAKS	CA	91403		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-025	ROSA M GONZALEZ	OR CURRENT OCCUPANT	521 W OLDFIELD ST	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-008	JEFFREY G HART	OR CURRENT OCCUPANT	5238 W AVENUE L	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-006-028	ROBERT E KENT	OR CURRENT OCCUPANT	5239 W AVENUE L6	QUARTZ HILL	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-030	LOUIS F & GWEN J CONNOT	OR CURRENT OCCUPANT	5242 YALE AVE	WESTMINSTER	CA	92683		LancasterTerminalAre	1-PROPERTY OWNER
3134-013-016	ULRIC E USHER	OR CURRENT OCCUPANT	530 W LANCASTER BLVD	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-026	JOYCE A DIXON	OR CURRENT OCCUPANT	5308 WEATHERFORD DR	LOS ANGELES	CA	90008		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-010	JOHN JELONEK	OR CURRENT OCCUPANT	5446 NEWCASTLE AVE #8	ENCINO	CA	91316		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-024	UNIVERSAL AIR PROPERTIES LLC	OR CURRENT OCCUPANT	562 LUTON DR	GLENDALE	CA	91206		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-011	ARON & ELAINE K SCHIFMAN	OR CURRENT OCCUPANT	5731 BONSALL DR	MALIBU	CA	90265		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-038	ISAAC AWOLOPE	OR CURRENT OCCUPANT	621 E 109TH PL	LOS ANGELES	CA	90059		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-013	NORBERT ALBERTS	OR CURRENT OCCUPANT	6320 VIA DEL PLAZA	RANCHO PALOS VERD	CA	90275		LancasterTerminalAre	1-PROPERTY OWNER
3134-005-038	LEAPS AND BOUNDS LP	OR CURRENT OCCUPANT	6330 VARIEL AVE #201	WOODLAND HILLS	CA	91367		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-034	RYAN & JENNIFER DUKE	OR CURRENT OCCUPANT	7010 W AVENUE E4	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-026	LINEN SUPPLY MISSION	OR CURRENT OCCUPANT	702 E MONTECITO ST	SANTA BARBARA	CA	93103		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-017	RAYMOND A SCURRIA	OR CURRENT OCCUPANT	707 S VICTORY BLVD	BURBANK	CA	91502		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-026	IRA SERVICES TRUST COMPANY CSTDN FBO JUN LI	OR CURRENT OCCUPANT	75 WESTVIEW RD	SHORT HILLS	NJ	7078		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-035	MARTIN ORELLANA	OR CURRENT OCCUPANT	7601 W AVENUE A	LANCASTER	CA	93536		LancasterTerminalAre	1-PROPERTY OWNER
3138-026-030	PAUL M & EVIE L VIDOR	OR CURRENT OCCUPANT	76267 VIA CHIANTI	INDIAN WELLS	CA	92210		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-026	CARL HOVEY	OR CURRENT OCCUPANT	7718 SKYHILL DR	LOS ANGELES	CA	90068		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-023	WHEN OPPORTUNITY KNOCKS LLC	OR CURRENT OCCUPANT	8 MEADOWHAWK LN	LAS VEGAS	NV	89135		LancasterTerminalAre	1-PROPERTY OWNER

Metro AVL Postal Meeting Notice Mailing Distribution List

3138-001-019	JOSE B RIVERA	OR CURRENT OCCUPANT	836 W AVENUE H14	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-023	WILLIAM D LASAM	OR CURRENT OCCUPANT	8970 KRAMERWOOD PL	LOS ANGELES	CA	90034		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-012	FREDERICK COLER	OR CURRENT OCCUPANT	921 SW WASHINGTON ST	PORTLAND	OR	97205		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-010	JULIA V GORRINDO	OR CURRENT OCCUPANT	9675 W CANFORD DR	BOISE	ID	83709		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-005	JON JIANMIN LI	OR CURRENT OCCUPANT	969 JUNGFRAU CT	MILPITAS	CA	95035		LancasterTerminalAre	1-PROPERTY OWNER
3138-028-012	MICHAEL JAGHASBANIAN	OR CURRENT OCCUPANT	9922 LOUISE AVE	NORTHRIDGE	CA	91325		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-010	CENTENNIAL BANK TR	OR CURRENT OCCUPANT	PO BOX 1159	LONGMONT	CO	80502		LancasterTerminalAre	1-PROPERTY OWNER
3138-029-035	RODOLFO P CHAVEZ	OR CURRENT OCCUPANT	PO BOX 1358	RIDGECREST	CA	93556		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-905	L A CO WATERWORKS DIST NO 40	OR CURRENT OCCUPANT	PO BOX 1460	ALHAMBRA	CA	91802		LancasterTerminalAre	1-PROPERTY OWNER
3138-036-025	MOHAMAD ELASAAD	OR CURRENT OCCUPANT	PO BOX 2075	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3138-019-007	LIVIER A MAQUEDA	OR CURRENT OCCUPANT	PO BOX 239	BALDWIN PARK	CA	91706		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-009	CASANDRA J PAYNE	OR CURRENT OCCUPANT	PO BOX 2440	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3134-020-039	GREGORY & BEVERLY A HUTH	OR CURRENT OCCUPANT	PO BOX 2570	ROSAMOND	CA	93560		LancasterTerminalAre	1-PROPERTY OWNER
3138-034-035	JOHN D ROTH	OR CURRENT OCCUPANT	PO BOX 289	CLINTON	WA	98236		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-007	ANTELOPE VALLEY CHRISTIAN CENTER	OR CURRENT OCCUPANT	PO BOX 2905	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3138-004-041	EDUARDO & CARMEN GALEANA	OR CURRENT OCCUPANT	PO BOX 331023	PACOIMA	CA	91333		LancasterTerminalAre	1-PROPERTY OWNER
3132-010-022	GORRINDO RESOURCEFUL LLC	OR CURRENT OCCUPANT	PO BOX 341	MINDEN	NV	89423		LancasterTerminalAre	1-PROPERTY OWNER
3138-009-040	ALVIN I FARES	OR CURRENT OCCUPANT	PO BOX 3746	CHATSWORTH	CA	91313		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-047	OUR LADY OF CHARITY CONFERENCE OF ST VINCENT DE PAUI	OR CURRENT OCCUPANT	PO BOX 412	LANCASTER	CA	93534		LancasterTerminalAre	1-PROPERTY OWNER
3138-011-006	J AND T PARTNERSHIP	OR CURRENT OCCUPANT	PO BOX 4356	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3138-021-041	IGNACIO TREJO	OR CURRENT OCCUPANT	PO BOX 4725	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3138-001-020	CARL HOVEY	OR CURRENT OCCUPANT	PO BOX 5506	LANCASTER	CA	93539		LancasterTerminalAre	1-PROPERTY OWNER
3138-018-002	HIGH DESERT PROPIEDADES LLC	OR CURRENT OCCUPANT	PO BOX 555	DOWNEY	CA	90241		LancasterTerminalAre	1-PROPERTY OWNER
3138-007-027	IRA SERVICES TRUST CO CSTDN FBO JIN R SUN	OR CURRENT OCCUPANT	PO BOX 7080	SAN CARLOS	CA	94070		LancasterTerminalAre	1-PROPERTY OWNER
3138-029-034	JOHN W & MARCY L KNIGHT	OR CURRENT OCCUPANT	PO BOX 803156	SANTA CLARITA	CA	91380		LancasterTerminalAre	1-PROPERTY OWNER
3138-025-028	EQUITY HOLDING CORP TR	OR CURRENT OCCUPANT	PO BOX 87	MIDPINES	CA	95345		LancasterTerminalAre	1-PROPERTY OWNER
3134-021-023	VIANNA W FRISS	OR CURRENT OCCUPANT	PO BOX 900696	PALMDALE	CA	93590		LancasterTerminalAre	1-PROPERTY OWNER
3134-029-018	ARMY SALVATION	OR CURRENT OCCUPANT	PO BOX 93002	LONG BEACH	CA	90809		LancasterTerminalAre	1-PROPERTY OWNER
	CURRENT OCCUPANT		300 NICOBAR ST	LANCASTER	CA	93534	3632	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		303 W PONDERA ST	LANCASTER	CA	93534	3651	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		306 W NEWGROVE ST	LANCASTER	CA	93534	3221	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		311 W PILLSBURY ST	LANCASTER	CA	93534	3643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		317 W NUGENT ST	LANCASTER	CA	93534	3625	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		318 W NEWGROVE ST	LANCASTER	CA	93534	3221	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		318 W NUGENT ST	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		321 W NUGENT ST	LANCASTER	CA	93534	3625	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		324 W NORBERRY ST	LANCASTER	CA	93534	3620	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		330 W PILLSBURY ST	LANCASTER	CA	93534	3644	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		333 W LANCASTER BLVD	LANCASTER	CA	93534	2559	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		336 W KETTERING ST	LANCASTER	CA	93534	2546	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		336 W LANCASTER BLVD	LANCASTER	CA	93534	2542	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		340 W KETTERING ST	LANCASTER	CA	93534	2546	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		344 W LANCASTER BLVD	LANCASTER	CA	93534	2542	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		345 W KETTERING ST	LANCASTER	CA	93534	2545	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		346 W KETTERING ST	LANCASTER	CA	93534	2546	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		354 W LANCASTER BLVD	LANCASTER	CA	93534	2542	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		360 W AVENUE I	LANCASTER	CA	93534	1638	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		400 W AVENUE I	LANCASTER	CA	93534	1608	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		400 W LUMBER ST	LANCASTER	CA	93534	3232	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		401 W LANCASTER BLVD	LANCASTER	CA	93534	2539	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		403 W PILLSBURY ST	LANCASTER	CA	93534	3611	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		405 W PONDERA ST	LANCASTER	CA	93534	3682	LancasterTerminalAre	2-SITUS

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	CURRENT OCCUPANT		407 W LANCASTER BLVD	LANCASTER	CA	93534	2539	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		408 W LANCASTER BLVD	LANCASTER	CA	93534	2540	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		412 W AVENUE J	LANCASTER	CA	93534	3685	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		412 W LANCASTER BLVD	LANCASTER	CA	93534	2540	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		416 W LUMBER ST	LANCASTER	CA	93534	3232	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		418 W AVENUE J	LANCASTER	CA	93534	3661	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		419 W AVENUE J	LANCASTER	CA	93534	3660	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		420 W AVENUE I	LANCASTER	CA	93534	1608	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		431 W LANCASTER BLVD	LANCASTER	CA	93534	2539	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44318 BEECH AVE	LANCASTER	CA	93534	4304	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44324 BEECH AVE	LANCASTER	CA	93534	4304	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44330 BEECH AVE	LANCASTER	CA	93534	4304	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44338 BEECH AVE	LANCASTER	CA	93534	4304	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44361 SIERRA HWY	LANCASTER	CA	93534	4309	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44412 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44419 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44420 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44424 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44430 SIERRA HWY	LANCASTER	CA	93534	3531	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44431 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44435 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44436 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44441 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44442 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44446 SIERRA HWY	LANCASTER	CA	93534	3531	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44451 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44500 SIERRA HWY	LANCASTER	CA	93534	3533	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44517 SIERRA HWY	LANCASTER	CA	93534	3532	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44529 SIERRA HWY	LANCASTER	CA	93534	3532	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44542 SIERRA HWY	LANCASTER	CA	93534	3533	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44555 SIERRA HWY	LANCASTER	CA	93534	3532	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44556 SIERRA HWY	LANCASTER	CA	93534	3533	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44601 SIERRA HWY	LANCASTER	CA	93534	3534	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44602 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44603 TREVOR AVE	LANCASTER	CA	93534	3631	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44612 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44614 SIERRA HWY	LANCASTER	CA	93534	3535	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44616 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44624 SIERRA HWY	LANCASTER	CA	93534	3535	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44627 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44633 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44633 YUCCA AVE	LANCASTER	CA	93534	3601	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44634 BEECH AVE A	LANCASTER	CA	93534	3546	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44645 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44647 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44648 BEECH AVE	LANCASTER	CA	93534	3548	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44652 BEECH AVE	LANCASTER	CA	93534	3549	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44652 SIERRA HWY	LANCASTER	CA	93534	3535	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44655 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44659 YUCCA AVE	LANCASTER	CA	93534	3601	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44660 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44663 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	2-SITUS

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	CURRENT OCCUPANT		44665 TREVOR AVE	LANCASTER	CA	93534	3677	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44666 YUCCA AVE	LANCASTER	CA	93534	3602	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44706 YUCCA AVE	LANCASTER	CA	93534	3203	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44711 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44715 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44720 YUCCA AVE	LANCASTER	CA	93534	3203	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44721 TREVOR AVE	LANCASTER	CA	93534	2661	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44722 YUCCA AVE	LANCASTER	CA	93534	3203	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44727 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44730 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44732 YUCCA AVE	LANCASTER	CA	93534	3203	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44733 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44738 SIERRA HWY	LANCASTER	CA	93534	3225	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44742 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44743 YUCCA AVE	LANCASTER	CA	93534	3202	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44744 YUCCA AVE	LANCASTER	CA	93534	3203	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44745 YUCCA AVE	LANCASTER	CA	93534	3202	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44749 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44751 TREVOR AVE	LANCASTER	CA	93534	2661	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44797 TREVOR AVE	LANCASTER	CA	93534	2661	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44801 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44803 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44803 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44809 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44811 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44812 BEECH AVE	LANCASTER	CA	93534	3217	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44814 YUCCA AVE	LANCASTER	CA	93534	3205	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44815 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44819 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44820 YUCCA AVE	LANCASTER	CA	93534	3205	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44824 YUCCA AVE	LANCASTER	CA	93534	3205	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44825 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44827 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44829 TREVOR AVE	LANCASTER	CA	93534	2656	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44833 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44833 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44837 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44839 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44847 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44851 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44853 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44915 SIERRA HWY	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44916 YUCCA AVE	LANCASTER	CA	93534	2524	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44920 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44921 TREVOR AVE	LANCASTER	CA	93534	2657	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44923 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44924 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44926 YUCCA AVE	LANCASTER	CA	93534	2524	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44929 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44931 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44932 YUCCA AVE	LANCASTER	CA	93534	2524	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44933 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	2-SITUS

	CURRENT OCCUPANT		44936 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44937 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44940 YUCCA AVE	LANCASTER	CA	93534	2524	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44949 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		44956 YUCCA AVE	LANCASTER	CA	93534	2524	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45003 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45020 YUCCA AVE 20A	LANCASTER	CA	93534	2526	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45029 TREVOR AVE	LANCASTER	CA	93534	2669	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45031 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45044 YUCCA AVE	LANCASTER	CA	93534	2526	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45045 TREVOR AVE	LANCASTER	CA	93534	2647	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45051 TREVOR AVE	LANCASTER	CA	93534	2647	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45057 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45059 TREVOR AVE	LANCASTER	CA	93534	2647	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45101 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45101 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45104 SIERRA HWY	LANCASTER	CA	93534	2522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45114 BEECH AVE	LANCASTER	CA	93534		LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45116 SIERRA HWY	LANCASTER	CA	93534	2522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45116 YUCCA AVE	LANCASTER	CA	93534	2528	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45120 YUCCA AVE	LANCASTER	CA	93534	2528	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45123 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45127 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45131 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45137 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45140 SIERRA HWY	LANCASTER	CA	93534	2522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45140 YUCCA AVE	LANCASTER	CA	93534	2528	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45145 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		45160 SIERRA HWY	LANCASTER	CA	93534	2522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		505 W AVENUE J	LANCASTER	CA	93534	3550	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		506 W JACKMAN ST	LANCASTER	CA	93534	2531	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		510 W OLDFIELD ST	LANCASTER	CA	93534	3540	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		512 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		513 W PILLSBURY ST	LANCASTER	CA	93534	3522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		516 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		518 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		521 E KETTERING ST	LANCASTER	CA	93535	2630	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		521 W PILLSBURY ST	LANCASTER	CA	93534	3522	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		523 W OLDFIELD ST	LANCASTER	CA	93534	3518	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		524 W AVENUE J	LANCASTER	CA	93534	3527	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		525 W AVENUE J	LANCASTER	CA	93534	3550	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		525 W LANCASTER BLVD	LANCASTER	CA	93534	2515	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		526 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		530 W JACKMAN ST	LANCASTER	CA	93534	2553	LancasterTerminalAre	2-SITUS
	CURRENT OCCUPANT		531 W LANCASTER BLVD	LANCASTER	CA	93534	2515	LancasterTerminalAre	2-SITUS
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE A	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE B	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE C	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE D	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE E	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		315 W PONDERA ST STE F	LANCASTER	CA	93534	3681	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		320 W AVENUE J2	LANCASTER	CA	93534	4306	LancasterTerminalAre	3-OCCUPANT

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	BUSINESS OWNER OR OCCUPANT		326 W AVENUE J2	LANCASTER	CA	93534	4306	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		326 W LANCASTER BLVD	LANCASTER	CA	93534	2542	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		328 W AVENUE J2	LANCASTER	CA	93534	4306	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 1	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 10	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 11	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 12	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 13	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 14	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 15	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 16	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 17	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 18	LANCASTER	CA	93534	2537	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 19	LANCASTER	CA	93534	2538	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 2	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 20	LANCASTER	CA	93534	2538	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 21	LANCASTER	CA	93534	2538	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 22	LANCASTER	CA	93534	2538	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 23	LANCASTER	CA	93534	2538	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 3	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 4	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 5	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 6	LANCASTER	CA	93534	2535	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 7	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 8	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		333 W LANCASTER BLVD APT 9	LANCASTER	CA	93534	2536	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		340 W MILLING ST	LANCASTER	CA	93534	2600	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		346 1/2 W KETTERING ST	LANCASTER	CA	93534	2546	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		400 W LANCASTER BLVD	LANCASTER	CA	93534	2540	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		403 W LANCASTER BLVD	LANCASTER	CA	93534	2539	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		405 W LANCASTER BLVD	LANCASTER	CA	93534	2539	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE A	LANCASTER	CA	93534	3600	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE A 1/2	LANCASTER	CA	93534	3603	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE B	LANCASTER	CA	93534	3600	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE D	LANCASTER	CA	93534	3600	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE E	LANCASTER	CA	93534	3600	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		412 W AVENUE J STE F	LANCASTER	CA	93534	3600	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44414 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44416 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44418 1/2 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44418 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44425 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44428 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44438 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44440 BEECH AVE	LANCASTER	CA	93534	3502	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44445 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44447 SIERRA HWY	LANCASTER	CA	93534	3530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44502 BEECH AVE	LANCASTER	CA	93534	3504	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44503 SIERRA HWY	LANCASTER	CA	93534	3532	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44506 SIERRA HWY	LANCASTER	CA	93534	3533	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44523 SIERRA HWY	LANCASTER	CA	93534	3532	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44532 TREVOR AVE	LANCASTER	CA	93534	3667	LancasterTerminalAre	3-OCCUPANT

	BUSINESS OWNER OR OCCUPANT		44603 TREVOR AVE STE A	LANCASTER	CA	93534	3631	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44603 TREVOR AVE STE B	LANCASTER	CA	93534	3631	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44606 SIERRA HWY STE B	LANCASTER	CA	93534	3556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44614 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44618 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44625 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44629 SIERRA HWY	LANCASTER	CA	93534	3543	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44630 BEECH AVE	LANCASTER	CA	93534	3506	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44634 BEECH AVE APT A	LANCASTER	CA	93534	3546	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44634 BEECH AVE APT B	LANCASTER	CA	93534	3546	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44634 BEECH AVE APT C	LANCASTER	CA	93534	3546	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44634 BEECH AVE APT D	LANCASTER	CA	93534	3546	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44641 TREVOR AVE	LANCASTER	CA	93534	3676	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44643 TREVOR AVE	LANCASTER	CA	93534	3676	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44644 BEECH AVE APT A	LANCASTER	CA	93534	3547	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44644 BEECH AVE APT B	LANCASTER	CA	93534	3547	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44644 BEECH AVE APT C	LANCASTER	CA	93534	3547	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44644 BEECH AVE APT D	LANCASTER	CA	93534	3547	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44648 BEECH AVE APT A	LANCASTER	CA	93534	3548	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44648 BEECH AVE APT B	LANCASTER	CA	93534	3548	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44648 BEECH AVE APT C	LANCASTER	CA	93534	3548	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44648 BEECH AVE APT D	LANCASTER	CA	93534	3548	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44652 BEECH AVE APT A	LANCASTER	CA	93534	3549	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44652 BEECH AVE APT B	LANCASTER	CA	93534	3549	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44652 BEECH AVE APT C	LANCASTER	CA	93534	3549	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44652 BEECH AVE APT D	LANCASTER	CA	93534	3549	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44700 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44652 BEECH AVE APT D	LANCASTER	CA	93534	3549	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44700 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44702 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44709 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44721 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44725 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44739 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44741 1/2 TREVOR AVE	LANCASTER	CA	93534	2661	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44741 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44741 TREVOR AVE	LANCASTER	CA	93534	2661	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44745 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44746 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44748 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44750 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44752 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44754 BEECH AVE	LANCASTER	CA	93534	3207	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44759 BEECH AVE	LANCASTER	CA	93534	3206	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44759 SIERRA HWY	LANCASTER	CA	93534	3224	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44801 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44803 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44805 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44805 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44807 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44809 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44809 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44812 SIERRA HWY	LANCASTER	CA	93534	3218	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44813 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT

	BUSINESS OWNER OR OCCUPANT		44815 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44815 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44817 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44817 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44819 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44821 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44822 TREVOR AVE	LANCASTER	CA	93534	2644	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44823 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44825 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 1/2 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 1/4 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 1	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 2	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 3	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 4	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 5	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44829 TREVOR AVE APT 6	LANCASTER	CA	93534	2656	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44831 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44833 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44835 BEECH AVE	LANCASTER	CA	93534	3208	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44835 TREVOR AVE APT A	LANCASTER	CA	93534	2689	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44835 TREVOR AVE APT B	LANCASTER	CA	93534	2689	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44835 TREVOR AVE APT C	LANCASTER	CA	93534	2689	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44835 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT A	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT B	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT A	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT B	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT C	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44836 TREVOR AVE APT D	LANCASTER	CA	93534	2675	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44839 YUCCA AVE	LANCASTER	CA	93534	3204	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44843 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44845 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44846 BEECH AVE	LANCASTER	CA	93534	3217	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44847 SIERRA HWY	LANCASTER	CA	93534	3226	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44848 YUCCA AVE	LANCASTER	CA	93534	3205	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44851 TREVOR AVE	LANCASTER	CA	93534	2643	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44911 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44913 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44915 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		44917 YUCCA AVE	LANCASTER	CA	93534	2523	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44918 TREVOR AVE	LANCASTER	CA	93534	2646	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT A	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT B	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT C	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT D	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT E	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT F	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT G	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44921 TREVOR AVE APT H	LANCASTER	CA	93534	2657	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44931 1/2 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44933 1/2 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44933 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT

Metro AVL Postal Meeting Notice Mailing Distribution List

	CURRENT OCCUPANT		44935 1/2 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44935 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44937 1/2 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44939 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44944 TREVOR AVE APT A	LANCASTER	CA	93534	2691	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44944 TREVOR AVE APT B	LANCASTER	CA	93534	2691	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44944 TREVOR AVE APT C	LANCASTER	CA	93534	2691	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44945 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44946 TREVOR AVE	LANCASTER	CA	93534	2667	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44947 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44950 TREVOR AVE	LANCASTER	CA	93534	2667	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44951 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44952 TREVOR AVE	LANCASTER	CA	93534	2667	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44953 TREVOR AVE	LANCASTER	CA	93534	2645	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		44954 TREVOR AVE	LANCASTER	CA	93534	2667	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45005 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45009 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45011 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45015 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45017 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45019 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45021 SIERRA HWY	LANCASTER	CA	93534	2519	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45021 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45024 TREVOR AVE	LANCASTER	CA	93534	2648	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45027 YUCCA AVE	LANCASTER	CA	93534	2525	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 101	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 102	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 101	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 102	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 103	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 104	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 105	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45029 TREVOR AVE STE 106	LANCASTER	CA	93534	2669	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45030 TREVOR AVE STE A	LANCASTER	CA	93534	2697	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45030 TREVOR AVE STE B	LANCASTER	CA	93534	2697	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45030 TREVOR AVE STE C	LANCASTER	CA	93534	2697	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45044 TREVOR AVE	LANCASTER	CA	93534	2648	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45058 TREVOR AVE STE A	LANCASTER	CA	93534	2648	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45058 TREVOR AVE STE B	LANCASTER	CA	93534	2648	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45101 TREVOR AVE STE A	LANCASTER	CA	93534	2649	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45101 TREVOR AVE STE B	LANCASTER	CA	93534	2649	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		45121 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		45133 TREVOR AVE	LANCASTER	CA	93534	2649	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45134 SIERRA HWY STE A	LANCASTER	CA	93534	2522	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45134 SIERRA HWY STE B	LANCASTER	CA	93534	2522	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45135 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45137 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45139 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45141 YUCCA AVE	LANCASTER	CA	93534	2527	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		45146 SIERRA HWY	LANCASTER	CA	93534	2522	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		500 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		501 W LANCASTER BLVD	LANCASTER	CA	93534	2515	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		506 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 115	LANCASTER	CA	93534	2592	LancasterTerminalAre	3-OCCUPANT

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	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 117	LANCASTER	CA	93534	2592	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 119	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 121	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 123	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 125	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 215	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 217	LANCASTER	CA	93534	2593	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 219	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 221	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 223	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 225	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 309	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 311	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 313	LANCASTER	CA	93534	2594	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 315	LANCASTER	CA	93534	2595	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 317	LANCASTER	CA	93534	2595	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		508 W IVESBROOK AVE APT 319	LANCASTER	CA	93534	2595	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		508 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 127	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 129	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 131	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 133	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 135	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 137	LANCASTER	CA	93534	2578	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 227	LANCASTER	CA	93534	2582	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 229	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 231	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 233	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 235	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 237	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 321	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 323	LANCASTER	CA	93534	2583	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 325	LANCASTER	CA	93534	2584	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 327	LANCASTER	CA	93534	2584	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 329	LANCASTER	CA	93534	2584	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		509 W JACKMAN ST APT 331	LANCASTER	CA	93534	2584	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		510 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		512 W MILLING ST	LANCASTER	CA	93534	3233	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		520 W LANCASTER BLVD	LANCASTER	CA	93534	2516	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		522 W PILLSBURY ST	LANCASTER	CA	93534	3523	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 139	LANCASTER	CA	93534	2581	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 141	LANCASTER	CA	93534	2581	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 143	LANCASTER	CA	93534	2579	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 145	LANCASTER	CA	93534	2579	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 147	LANCASTER	CA	93534	2579	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 149	LANCASTER	CA	93534	2579	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 151	LANCASTER	CA	93534	2579	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 239	LANCASTER	CA	93534	2580	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 241	LANCASTER	CA	93534	2588	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 243	LANCASTER	CA	93534	2588	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 245	LANCASTER	CA	93534	2588	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 247	LANCASTER	CA	93534	2589	LancasterTerminalAre	3-OCCUPANT

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	CURRENT OCCUPANT		523 W JACKMAN ST APT 249	LANCASTER	CA	93534	2589	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 251	LANCASTER	CA	93534	2589	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 333	LANCASTER	CA	93534	2590	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 335	LANCASTER	CA	93534	2590	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 337	LANCASTER	CA	93534	2590	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		523 W JACKMAN ST APT 339	LANCASTER	CA	93534	2590	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 101	LANCASTER	CA	93534	2597	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 103	LANCASTER	CA	93534	2597	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 105	LANCASTER	CA	93534	2597	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 107	LANCASTER	CA	93534	2597	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 109	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 111	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 113	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 201	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 203	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 205	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 207	LANCASTER	CA	93534	2598	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 209	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 211	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 213	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 301	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 303	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 305	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		524 W IVESBROOK AVE APT 307	LANCASTER	CA	93534	2605	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		525 W NEWGROVE ST	LANCASTER	CA	93534	3214	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		528 W MILLING ST	LANCASTER	CA	93534	3233	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 200	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 201	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 202	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 203	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 204	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 205	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 206	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 207	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 208	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 209	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 210	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 211	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 212	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 213	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 214	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 215	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 216	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 217	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 218	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 219	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 220	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 221	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 222	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 223	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 224	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 225	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT

	CURRENT OCCUPANT		530 W JACKMAN ST APT 226	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 227	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 228	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 229	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 230	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 231	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 232	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 234	LANCASTER	CA	93534	2557	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 300	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 301	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 302	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 303	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 304	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 305	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 306	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 307	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 308	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 309	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 310	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 311	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 312	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 313	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 314	LANCASTER	CA	93534	2560	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 316	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 317	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 318	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 319	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 320	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 321	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 322	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 323	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 324	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 325	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 326	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 327	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 328	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 329	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 330	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 331	LANCASTER	CA	93534	2561	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 332	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 334	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 400	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 401	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 402	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 403	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 404	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 405	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 406	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 407	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 408	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 409	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 410	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT

	CURRENT OCCUPANT		530 W JACKMAN ST APT 411	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 412	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 413	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 414	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 415	LANCASTER	CA	93534	2685	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 416	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 417	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 418	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 419	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 420	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 421	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 422	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 423	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 424	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 425	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 426	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 427	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 428	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 429	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 430	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 431	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 432	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		530 W JACKMAN ST APT 434	LANCASTER	CA	93534	2686	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		530 W JACKMAN ST OFC	LANCASTER	CA	93534	2556	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		530 W MILLING ST	LANCASTER	CA	93534	3233	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		531 W JACKMAN ST	LANCASTER	CA	93534	2530	LancasterTerminalAre	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		532 W MILLING ST	LANCASTER	CA	93534	3233	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		543 W JACKMAN ST	LANCASTER	CA	93534	2530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		549 W JACKMAN ST	LANCASTER	CA	93534	2530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		559 W JACKMAN ST	LANCASTER	CA	93534	2530	LancasterTerminalAre	3-OCCUPANT
	CURRENT OCCUPANT		567 W JACKMAN ST	LANCASTER	CA	93534	2530	LancasterTerminalAre	3-OCCUPANT
2632-027-020	JOHN M FRANKOVICH	OR CURRANT OCCUPANT	1090 N WILSON AVE	PASADENA	CA	91104		SunValley	1-PROPERTY OWNER
2632-026-900	L A CITY	OR CURRANT OCCUPANT	111 E 1ST ST	LOS ANGELES	CA	90012		SunValley	1-PROPERTY OWNER
2314-002-014	CARLOS E CASTILLO	OR CURRANT OCCUPANT	11110 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-013	SANTIAGO D RODRIGUEZ	OR CURRANT OCCUPANT	11114 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-012	ARNULFO & MARIA A SEPULVEDA	OR CURRANT OCCUPANT	11118 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-009	CRISTAL & OLGA A ROBLEDO	OR CURRANT OCCUPANT	11136 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-007	LUIS & JUANA BELTRAN	OR CURRANT OCCUPANT	11140 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-006	RUBEN & TERESA CORIA	OR CURRANT OCCUPANT	11150 ROSCOE BLVD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-003-010	FERNANDO A & OPHELIA M GARCIA	OR CURRANT OCCUPANT	11213 VINEDALE ST	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-002-004	HILLCROSS INC	OR CURRANT OCCUPANT	1146 N CENTRAL AVE PMB616	GLENDALE	CA	91202		SunValley	1-PROPERTY OWNER
2632-027-017	HERBERT L REFF	OR CURRANT OCCUPANT	13107 VENTURA BLVD #202	STUDIO CITY	CA	91604		SunValley	1-PROPERTY OWNER
2314-002-010	SICA RONALD P CO TR	OR CURRANT OCCUPANT	22619 OXFORD LN	SAUGUS	CA	91350		SunValley	1-PROPERTY OWNER
2632-002-008	CREATIVE INVESTMENT GROUP INC	OR CURRANT OCCUPANT	2400 W MAGNOLIA BLVD	BURBANK	CA	91506		SunValley	1-PROPERTY OWNER
2632-027-018	JOSE D & YOLANDA ARANA	OR CURRANT OCCUPANT	2927 WALTON AVE	LOS ANGELES	CA	90007		SunValley	1-PROPERTY OWNER
2632-027-014	LEVIN A J COMPANY INC	OR CURRANT OCCUPANT	3108 W VALHALLA DR	BURBANK	CA	91505		SunValley	1-PROPERTY OWNER
2632-002-001	APB PROPERTIES LLC	OR CURRANT OCCUPANT	3739 WINFORD DR	TARZANA	CA	91356		SunValley	1-PROPERTY OWNER
2632-027-013	ITZHAK & GENOUS FIROUZMAN	OR CURRANT OCCUPANT	4148 TARRYBRAE TER	TARZANA	CA	91356		SunValley	1-PROPERTY OWNER
2314-002-011	MIGUEL A DIAZ	OR CURRANT OCCUPANT	43853 ESTRELLA LN	LANCASTER	CA	93535		SunValley	1-PROPERTY OWNER
2314-002-031	EMY F CHAVEZ	OR CURRANT OCCUPANT	5585 RUBY CREEK DR	LAS VEGAS	NV	89142		SunValley	1-PROPERTY OWNER
2314-002-005	SBW PROPERTIES LLC	OR CURRANT OCCUPANT	8267 MARMAY PL	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-036	PAUL & MERCEDES SILVA	OR CURRANT OCCUPANT	8269 CASE AVE	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER

Metro AVL Postal Meeting Notice Mailing Distribution List

2314-002-030	GREGORIO VILLALOBOS	OR CURRANT OCCUPANT	8274 MARMAY PL	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-035	SUSANA M & LUIS O MEDINA	OR CURRANT OCCUPANT	8275 CASE AVE	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-028	CARLO A CONSTANZA	OR CURRANT OCCUPANT	8280 FAIR AVE	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-026-019	RCWS L P	OR CURRANT OCCUPANT	8300 SAN FERNANDO RD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-002-007	JESUS & ARIADNA BERMUDEZ	OR CURRANT OCCUPANT	8359 SAN FERNANDO RD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-027-016	EIGHT DALR LLC	OR CURRANT OCCUPANT	8414 SAN FERNANDO RD	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2314-002-015	CHARLES R PETERSON	OR CURRANT OCCUPANT	8752 HERRICK AVE	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-003-045	JEFFREY & KATHLEEN MRASZ	OR CURRANT OCCUPANT	9606 STONEHURST AVE	SUN VALLEY	CA	91352		SunValley	1-PROPERTY OWNER
2632-027-015	6411 INDUSTRIAL CENTER LLC	OR CURRANT OCCUPANT	PO BOX 1071	THOUSAND OAKS	CA	91358		SunValley	1-PROPERTY OWNER
2314-002-032	PAUL & SARAH SAUER	OR CURRANT OCCUPANT	PO BOX 14549	VAN NUYS	CA	91409		SunValley	1-PROPERTY OWNER
2632-027-025	LYNNE N ROSENBLOOD	OR CURRANT OCCUPANT	PO BOX 5000 PMB 433	RANCHO SANTA FE	CA	92067		SunValley	1-PROPERTY OWNER
2632-003-004	NEW ERA INVESTMENTS LLC	OR CURRANT OCCUPANT	PO BOX 572007	TARZANA	CA	91357		SunValley	1-PROPERTY OWNER
	CURRENT OCCUPANT		11067 OLINDA ST	LOS ANGELES	CA	91352	3302	SunValley	2-SITUS
	CURRENT OCCUPANT		11085 OLINDA ST	LOS ANGELES	CA	91352	3302	SunValley	2-SITUS
	CURRENT OCCUPANT		11106 ROSCOE BLVD	LOS ANGELES	CA	91352	3207	SunValley	2-SITUS
	CURRENT OCCUPANT		11122 ROSCOE BLVD	LOS ANGELES	CA	91352	3207	SunValley	2-SITUS
	CURRENT OCCUPANT		11126 ROSCOE BLVD	LOS ANGELES	CA	91352	3207	SunValley	2-SITUS
	CURRENT OCCUPANT		11144 ROSCOE BLVD	LOS ANGELES	CA	91352	3209	SunValley	2-SITUS
	CURRENT OCCUPANT		11145 ROSCOE BLVD	LOS ANGELES	CA	91352	3208	SunValley	2-SITUS
	CURRENT OCCUPANT		8277 CASE AVE	LOS ANGELES	CA	91352	3972	SunValley	2-SITUS
	CURRENT OCCUPANT		8278 MARMAY PL	LOS ANGELES	CA	91352	3919	SunValley	2-SITUS
	CURRENT OCCUPANT		8351 SAN FERNANDO RD	LOS ANGELES	CA	91352	3225	SunValley	2-SITUS
	CURRENT OCCUPANT		8358 SAN FERNANDO RD	LOS ANGELES	CA	91352	3222	SunValley	2-SITUS
	CURRENT OCCUPANT		8391 SAN FERNANDO RD	LOS ANGELES	CA	91352	3233	SunValley	2-SITUS
	CURRENT OCCUPANT		8400 SAN FERNANDO RD	LOS ANGELES	CA	91352	3227	SunValley	2-SITUS
	CURRENT OCCUPANT		8404 SAN FERNANDO RD	LOS ANGELES	CA	91352	3227	SunValley	2-SITUS
	CURRENT OCCUPANT		8426 SAN FERNANDO RD	LOS ANGELES	CA	91352	3227	SunValley	2-SITUS
	CURRENT OCCUPANT		8438 SAN FERNANDO RD	LOS ANGELES	CA	91352	3227	SunValley	2-SITUS
	CURRENT OCCUPANT		8446 SAN FERNANDO RD	LOS ANGELES	CA	91352	3227	SunValley	2-SITUS
	CURRENT OCCUPANT		11168 OLINDA ST	SUN VALLEY	CA	91352	3230	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8265 CASE AVE	SUN VALLEY	CA	91352	3910	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8267 CASE AVE	SUN VALLEY	CA	91352	3910	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8270 MARMAY PL	SUN VALLEY	CA	91352	3919	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT A	SUN VALLEY	CA	91352	3918	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT B	SUN VALLEY	CA	91352	3923	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT C	SUN VALLEY	CA	91352	3924	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT D	SUN VALLEY	CA	91352	3925	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT E	SUN VALLEY	CA	91352	3929	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8277 CASE AVE APT G	SUN VALLEY	CA	91352	3937	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8321 SAN FERNANDO RD	SUN VALLEY	CA	91352	3224	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8361 SAN FERNANDO RD	SUN VALLEY	CA	91352	3225	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 1	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 10	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 11	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 12	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 13	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 14	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 15	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 16	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 17	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 18	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 19	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT

	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 2	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 20	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 21	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 22	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 23	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 24	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 25	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 26	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 27	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 3	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 4	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 5	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 6	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 7	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 8	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	CURRENT OCCUPANT		8391 SAN FERNANDO RD SPC 9	SUN VALLEY	CA	91352	3233	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8402 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8428 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8450 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8456 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8460 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		8484 SAN FERNANDO RD	SUN VALLEY	CA	91352	3227	SunValley	3-OCCUPANT
2507-028-055	HOMER S YONAN	OR CURRENT OCCUPANT	10501 GAVIOTA AVE	GRANADA HILLS	CA	91344		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-008	RUPALA INC	OR CURRENT OCCUPANT	10930 CRESSON ST	NORWALK	CA	90650		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-034	ROSS D ANDRIZZI	OR CURRENT OCCUPANT	11801 TURTLE SPRINGS LN	PORTER RANCH	CA	91326		Sylmar_SanFernando	1-PROPERTY OWNER
2611-009-030	SAN FERNANDO VALLEY LODGE NO 1522	OR CURRENT OCCUPANT	12172 SAN FERNANDO RD	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-019	OSCAR & MARTHA A IBARRA	OR CURRENT OCCUPANT	12201 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-026	MARTHA JIMENEZ	OR CURRENT OCCUPANT	12201 SAN FERNANDO RD	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-018	ALEJANDRO & JEANINE E ALVARADO	OR CURRENT OCCUPANT	12205 HILLSDALE AVE #1	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-028	RUPERTO NUNEZ	OR CURRENT OCCUPANT	12208 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-017	MICHAEL S PUEBLA	OR CURRENT OCCUPANT	12209 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-050	MARIO P & HELEN M SANTIAGO	OR CURRENT OCCUPANT	12212 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-042	GABRIEL & ARACELI PEREZ	OR CURRENT OCCUPANT	12213 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-041	KARLA & DANIEL LANDAVERDE	OR CURRENT OCCUPANT	12217 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-054	HENRY & NINDRA ROJAS	OR CURRENT OCCUPANT	12220 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-040	CHURCH JAMES AND KUMURYAN MARGARIT	OR CURRENT OCCUPANT	12221 HILLSDALE AVE #19	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-125	ROY & MA TERESA CORRALES	OR CURRENT OCCUPANT	12221 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-024	BERNARDO RAMOS	OR CURRENT OCCUPANT	12223 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-039	ELISA P AMEZCUA	OR CURRENT OCCUPANT	12225 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-124	FROILAN C CAMACHO	OR CURRENT OCCUPANT	12225 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-031	BRENDA GARCIA	OR CURRENT OCCUPANT	12227 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-038	RICARDO & FLORA ORELLANA	OR CURRENT OCCUPANT	12229 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-123	ROSALINDA S MANAOIS	OR CURRENT OCCUPANT	12229 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-030	HARKANWALPREET GILL	OR CURRENT OCCUPANT	12231 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-037	JESUS & ANA E TORRES	OR CURRENT OCCUPANT	12233 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-122	MANUEL & ELIZABETH BECERRA	OR CURRENT OCCUPANT	12233 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-057	MARIO V SIS	OR CURRENT OCCUPANT	12235 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-029	NELSON L & RUELITA V PACIS	OR CURRENT OCCUPANT	12235 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-021	ANA C WHITEHEAD	OR CURRENT OCCUPANT	12236 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-036	EUSEBIA B & ALBERTO C CHANGCOCO	OR CURRENT OCCUPANT	12237 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-121	PAMELA C HACKEMAN	OR CURRENT OCCUPANT	12237 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-058	HECTOR H & CARMEN R TURCIOS	OR CURRENT OCCUPANT	12239 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER

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2507-028-082	WALTER GOMEZ	OR CURRENT OCCUPANT	12239 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-035	RAMONITO & MARIA R DAQUIL	OR CURRENT OCCUPANT	12241 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-031	FELIXBERTO D BUERANO	OR CURRENT OCCUPANT	12242 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-059	HEBER & GEORGINA TORRES	OR CURRENT OCCUPANT	12243 RALSTON AVE #17	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-081	FRANCIS H MARIANO	OR CURRENT OCCUPANT	12243 WILLOWBEND LN #62	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-040	LUCIA BAYLON	OR CURRENT OCCUPANT	12243 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-077	JULIA G & TIMOTHY DEHAVEN	OR CURRENT OCCUPANT	12244 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-034	GEORGIANNA PEREZ	OR CURRENT OCCUPANT	12245 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-060	LUIS A VELAZQUEZ	OR CURRENT OCCUPANT	12247 RALSTON AVE #18	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-080	JOSE R BARRERA	OR CURRENT OCCUPANT	12247 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-039	EMAD R ALFARAH	OR CURRENT OCCUPANT	12247 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-076	BRIAN JIMENEZ	OR CURRENT OCCUPANT	12248 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-030	BHALYA M TIKARYA	OR CURRENT OCCUPANT	12248 WINDMERE AVE	LOS ANGELES	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-033	REYNALDO SARMIENTO	OR CURRENT OCCUPANT	12249 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-038	RICARDO M ORTIZ	OR CURRENT OCCUPANT	12251 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-075	GLEN A & BARBARA L CONSBRUCK	OR CURRENT OCCUPANT	12252 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-029	MARILITA A & FRANK AVILA	OR CURRENT OCCUPANT	12252 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-032	ISABEL BONILLA	OR CURRENT OCCUPANT	12253 HILLSDALE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-074	JUAN G & MORGAN J PAREJA	OR CURRENT OCCUPANT	12256 WILLOWBEND LN #39	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-078	HARPAL SINGH	OR CURRENT OCCUPANT	12257 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-061	FERNANDO SOTO	OR CURRENT OCCUPANT	12259 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-036	ALBERTO G & SOLVINA C TIA	OR CURRENT OCCUPANT	12259 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-073	AIRIDA BIELIAUSKAITE	OR CURRENT OCCUPANT	12260 WILLOWBEND LN #38	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-056	AIDA CHAVEZ	OR CURRENT OCCUPANT	12261 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-062	JUAN G & SONYA M RODRIGUEZ	OR CURRENT OCCUPANT	12263 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-035	JANE MASKORNICK	OR CURRENT OCCUPANT	12263 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-063	MARLENE LEON	OR CURRENT OCCUPANT	12267 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-071	MIGUEL ANGUIANO	OR CURRENT OCCUPANT	12268 WILLOWBEND LN #36	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-064	ALAIN & JONALYN DE LEON	OR CURRENT OCCUPANT	12271 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-033	ALFREDO & MARIA M CUEVAS	OR CURRENT OCCUPANT	12271 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-070	RAFFI SENEKEREMIAN	OR CURRENT OCCUPANT	12272 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-022	ROSALIO & ESTHER PELAYO	OR CURRENT OCCUPANT	12274 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-065	FRANCISCO & CYNTHIA C RODRIGUEZ	OR CURRENT OCCUPANT	12275 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-032	EVELYN N LICEA	OR CURRENT OCCUPANT	12275 WINDMERE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-069	STEPHANIE MENDOZA	OR CURRENT OCCUPANT	12276 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-068	JUAN & MARTA ALBAYERO	OR CURRENT OCCUPANT	12280 WILLOWBEND LN	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-049	RICK SNYDER	OR CURRENT OCCUPANT	12284 WILLOWBEND LN #32	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-126	DANNY & JENNIFER CALDERA	OR CURRENT OCCUPANT	12319 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-128	YASUAKI & MARIA J SAGARA	OR CURRENT OCCUPANT	12327 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-129	KHALIDA & FAIYAZ REZA	OR CURRENT OCCUPANT	12331 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-131	EUGENIO B MUNOZ	OR CURRENT OCCUPANT	12339 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-133	JUAN J GUERRERO	OR CURRENT OCCUPANT	12347 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-134	VIRNAMARIE SABADO	OR CURRENT OCCUPANT	12351 RALSTON AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2611-009-024	FAUSTO & ANGELICA ORELLANA	OR CURRENT OCCUPANT	12551 CASCADE CANYON DR	GRANADA HILLS	CA	91344		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-024	ALBERT A GONZALEZ	OR CURRENT OCCUPANT	13351 GLADSTONE AVE	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-025	JUAN P & MERCEDES D VALDEZ	OR CURRENT OCCUPANT	14433 HARVEST MOON DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-026	EDGAR CALDERA	OR CURRENT OCCUPANT	14437 HARVEST MOON DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-051	ESTHER PELAYO	OR CURRENT OCCUPANT	14440 SAVANNA CIR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-027	CYNTHIA B SANTOS	OR CURRENT OCCUPANT	14441 HARVEST MOON DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-052	LUIS & RISELA COYE	OR CURRENT OCCUPANT	14444 SAVANNA CIR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-053	GERARDO RIVERA	OR CURRENT OCCUPANT	14445 SAVANNA CIR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-066	ROSALYN M VELASQUEZ	OR CURRENT OCCUPANT	14506 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER

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2507-028-067	LAURA M ARREDONDO	OR CURRENT OCCUPANT	14510 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-043	MICHAEL W & ANA M MORIARTY	OR CURRENT OCCUPANT	14514 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-117	PROBJOT S & CHANBIR K PURI	OR CURRENT OCCUPANT	14521 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-118	TRI TRAN	OR CURRENT OCCUPANT	14525 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-119	JOSHUA J & EYMI A KULP	OR CURRENT OCCUPANT	14529 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-047	JUAN R & YESENIA PRADO	OR CURRENT OCCUPANT	14530 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-120	SUSAN NGUYEN	OR CURRENT OCCUPANT	14533 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-048	ARAM AVETYAN	OR CURRENT OCCUPANT	14534 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-041	LEONIDES CUTENO	OR CURRENT OCCUPANT	14539 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-042	MARIA M ALCARAZ	OR CURRENT OCCUPANT	14543 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-043	JORGE & MIGUEL A MORA	OR CURRENT OCCUPANT	14547 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-044	JAVIER G RODRIGUEZ	OR CURRENT OCCUPANT	14551 VILLAGE WAY DR	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-025	ANGELO & KATHERINE ZANOTTI	OR CURRENT OCCUPANT	14625 GLENRIDGE CT	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-026	ANTHONY & LEONILA EVANGELISTA	OR CURRENT OCCUPANT	14628 GLENRIDGE CT	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-024	EMILIE N AUSTRIA FRISCIA	OR CURRENT OCCUPANT	14629 GLENRIDGE CT	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-027	MICHELE PANU	OR CURRENT OCCUPANT	14632 GLENRIDGE CT	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-023	JASON LA POINTE	OR CURRENT OCCUPANT	14633 GLENRIDGE CT	SYLMAR	CA	91342		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-022	IH4 PROPERTY WEST LP	OR CURRENT OCCUPANT	1717 MAIN ST #2000	DALLAS	TX	75201		Sylmar_SanFernando	1-PROPERTY OWNER
2611-009-031	HMZ INC	OR CURRENT OCCUPANT	1753 TRUMAN ST	SAN FERNANDO	CA	91340		Sylmar_SanFernando	1-PROPERTY OWNER
2611-009-022	JAMES & PANAGIOTA HROUNDAS	OR CURRENT OCCUPANT	19114 GERMAIN ST	NORTHRIDGE	CA	91326		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-079	ANGELO GOMEZ	OR CURRENT OCCUPANT	2034 N CLYBOURN AVE	BURBANK	CA	91505		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-132	RANEN & BIBHA MAITI	OR CURRENT OCCUPANT	2121 IVANHOE AVE	OXNARD	CA	93030		Sylmar_SanFernando	1-PROPERTY OWNER
2611-008-020	MILANA IX LLC	OR CURRENT OCCUPANT	2445 STANLEY	TUSTIN	CA	92782		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-011	MARTHA JIMENEZ	OR CURRENT OCCUPANT	24514 THISTLE CT	NEWHALL	CA	91321		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-130	JENNY A CHIPE	OR CURRENT OCCUPANT	25020 SARGASSO CT	STEVENSON RANCH	CA	91381		Sylmar_SanFernando	1-PROPERTY OWNER
2611-009-012	ARMEN TOUROSIAN	OR CURRENT OCCUPANT	2514 FLINTRIDGE DR	GLENDALE	CA	91206		Sylmar_SanFernando	1-PROPERTY OWNER
2611-008-003	COHEN INVESTMENT GROUP LLC	OR CURRENT OCCUPANT	2629 TOWNSGATE RD #110	WESTLAKE VILLAGE	CA	91361		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-020	BHAIYA TIKARYA	OR CURRENT OCCUPANT	2711 S GENESEE AVE	LOS ANGELES	CA	90016		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-023	GISELLE H & LILLIE H KASIM	OR CURRENT OCCUPANT	2846 KYLE LN	SIMI VALLEY	CA	93063		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-013	SYLMAR MOTEL LLC	OR CURRENT OCCUPANT	3166 CABO BLANCO DR	HACIENDA HEIGHTS	CA	91745		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-045	EDWARD PEREZ	OR CURRENT OCCUPANT	6384 BERTRAND AVE	ENCINO	CA	91316		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-005	VILLAGE GREEN COMMUNITY HOMEOWNERS ASSOCIATION	OR CURRENT OCCUPANT	7530 N GLENOAKS BLVD	BURBANK	CA	91504		Sylmar_SanFernando	1-PROPERTY OWNER
2507-028-046	KRYSTLE R STRINGFELLOW	OR CURRENT OCCUPANT	801 WINDWARD LN	CARLSBAD	CA	92011		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-028	CAH 2014 2 BORROWER LLC	OR CURRENT OCCUPANT	8665 E HARTFORD DR #200	SCOTTSDALE	AZ	85255		Sylmar_SanFernando	1-PROPERTY OWNER
2611-010-901	LA COUNTY FLOOD CONTROL DISTRICT	OR CURRENT OCCUPANT	900 S FREMONT AVE	ALHAMBRA	CA	91803		Sylmar_SanFernando	1-PROPERTY OWNER
2507-009-037	CENTURY INLAND EMPIRE LLC	OR CURRENT OCCUPANT	PO BOX 480905	LOS ANGELES	CA	90048		Sylmar_SanFernando	1-PROPERTY OWNER
	CURRENT OCCUPANT		12171 SAN FERNANDO RD	LOS ANGELES	CA	91342	5003	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12172 TRUMAN ST	SAN FERNANDO	CA	91340	3124	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12181 SAN FERNANDO RD	LOS ANGELES	CA	91342	5095	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12188 SAN FERNANDO RD	LOS ANGELES	CA	91342	5078	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12192 SAN FERNANDO RD	LOS ANGELES	CA	91342	5078	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12204 SAN FERNANDO RD	LOS ANGELES	CA	91342	5079	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12205 HILLSDALE AVE	LOS ANGELES	CA	91342	5136	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12205 SAN FERNANDO RD	LOS ANGELES	CA	91342	5086	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12215 SAN FERNANDO RD	LOS ANGELES	CA	91342	5039	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12221 HILLSDALE AVE	LOS ANGELES	CA	91342	5136	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12224 HILLSDALE AVE	LOS ANGELES	CA	91342	5135	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12228 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12232 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12240 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12243 RALSTON AVE	LOS ANGELES	CA	91342	5153	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12243 WILLOWBEND LN	SYLMAR	CA	91342	5143	Sylmar_SanFernando	2-SITUS

	CURRENT OCCUPANT		12247 RALSTON AVE	LOS ANGELES	CA	91342	5153	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12247 SAN FERNANDO RD	LOS ANGELES	CA	91342	5004	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12253 WILLOWBEND LN	SYLMAR	CA	91342	5143	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12255 SAN FERNANDO RD	LOS ANGELES	CA	91342	5004	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12255 WINDMERE AVE	LOS ANGELES	CA	91342	5157	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12256 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12260 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12264 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12267 WINDMERE AVE	LOS ANGELES	CA	91342	5157	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12268 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12280 WINDMERE AVE	LOS ANGELES	CA	91342	5156	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12284 WILLOWBEND LN	LOS ANGELES	CA	91342	5150	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12323 RALSTON AVE	LOS ANGELES	CA	91342	5155	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12335 RALSTON AVE	LOS ANGELES	CA	91342	5155	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		12343 RALSTON AVE	LOS ANGELES	CA	91342	5155	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		14518 VILLAGE WAY DR	LOS ANGELES	CA	91342	5130	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		14522 VILLAGE WAY DR	LOS ANGELES	CA	91342	5130	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		14526 VILLAGE WAY DR	LOS ANGELES	CA	91342	5130	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		14710 BLEEKER ST	LOS ANGELES	CA	91342	5001	Sylmar_SanFernando	2-SITUS
	CURRENT OCCUPANT		55 N HUBBARD AVE	SAN FERNANDO	CA	91340		Sylmar_SanFernando	2-SITUS
	BUSINESS OWNER OR OCCUPANT		12151 SAN FERNANDO RD	SYLMAR	CA	91342	5003	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12162 SAN FERNANDO RD	SYLMAR	CA	91342	5078	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12165 SAN FERNANDO RD	SYLMAR	CA	91342	5003	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12178 SAN FERNANDO RD	SYLMAR	CA	91342	5078	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 1	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 10	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 11	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 12	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 14	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 15	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 16	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 17	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 18	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 19	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 2	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 20	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 21	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 22	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 23	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 24	SYLMAR	CA	91342	5082	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 3	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 4	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 5	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 6	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 7	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 8	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12181 SAN FERNANDO RD APT 9	SYLMAR	CA	91342	5072	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12206 SAN FERNANDO RD	SYLMAR	CA	91342	5079	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12207 SAN FERNANDO RD	SYLMAR	CA	91342	5086	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 1	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 10	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 2	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT

Metro AVL Postal Meeting Notice Mailing Distribution List

	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 3	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 4	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 6	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 7	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 8	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	CURRENT OCCUPANT		12215 SAN FERNANDO RD APT 9	SYLMAR	CA	91342	5039	Sylmar_SanFernando	3-OCCUPANT
	BUSINESS OWNER OR OCCUPANT		12225 SAN FERNANDO RD	SYLMAR	CA	91342	5086	Sylmar_SanFernando	3-OCCUPANT
5409-023-941	L A COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	OR CURRENT OCCUPANT	1 GATEWAY PLAZA	LOS ANGELES	CA	90012		Union	1-PROPERTY OWNER
5409-023-946	LACMTA	OR CURRENT OCCUPANT	1 GATEWAY PLAZA 13THFL	LOS ANGELES	CA	90012		Union	1-PROPERTY OWNER
5409-023-930	METROPOLITAN WATER DISTRICT	OR CURRENT OCCUPANT	700 N ALAMEDA ST	LOS ANGELES	CA	90012		Union	1-PROPERTY OWNER
5409-024-001	ERP OPERATING LIMITED PARTNERSHIP	OR CURRENT OCCUPANT	PO BOX 87407	CHICAGO	IL	60680		Union	1-PROPERTY OWNER
	CURRENT OCCUPANT		800 N ALAMEDA ST	LOS ANGELES	CA	90012	2177	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 101	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 102	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 103	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 104	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 105	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 106	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 107	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 108	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 109	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 110	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 111	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 112	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 113	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 114	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 115	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 114	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 115	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 116	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 117	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 118	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 119	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 120	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 121	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 122	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 123	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 124	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 201	LOS ANGELES	CA	90012	4289	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 202	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 203	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 204	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 205	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 206	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 207	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 208	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 209	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 210	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 211	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 212	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 213	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 214	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 215	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 216	LOS ANGELES	CA	90012	4290	Union	2-SITUS

	CURRENT OCCUPANT		888 N ALAMEDA ST 217	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 218	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 219	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 220	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 221	LOS ANGELES	CA	90012	4290	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 222	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 224	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 225	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 226	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 227	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 228	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 229	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 230	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 231	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 232	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 233	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 234	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 235	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 236	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 237	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 238	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 239	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 240	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 241	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 242	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 243	LOS ANGELES	CA	90012	4291	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 301	LOS ANGELES	CA	90012	4251	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 302	LOS ANGELES	CA	90012	4251	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 303	LOS ANGELES	CA	90012	4251	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 304	LOS ANGELES	CA	90012	4251	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 305	LOS ANGELES	CA	90012	4251	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 306	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 307	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 308	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 309	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 310	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 311	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 312	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 313	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 314	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 315	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 316	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 317	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 318	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 319	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 320	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 321	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 322	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 324	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 325	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 326	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 327	LOS ANGELES	CA	90012	4267	Union	2-SITUS

	CURRENT OCCUPANT		888 N ALAMEDA ST 328	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 330	LOS ANGELES	CA	90012	4267	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 331	LOS ANGELES	CA	90012	4248	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 332	LOS ANGELES	CA	90012	4248	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 333	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 334	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 335	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 336	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 337	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 338	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 339	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 340	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 341	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 342	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 343	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 401	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 402	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 403	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 404	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 405	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 406	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 407	LOS ANGELES	CA	90012	4268	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 408	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 409	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 410	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 411	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 412	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 413	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 414	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 415	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 416	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 417	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 418	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 419	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 420	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 421	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 422	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 424	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 425	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 426	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 427	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 428	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 430	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 431	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 432	LOS ANGELES	CA	90012	4269	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 433	LOS ANGELES	CA	90012	4252	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 434	LOS ANGELES	CA	90012	4253	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 435	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 436	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 437	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 438	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 439	LOS ANGELES	CA	90012	4254	Union	2-SITUS

	CURRENT OCCUPANT		888 N ALAMEDA ST 440	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 441	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 442	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 443	LOS ANGELES	CA	90012	4254	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 525	LOS ANGELES	CA	90012	4260	Union	2-SITUS
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	CURRENT OCCUPANT		888 N ALAMEDA ST 528	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 530	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 531	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 532	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 533	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 534	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 535	LOS ANGELES	CA	90012	4260	Union	2-SITUS
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	CURRENT OCCUPANT		888 N ALAMEDA ST 537	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 538	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 539	LOS ANGELES	CA	90012	4260	Union	2-SITUS
	CURRENT OCCUPANT		888 N ALAMEDA ST 540	LOS ANGELES	CA	90012	4260	Union	2-SITUS
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	Karen Swift	Los Angeles County Metropo	1 Gateway Plaza	Los Angeles	CA	90012			4-DATABASE
	Humberto Quintana	City of Los Angeles: Office of	200 N Spring Street, Room 455	Los Angeles	CA	90012			4-DATABASE
	Paola Bassignana	City of Los Angeles: Office of	200 N Spring Street, Room 455	Los Angeles	CA	90012			4-DATABASE
	Doug Mensman	City of Los Angeles: Office of	200 N. Spring St., #435	Los Angeles	CA	90012			4-DATABASE
	Sahag Yedalian	City of Los Angeles: Office of	200 N. Spring St., #435	Los Angeles	CA	91601			4-DATABASE
	Andrew Yi	City of Santa Clarita	23920 Valencia Blvd	Santa Clarita	CA	91355			4-DATABASE
	Carrie Lujan	City of Santa Clarita	23920 Valencia Blvd	Santa Clarita	CA	91355			4-DATABASE
	Masis Hagobian	City of Santa Clarita	23920 Valencia Boulevard	Santa Clarita	CA	91355			4-DATABASE
	Mike Hennawy	City of Santa Clarita	23920 Valencia Boulevard	Santa Clarita	CA	91355			4-DATABASE
	Jocelyn Swain	City of Lancaster	44933 Fern Ave	Lancaster	CA	93534			4-DATABASE
	Joseph Cabral	City of Lancaster	44933 Fern Ave	Lancaster	CA	93534			4-DATABASE
	Arthur Sohikian	North County Transportatior	44933 N Fern Ave	Lancaster	CA	93534			4-DATABASE
	Brian Ludicke	City of Lancaster	44933 N. Fern Ave.	Lancaster	CA	93534			4-DATABASE
	Robert Neal	City of Lancaster	44933 N. Fern Ave.	Lancaster	CA	93534			4-DATABASE
	Andrew Valand	California Department of Fis	4665 Lampson Avenue	Los Alamitos	CA	90720			4-DATABASE
	Ruby Kwan-Davis	California Department of Fis	4665 Lampson Avenue	Los Alamitos	CA	90720			4-DATABASE
	Anna Zarley	Lancaster Chamber of Comn	554 West Lancaster Boulevard	Lancaster	CA	93534			4-DATABASE
	Sharon Molnar	Lancaster Chamber of Comn	554 West Lancaster Boulevard	Lancaster	CA	93534			4-DATABASE
	Benjamin Lopez	Arellano Associates	5851 Pine Ave Suite A	Chino Hills	CA	91709			4-DATABASE
	Celeste Milam	Arellano Associates	5851 Pine Ave Suite A	Chino Hills	CA	91709			4-DATABASE
	Edgar Gutierrez	Arellano Associates	5851 Pine Ave Suite A	Chino Hills	CA	91709			4-DATABASE
	Maria Yañez-Forgash	Arellano Associates	5851 Pine Ave Suite A	Chino Hills	CA	91709			4-DATABASE
	Monica Paderanga	Arellano Associates	5851 Pine Ave Suite A	Chino Hills	CA	91709			4-DATABASE
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	Sylvia Duarte	Antelope Valley Hispanic Ch	875 E Ave Q9	Palmdale	CA	93550			4-DATABASE
	Roderick Diaz	Southern California Regional	900 Wilshire Boulevard, Suite 1500	Los Angeles	CA	90017			4-DATABASE
	Sylvia Novoa	Southern California Regional	900 Wilshire Boulevard, Suite 1500	Los Angeles	CA	90017			4-DATABASE
	Vicki Gray		P.O. Box 27552	Santa Ana	CA	92799			4-DATABASE
	Jacqueline Ayer	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE

	Jeremiah Owen	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE
	Kelly Teno	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE
	Pam Wolter	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE
	Tom Costan	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE
	Troy Pieper	Acton Town Council	P.O. Box 810	Acton	CA	93510			4-DATABASE
	Sia Kusha	Plenary Group	100 North Tampa Street, Suite 2840	Tampa	FL	33602			4-DATABASE
	Anthony Higgins	California Department of Tra	100 South Main Street, MS 16	Los Angeles	CA	90012			4-DATABASE
	Maggie Cheung	Mott MacDonald	1000 Wilshie Blvd.	Los Angeles	CA	90017			4-DATABASE
	Cedric White	Antelope Valley African Ame	1008 W Ave M-14 Ste. A	Palmdale	CA	93551			4-DATABASE
	Joe Ancewicz		10357 Ruffner Avenue	Los Angeles	CA	91344			4-DATABASE
	Ali Mir	STV	1055 West 7th Street, Suite 2900	Los Angeles	CA	90017			4-DATABASE
	General Mailbox	San Fernando City Chamber	110 North Maclay Avenue Unit 103	San Fernando	CA	91340			4-DATABASE
	Terrence Gomes	Los Angeles Neighborhood C	111 N. Hill St.	Los Angeles	CA	90012			4-DATABASE
	David Uebersyx		111 N. Hope St.	Los Angeles	CA	90012			4-DATABASE
	Augustus Ajawara	Oji Califco Consortium	1119 Barbara Street #11 Suite 11	Redondo Beach	CA	90277			4-DATABASE
	The Honorable Mary Mendoza	City of San Fernando	117 Macneil Street	San Fernando	CA	91340			4-DATABASE
	Paul Flynn		12450 Ralston Avenue, Unit 1	Sylmar	CA	91342			4-DATABASE
	Dennis Steinert		13043 Hubbard Street, Unit 4	Los Angeles	CA	91342-3347			4-DATABASE
	Veronica Padilla-Campos	Pacoima Beautiful	13520 Van Nuys Blvd Ste 200	Pacoima	CA	91331			4-DATABASE
	Maureen Bush		1379 West Park Western Drive, 274	Los Angeles	CA	90732			4-DATABASE
	Honored Representative	America's Job Center of Calif	1420 W Ave I	Lancaster	CA	93534			4-DATABASE
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	Roy Choi	City of Burbank	150 N Third St	Burbank	CA	91502			4-DATABASE
	David Kriske	City of Burbank	150 North 3rd Street	Burbank	CA	91502			4-DATABASE
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	Armando Flores		16600 Sherman Way	Van Nuys	CA	91406			4-DATABASE
	Francine Oschin	Valley Industry & Commerce	16600 Sherman Way #170	Van Nuys	CA	91406			4-DATABASE
	Perry Smith	Valley Industry & Commerce	16600 Sherman Way, Suite 170	Van Nuys	CA	91406			4-DATABASE
	Carey McDonald	Elysian Valley Riverside Neig	1811 Ripple St	Los Angeles	CA	90039			4-DATABASE
	Seth Copenhaver	Silver Lake Neighborhood Co	1850 W Silver Lake Dr	Los Angeles	CA	90026			4-DATABASE
	Tom Flavin	Burbank Chamber of Comme	200 W. Magnolia Blvd.	Burbank	CA	91502			4-DATABASE
	Marco Hernandez	Local 300	2005 West Pico Boulevard	Los Angeles	CA	90006			4-DATABASE
	Trudy Doyle	Children's Hospital Los Ange	2121 West Avenue J 12	Lancaster	CA	93536			4-DATABASE
	Shane Parker	Parker Environmental Consu	23822 Valencia Boulevard, Suite 301	Santa Clarita	CA	91355			4-DATABASE
	Robert Newman	City of Santa Clarita	23920 Valencia Blvd., Ste 300	Santa Clarita	CA	91355			4-DATABASE
	Daryl Bibicoff	Daryl Bibicoff Art	24047 Tango Drive	Santa Clarita	CA	91354			4-DATABASE
	Vincent Perez		2503 Brian Ave	Torrance	CA	90502			4-DATABASE
	Norman Emerson	EMERSON & ASSOCIATES	2600 West Olive Avenue, Suite 500	Burbank	CA	91505			4-DATABASE
	Mark Hardyment	Burbank Bob Hope Airport	2627 North Hollywood Way	Burbank	CA	91505			4-DATABASE
	The Honorable Sharon Springer	City of Burbank	275 East Olive Avenue	Burbank	CA	91502			4-DATABASE
	Stephen Valenziano	Vista Canyon	27651 Lincoln Place, Suite 200	Santa Clarita	CA	91387			4-DATABASE
	Victor Lindenheim	Golden State Gateway Coalit	28042 Avenue Stanford, Unit E	Santa Clarita	CA	91355			4-DATABASE
	Adrian Aguilar	City of Santa Clarita	28250 Constellation Road	Santa Clarita	CA	91355			4-DATABASE
	Julius Zukas		28848 Phantom Trail	Santa Clarita	CA	91390			4-DATABASE
	Richard Poston	Antelope Valley African Ame	3053 Rancho Vista Blvd	Palmdale	CA	93551			4-DATABASE
	Muriel Luo	ALSTOM TRANSPORTATION	316 Preakness Court	Walnut Creek	CA	94597			4-DATABASE
	Linda Harbeson	Realty Executives Agua Dulc	32039 Crown Valley Road	Acton	CA	93510			4-DATABASE
	Julyanna Mendez	Atwater Village Neighborhoo	3371 Glendale Blvd #105	Los Angeles	CA	90039			4-DATABASE
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	John Mlynar	City of Palmdale	38300 Sierra Highway, Suite A	Palmdale	CA	93550			4-DATABASE
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	Leslie Dean		410 East Hinckley Avenue, Apt. C-30	Ridley Park	PA	19078			4-DATABASE
	Ronda Perez	Antelope Valley Economic D	41301 12th Street West	Palmdale	CA	93551			4-DATABASE
	Mark Johnston		4185 Van Buren St	Chino Hills	CA	91710			4-DATABASE
	Jackson Hurst		4216 Cornell Crossing Northwest	Kennesaw	GA	30144			4-DATABASE
	Mark Dahlquist	Jacobs	4388 Granite Ridge South	Ashton	ID	83420			4-DATABASE
	Trolis Niebla	City of Lancaster	44933 Fern Avenue	Lancaster	CA	93536			4-DATABASE
	The Honorable Darrell Dorris	City of Lancaster	44933 N. Fern Avenue	Lancaster	CA	93534			4-DATABASE
	Maureen Micheline	Los Angeles County Metropo	500 N. Central Ave. # 940	Glendale	CA	91203			4-DATABASE
	Jean Utley		505 North California Street	Burbank	CA	91505			4-DATABASE
	Gloria ohland	Move LA	525 South Hewitt Street	Los Angeles	CA	90013			4-DATABASE
	Philip Lanzafame	City of Glendale	633 E. Broadway, Rm 103	Glendale	CA	91206			4-DATABASE
	Rodrigo Toro	KPFF Consulting Engineers	700 Flower Street, Suite 2100	Los Angeles	CA	90017			4-DATABASE
	Nancy Hoffman Vanyek	Greater San Fernando Valley	7120 Hayvenhurst Ave., Suite 114	Van Nuys	CA	91406			4-DATABASE
	Zipporah Yamamoto	Los Angeles County Metropo	7740 Redlands Street Unit G3097	Los Angeles	CA	90012			4-DATABASE
	Gorton De Mond		79302 South Sunset Ridge Drive	La Quinta	CA	92253			4-DATABASE
	Mark Brown		801 Alvarez Avenue 3	Pinole	CA	94564			4-DATABASE
	Arvind Joshi	Atkins	801 South Grand Avenue	Los Angeles	CA	90017			4-DATABASE
	Mailbox	Sun Valley Area Chamber of	8133-A San Fernando Road	Los Angeles	CA	91352			4-DATABASE
	Alison Stone	Palmdale Chamber Of Comm	817 East Avenue Q9	Palmdale	CA	93550			4-DATABASE
	William Stewart		8376 De Garmo Avenue	Los Angeles	CA	91352			4-DATABASE
	Lorenzo Mutia		8400 Snowden Avenue	Los Angeles	CA	91402			4-DATABASE
	Josephine Gutierrez	Los Angeles County Departm	900 S. Fremont Ave	Alhambra	CA	91803			4-DATABASE
	Bill Swindle	Los Angeles County Departm	900 South Fremont Avenue	Alhambra	CA	91803			4-DATABASE
	Eric Moody	City of Los Angeles: Office of	9207 Oakdale Ave Suite 200	Chatsworth	CA	91311			4-DATABASE
	Raymond Duran	Arleta Neighborhood Counci	9300 Laurel Canyon, 2nd Floor	Arleta	CA	91331			4-DATABASE
	Paola Prato		9647 Frankirst Avenue	Los Angeles	CA	91343			4-DATABASE
	Mark Dierking	Los Angeles County Metropo	One Gateway Plaza	Los Angeles	CA	90012			4-DATABASE
	Robert Camacho	Pacoima Chamber of Comm	P. O. Box 330249	Pacoima	CA	91331			4-DATABASE
	Paul Dyson	Rail Passenger Association o	P.O. Box 22344	San Francisco	CA	91506			4-DATABASE
	Andrew Salas	Gabrieleno Band of Mission	P.O. Box 393	Covina	CA	91723			4-DATABASE
	Jorge Leandros Tovar	TovarGEO	PO Box 2753	Downey	CA	90242			4-DATABASE

APPENDIX B.4 ENGLISH/ SPANISH AND ENGLISH/ ARMENIAN MEETING FLYERS



ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Join us for a virtual public hearing.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro is set to release the Draft Environmental Impact Report (DEIR) on July 28, 2021, which will evaluate the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

PUBLIC HEARING DATES

Wednesday, August 18, 2021, 6–7:30pm
Meeting Link: *bit.ly/35qFkcC*
Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *509 148 549*

Saturday, August 21, 2021, 11am–12:30pm
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *320 266 021*

Comments on the DEIR may be submitted in writing or orally during the public hearings. Written comments can also be sent to Metro anytime during the formal public review period from July 28, 2021, through September 10, 2021, at the postal address or e-mail address shown below, or submitted via an online comment form found on the project website at *metro.net/avl*. You may also call the AVL Capacity and Service Improvements Program hotline number at 213.922.4844 and leave a message.

All Metro meetings are accessible to persons with disabilities. Spanish and Armenian translations provided. Other ADA accommodations and translations available by calling 213.922.4844 at least 72 hours in advance of the meeting.

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SUBMIT YOUR COMMENTS / CONTACT US

Brian Balderrama
Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

metro.net/avl

213.922.4844

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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PROGRAMA DE MEJORAS DE CAPACIDAD Y SERVICIO DEL VALLE DE ANTELOPE

Acompáñenos en una audiencia pública virtual.

El Programa de Mejoras de Capacidad y Servicio de Antelope Valley Line (AVL, en inglés) es un proyecto propuesto que tiene como objetivo mejorar la frecuencia y confiabilidad del servicio a lo largo del corredor ferroviario de pasajeros AVL de 76.6 millas de largo entre Lancaster y el centro de Los Ángeles. El corredor AVL juega un papel fundamental en la conexión de comunidades en el norte del condado de Los Angeles con LA Union Station y las ciudades intermedias.

Metro tiene programado publicar el Borrador del Informe de Impacto Ambiental (DEIR, por sus siglas en inglés) el 28 de julio de 2021, el cual evaluará los posibles beneficios e impactos de la construcción de mejoras adicionales que apoyen un incremento en el servicio de trenes para los viajeros entre LAUS y el Valle de Santa Clarita; y entre el Valle de Santa Clarita y Lancaster para 2028. Las tres mejoras contempladas en el estudio incluyen la Extensión Balboa de Doble Vías ubicada en la Ciudad de Los Angeles, la Extensión Deslizante de Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras en la Terminal de Lancaster ubicada en la ciudad de Lancaster.

En las audiencias públicas tendrá la oportunidad de:
> Conocer las propuestas de las mejoras que se están estudiando
> Informarse sobre el proceso de revisión ambiental
> Proporcionar sus comentarios sobre el DEIR

La información que se compartirá en cada reunión será la misma y consistirá de una presentación en vivo seguida de una sesión de comentarios del público también en vivo.

FECHAS DE LAS AUDIENCIAS PÚBLICAS

Miércoles, 18 de agosto de 2021, 6–7:30pm
Enlace de reunión: *bit.ly/35qFkcC*
Número de llamada: 213.338.8477
Número de la reunión: 948 3461 0205

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *509 148 549*

Sábado, 21 de agosto de 2021, 11am–12:30pm
Enlace de reunión: *bit.ly/3wD1Sms*
Número de llamada: 213.338.8477
Número de la reunión: 998 8162 7606

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *320 266 021*

Los comentarios sobre el DEIR pueden presentarse por escrito u oralmente durante las audiencias públicas. Los comentarios escritos también se pueden enviar a Metro en cualquier momento durante el período de revisión pública formal del 28 de julio de 2021, al 10 de septiembre de 2021, a la dirección postal o de correo electrónico que se muestra abajo o mediante un formulario de comentarios en línea que se encuentra en el sitio web del proyecto en *metro.net/avl*. También puede llamar a la línea directa del Programa de Mejoras de Capacidad y Servicio del Valle de Antelope al 213.922.4844 y dejar un mensaje.

Todas las reuniones de Metro son accesibles por personas con discapacidades. Traducciones en español y armenio serán proporcionadas. Para otras adaptaciones de la ADA y traducciones llame al 213.922.4844 por lo menos 72 horas antes de la reunión.

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ENVÍE SUS COMENTARIOS / *CONTÁCTENOS*

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x8 Հայերէն *(Armenian)*

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ANTELOPE VALLEY LINE-Ի ՏԱՐՈՂՈՒՆԱԿՈՒԹՅԱՆ և ՍՊԱՍԱՐԿՄԱՆ ԲԱՐԵԼԱՎՈՒՄՆԵՐԻ ԾՐԱԳԻՐ

Մասնակցեք մեր վիրտուալ հանրային լսմանը:

Antelope Valley Line-ի (AVL) տարողունակության և ծառայությունների բարելավումների ծրագիրն առաջարկվող նախագիծ է, որի նպատակն է բարելավել սպասարկման հաճախականությունն ու հուսալիությունը 76.6 մղոն երկարությամբ AVL ուղևորատար երկաթուղային միջանցքի երկայնքով՝ Lancaster-ից մինչև Los Angeles-ի կենտրոն: AVL միջանցքը կարևոր դեր է խաղում հյուսիսային Los Angeles վարչաշրջանի համայնքները LA Union Station-ի (LAUS) և նրանց միջև գտնվող քաղաքների հետ միացնելու հարցում:

Metro-ն պատրաստվում է 2021թ. հուլիսի 28-ին հրապարակել Շրջակա միջավայրի վրա ազդեցության մասին զեկույցի նախագիծը (Draft Environmental Impact Report, DEIR), որը կգնահատի LAUS-ի և Santa Clarita Valley-ի, ինչպես նաև Santa Clarita Valley-ի և Lancaster-ի միջև մինչև 2028թ. երթուղիների երկաթուղային ծառայության ավելացմանն ուղղված լրացուցիչ բարելավումների կառուցման հնարավոր օգուտներն ու ազդեցությունները: Ուսումնասիրվող երեք կապիտալ բարելավումներից են Los Angeles քաղաքում գտնվող Balboa կրկնակի երկաթուղու երկարացումը, Santa Clarita քաղաքում գտնվող կիրճի կողային հատվածի երկարացումը և Lancaster քաղաքում գտնվող Lancaster-ի տերմինալի բարելավումները:

Հանրային լսումների ժամանակ Դուք հնարավորություն կունենաք՝
> Իմանալ ուսումնասիրության առարկա հանդիսացող առաջարկվող բարելավումների մասին
> Տեղեկանալ շրջակա միջավայրի վերաբերյալ ուսումնասիրության գործընթացի մասին
> Ձեր մեկնաբանությունները տրամադրել DEIR-ի վերաբերյալ

Յուրաքանչյուր հանդիպմանը ներկայացված տեղեկատվությունը կլինի նույնը և բաղկացած կլինի անձի կողմից ներկայացված պրեզենտացիայից, որին կհաջորդի հանրային մեկնաբանությունների հատվածը:

ՀԱՆՐԱՅԻՆ ԼՍՈՒՄՆԵՐԻ ԱՄՍԱԹՎԵՐԸ

Չորեքշաբթի, 18 օգոստոսի 2021թ., 6–7:30pm
Հանդիպման հղում՝ *bit.ly/35qFkcC*
Զանգերի
Զանգերի հեռախոսահամար՝ 213.338.8477
Հանդիպման ID՝ 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Հայերեն զանգերի համար՝ 646.749.3335
Մատչումի կոդ՝ 509 148 549

Շաբաթ, 21 օգոստոսի 2021թ., 11am–12:30pm
Հանդիպման հղում՝ *bit.ly/3wD1Sms*
Զանգերի
Զանգերի հեռախոսահամար՝ 213.338.8477
Հանդիպման ID՝ 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *320 266 021*

DEIR-ի վերաբերյալ մեկնաբանությունները կարող են հանրային լսումների ընթացքում ներկայացվել գրավոր կամ բանավոր ձևով: Գրավոր մեկնաբանությունները կարող են ուղարկվել նաև Metro-ին ցանկացած պահի հանրային ուսումնասիրությունների պաշտոնական ժամանակահատվածում՝ 2021թ. հուլիսի 28-ից մինչև 2021թ. սեպտեմբերի 10-ը՝ ներքևում նշված փոստային կամ էլեկտրոնային հասցեով կամ ներկայացվել մեկնաբանությունների առցանց ձևաթղթի միջոցով, որը կարելի է գտնել նածագծի կայքում՝ *metro.net/avl* հասցեով: Կարող եք նաև զանգահարել AVL տարողունակության և ծառայությունների բարելավումների ծրագրի թեժ գծի հեռախոսահամարով՝ 213.922 4844 և հաղորդագրություն թողնել:

Metro-ի հովանավորությամբ անցկացվող հանդիպումների համար հասարակությանը մատչելի են հատուկ հարմարություններ: Կտրամադրվեն իսպաներեն և հայերեն թարգմանություններ: ADA-ի այլ հարմարեցումները և թարգմանությունները մատչելի են՝ զանգահարելով 213.9224844 հեռախոսահամարով հանդիպումից առնվազն 72 ժամ առաջ:

Metro

ՆԵՐԿԱՅԱՑՐԵՔ ՁԵՐ ՄԵԿՆԱԲԱՆՈՒԹՅՈՒՆՆԵՐԸ / ԿԱՊՎԵՔ ՄԵԶ ՀԵՏ

Brian Balderrama
Նախագծի տնօրեն Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

metro.net/avl

213.922.4844

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Join us for a virtual public hearing.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro is set to release the Draft Environmental Impact Report (DEIR) on July 28, 2021, which will evaluate the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

PUBLIC HEARING DATES

Wednesday, August 18, 2021, 6–7:30pm
Meeting Link: *bit.ly/35qFkcC*
Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *509 148 549*

Saturday, August 21, 2021, 11am–12:30pm
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Հայերեն զանգերի համար՝ *646.749.3335*
Մատչումի կոդ՝ *320 266 021*

Comments on the DEIR may be submitted in writing or orally during the public hearings. Written comments can also be sent to Metro anytime during the formal public review period from July 28, 2021, through September 10, 2021, at the postal address or e-mail address shown below, or submitted via an online comment form found on the project website at *metro.net/avl*. You may also call the AVL Capacity and Service Improvements Program hotline number at 213.922.4844 and leave a message.

All Metro meetings are accessible to persons with disabilities. Spanish and Armenian translations provided. Other ADA accommodations and translations available by calling 213.922.4844 at least 72 hours in advance of the meeting.

Metro®

SUBMIT YOUR COMMENTS / CONTACT US

Brian Balderrama
Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

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x2 *Español (Spanish)*
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x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

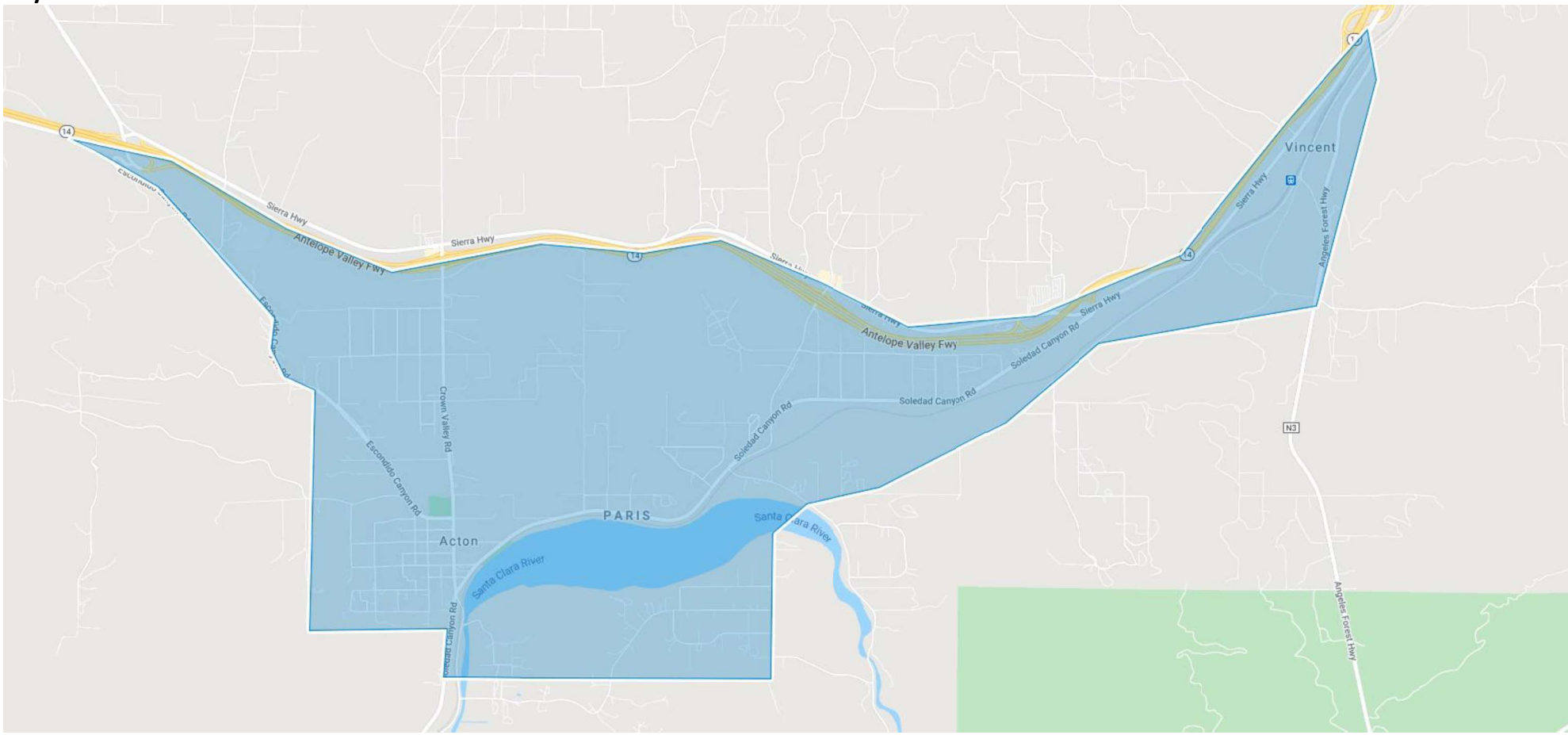
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APPENDIX B.5

MAP OF DISTRIBITION BOUNDARIES

AVL Walking Man Boundaries—Public Hearings Aug. 2021

City of Acton





ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX C

LEGAL PRINT NOTIECES & PRINT NEWSPAPER ADVERTISEMENTS

APPENIDX C.1

NOA LEGAL PRINT NOTICES

APPENDIX C.2

LA OPINION PRINT NEWSPAPER ADVERTISEMENT

APPENDIX C.3

ANTELOPE VALLEY PRESS PRINT NEWSPAPER ADVERTISEMENT

APPENDIX C.1
NOA LEGAL PRINT NOTICES

ANTELOPE VALLEY JOURNAL

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MTA/PURCHASING DEPT
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LOS ANGELES, CA - 90012

CNS#: 3491622

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description:
Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report - AVL

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the ANTELOPE VALLEY JOURNAL, a newspaper published in the English language in the city of PALMDALE, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date of 08/31/2000, Case No. MS002880. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

07/30/2021

Executed on: 08/02/2021
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.



Signature

A0000005789737

Email

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: July 28, 2021
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE: Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER: 2020109001
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
    - *Platform to Platform Pedestrian Undercrossing Design Option*. – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
    - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
    - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
    - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
    - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

Հայերեն զանգերի համար`646.749.3335
Մատչումի կոդ`509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

Հայերեն զանգերի համար` 646.749.3335
Մատչումի կոդ` 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

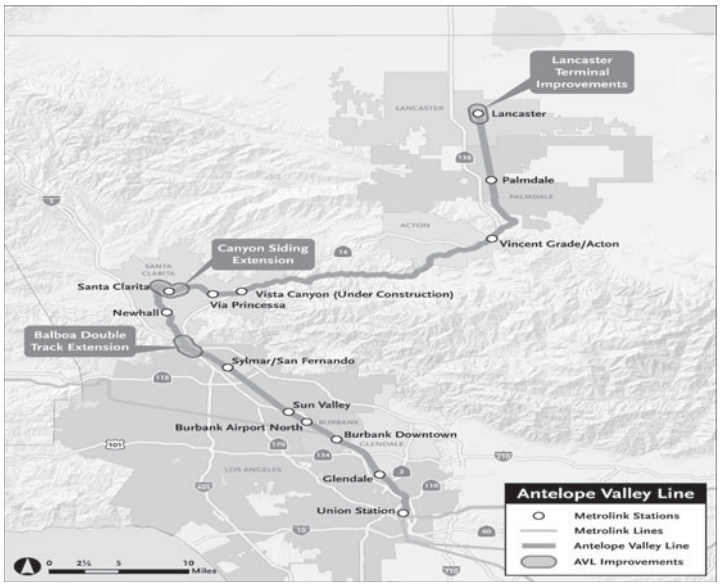
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

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Figure 1 - Proposed Project Overview



CNSB#3491622

AFFIDAVIT OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles } ss

The space above for file stamp only

NOTICE OF COMPLETION (NOC) AND AVAILABILITY (NOA)OF A DRAFT ENVIRONMENTAL IMPACT REPORT 3491623

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the **Antelope Valley Press**, a newspaper of general circulation, printed and published **daily** in the city of **Palmdale**, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under date of October 24, 1931, Case Number 328601; Modified Case Number 657770 April 11, 1956; also operating as the Ledger-Gazette, adjudicated a legal newspaper June 15, 1927, by Superior Court decree No. 224545; also operating as the Desert Mailer News, formerly known as the South Antelope Valley Foothill News, adjudicated a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California on May 29, 1967, Case Number NOC564 and adjudicated a newspaper of general circulation for the **City of Lancaster,** State of California on January 26, 1990, Case Number NOC10714, Modified October 22, 1990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 28, 2021

I certify (or declare) under penalty of perjury that the fore-going is true and correct.

Signature

Dated July 28, 2021
Executed at Palmdale, California

Valley Press

37404 SIERRA HWY., PALMDALE CA 93550
Telephone (661)267-4112/Fax (661)947-4870

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Metro

NOTICE OF COMPLETION AND AVAILABILITY
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	July 28, 2021
TO:	Agencies, Organizations, and Interested Parties
SUBJECT:	Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE:	*Antelope Valley Line Capacity and Service Improvements Program*
SCH NUMBER:	2020109001
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
    - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
    - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
    - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
    - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
    - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series
view and comment period. Public hearings will n
may be viewed at metro.net/projects/avl. Live pr

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Սեմդուսի կոդ՝509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

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COMMENTS: Comments on the Draft EIR may
should be sent to Metro on or before Septembe
an online comment form found on the project w
Improvements Program hotline number at (213)

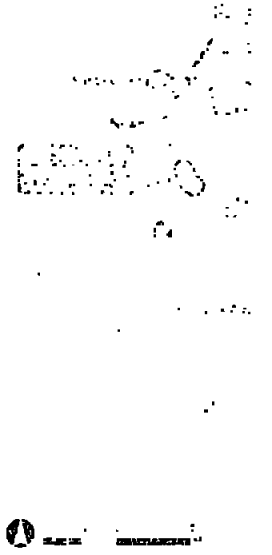
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Figure 1 - Proposed Project Overview



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PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Սամսդուի կոդ՝509 148 549

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Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

ARMENIAN MEDIA NETWORK

On the following dates:

07/31/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

11th day of August 2021

IRENE ANDAL
Signature

3491624
"The only Public Notice which is justifiable
from the standpoint of true economy and the public interest,
is that which reaches those who are affected by it"

* A 0 0 0 0 0 5 7 9 8 0 3 2 *

Metro

Ամբողջացման եւ Շրջակայ Միջավայրի Վրայ Ազդեցութեան Ճեղեկագիրի Տրամադրելիութեան Մասին Ազդ

Թուական՝ 26 Յուլիս 2021

Ուղղուած՝ Գործակալութիւններու, կազմակերպութիւններու եւ հետաքրքրուող կողմերու

Նիւթ՝ Ամբողջացման եւ Շրջակայ Միջավայրի վրայ ազդեցութեան տեղեկագիրի տրամադրելիութեան ազդ (NOA)

Նախագիծի խորագիր՝ Էնթրլոյի Հովիտի Գիծի Յարոլդութեան եւ Սպասարկութեան Բարելկարգման Ծրագիր

SCH Թիւ՝ 2020109001

Ղեկխնակ՝ Լոս Անճելըս Գաւառի Քաղաքային Փոխադրութիւններու Վարչութիւն (Metro-«Մետրօ»)

Ազդ արու ուրուած է ատ ան, որ Քալիֆորնիոյ Շրջակայ Միջավարդի Որակի Որոշման (ՔՇՄՈՈ-CEQA) Ուղեցոյցներուն համապատասխան, Լոս Անճելըս Գաւառի Քաղաքային Փոխադրութիւններու Վարչութիւնը (Metro-«Մետրօ») իրեն Գլխաւոր Գործակալութիւն, պատրաստած է Շրջակայ Միջավայրին Վրայ Ազդեցութեան (EIR) Ուրուագիծ՝ Էնթրլոյի Հովիտի Գիծին (AVL) եւ Սպասարկութիւններու Բարելկարգման Ծրագրին (Նոսպարկուած Ծրագիր) համար: Այս՝ կ'ընդգրկէ, որ երկաթուղիի վրայ, պաշտօնակատարութիւնը կամ ճանապարհորդներու բաշխումը եւ փոխարկող ծառայութիւնները պիտի կը փիացուին: Նոսպարկուած Ծրագիրը գերծ է ՔՇՄՈՈ-էն Ենթադրի Միջոցներու Ըրենքացութեան 21080(b) (10) եւ ՔՇՄՈՈ-ի Ուղեցոյցներու մաս 15275(b)էն ազգալ: «Մետրօ»ն ընտրեց պատրաստել Շրջակայ Միջավայրին Վրայ Ազդեցութեան (EIR) Ուրուագիծ մը՝ Ծրագիրին վերաբերող շրջանակ միջավարդին վրայ հաւանական ազդեցութեան մասին արձանագրութիւն մը տրամադրելու համար: Սոյն ազդը հանրութեան, գործակալութիւններուն եւ հնարաւորուած ալ կողմերու կը տրամադրէ Նոսպարկուած Ծրագրին վերաբերեալ հաւաստագրութիւն մը եւ տեղեկութիւն՝ Շրջակայ Միջավայրին Վրայ Ազդեցութեան (EIR) Ուրուագիծի տրամադրելիութեան մասին:

ԾՐԱԳՐԻՒՆ ՆԱԼՐԱԳՐՈՒԹԻՒՆԸ - Նոսպարկուած Ծրագիրը իր մէջ կը ներառէ կառուցումը երեք հիմնական բարելկարգումներու, որոնք պիտի տրամադրեն «Մետրօ»ի փոխարկող երկաթուղիի ծառայութեան յաւելում, Էնթրլոյի Հովիտի Գիծի երկայնքով, դէպի 30 վարդեան տեղով երկրորդային յաւարկնգութիւններ, Լոս Անճելըսի Եռանիկ Սթէյշընի (LAUS) եւ Սանթա Քլարիթա Հովիտին միջեւ, եւ միեւնոյն 60 վարդեան տեղով երկրորդային յաւարկնգութիւնէ: Սանթա Քլարիթա Հովիտի եւ Լենքեսթըր Վերջաւարանի միջեւ, միեւնոյն 2026 թուականէն: Երեք հիմնական բարելկարգումները կը ներառեն Պալմտէյլի Շրջակ երկաթուղիով Յաւելուածը, որ կը գտնուի Լոս Անճելըս քաղաքին մէջ, Քենիկնի Կողմնակի Յաւելուածը, որ կը գտնուի Սանթա Քլարիթա քաղաքին մէջ, եւ Բաղնկաղուզիչ Լենքեսթըրի Վերջաւարանի՝ որ կը գտնուի Լենքեսթըր քաղաքին մէջ:

Նկար 1ը ցոյց կու տայ Ծրագրի միջանցքի չրջանային համաքեւագիրը, ինչպես նաեւ երեք հիմնական բարելկարգումները վարդեր:

Նկար 1ին մէջ երեքտղ երեք հիմնական բարելկարգումները նկարագրուած են ներքեւը. երկու հիմնական բարելկարգումները ունին ընտրութեան կարելիութիւնը այլընտրանքային կազմուածքներու տարատեսակներու, որոնք առաջարկուած են՝ հաշուի առնելու հանրութեան կարծիքները յաւելեալ ճկունութիւն: Իւրաքանչիւր հիմնական բարելկարգման Ծրագիրի կառուցումը եւ անոնց գործադրուող ալլնարհանգները, ինչպէս նաեւ «Մետրօ»ի աւելցող սպասարկութիւններուն ունեցած ազդեցութիւնը գնահատուած են Շրջակայ Միջավարդին Վրայ Ազդեցութեան (EIR) Ուրուագիծին մէջ:

- Պալմտէյլի Շրջ Երկաթուղիով Յաւելուած. Պալմտէյլի Շրջ երկաթուղիով Յաւելուածը ներկայի գոյք երկաթուղին պիտի երկարէ շուրջ 6300 ոտքով՝ Պալմտ պողոտային Սիերա Հաղոն, Լոս Անճելըս քաղաքին մէջ: Սակայն «Մետրօ»ի կողմէ պիտի հաւապէտ գործողութիւններու կարողականութիւն, որպէսզի անիկա կարենայ ցանկացած ատեն շատ կանոնաւոր սպասարկութիւններ, յատկապէս ոլիմպիական մահանակաիջորդին: Ենթակայ Ծնաւորման՝ նեցուկ կանգնող կառոյցը նկարի պիտի առնուի՝ արգելու համար ապնդութիւններ արտանետ անջրէն դուռ:
- **Քենիկնի Կողմնակի Յաւելուած**. Քենիկնի Կողմնակի Յաւելուածը պիտի ատելնէ մօտաւորապէս 8400 ոտք երկաթուղի նոր գոյք երկաթուղի Սուերսատ Քենիկնի եւ Կալտըն Օք Ճամբուն միջեւ. Սանթա Քլարիթա քաղաքին մէջ: Այս բարելկարգումը կունայ նեղատէ երկրորդ կողմնակի տախտակամած մը ներկայ Սանթա Քլարիթա Կայարանին, եւ կազմակերպն հարաւ իաչանեղող նոր երկաթուղի մը պիտի աելնայ՝ դիւրացնելու համար «Մետրօ»ինի կառքերուն փոխադարձ Սանթա Քլարիթա կայարանին մէջ, եւ բարելաւել գործողութիւններու ճկունութիւնը եւ վստահելիութիւնը:
  - Տախտակամած Տախտակամած Ստորգետնեայ Հետիոտն Մնքի Ձեւաորման Տարբերակ - Ձեւաորման այս տարբերակը Սանթա Քլարիթա կայարանին մէջ պիտի հաքագքէ աստիճանատր բաժանումով հետիոտն ստորգետնեայ անջք մը՝ միացնելու համար ներկայ տախտակամած առաջարկուած երկրորդ տախտակամածին:
  - Կոզի Տախտակամած Դէպի Կանգառ Տախտակամածով Հետիոտն Ստորգետնեայ Մնքի Ձեւաորման Տարբերակ - Ձեւաորման այս տարբերակը պիտի տրամադրէ նոր կոզի տախտակամած մը (տախտակամածի երկու երեսներով) եւ պիտի ներառէ աստիճանատր բաժանումով հետիոտն ստորգետնեայ անջք մը՝ միացնելու Սանթա Քլարիթա կայարանի տարածքի կանգառը նոր կոզի տախտակամածին:
- **Լենքեսթըր Վերջակայանի Բարելկարգումներ**. Լենքեսթըր Վերջակայանի Բարելկարգումները պիտի ներառեն ընդարձակումը ներկայի կառքերու կպարակառոյցներուն՝ ամոց աելցնելով նոր՝ 1000 ոտք երկարութեամբ եւ երկու 500մետր ոտք լայնով կառքերու պատնէշի կածաններ, ներկայի Լենքեսթըրը կայանին մօտակայքը. Լենքեսթըր քաղաքին մէջ, վառելանիւթի ապահարեով:
  - Կոզի Տախտակամած Հետիոտն Ստորգետնեայ Մնքի Ձեւաորման Տարբերակ - Ձեւաորման այս տարբերակը պիտի տրամադրէ կոզի տախտակամած մը երկու տախտակամածի երեսներով, Լենքեսթըր կայարանին մէջ, եւ ատոիճանատր բաժանումով հետիոտն ստորգետնեայ անջք մը (վերադրի)՝ նոր տախտակամածը մուտքի կարելիութիւն հաքագելու համար:
  - Կոզի Տախտակամած Հետիոտն Վերգետնեայ Մնքի Ձեւաորման Տարբերակ - Ձեւաորման այս տարբերակը պիտի տրամադրէ կոզի տախտակամած մը երկու տախտակամածի երեսներով, Լենքեսթըր կայարանին մէջ, եւ ատոիճանատր բաժանումով հետիոտն վերգետնեայ անջք մը (կամրջ)՝ նոր տախտակամածը մուտքի կարելիութիւն հաքագելու համար:
  - Կոզի Տախտակամած Հետիոտն Լոյնատրճան Մնքի Ձեւաորման Տարբերակ - Ձեւաորման այս տարբերակը պիտի տրամադրէ կոզի տախտակամած մը երկու տախտակամածի երեսներով, Լենքեսթըր կայարանին մէջ, եւ երկու նոյնատրճան անջքեր նոր տախտակամածի հիւսիսի եւ հարաւի վերջաւորութեան:

ԾՐԱԳՐԻՒՆ ՎԱՅՐԸ ԵՒ ԾՐԱԳՐԱՅԻ ՍԻՏԱՒԱՅՈՒԹԻՒՆ ԴՐՈՒԱԾՔԸ. AVL-ը (Էնթրլոյի Հովիտի Գիծ) արդէն գործարին ունեցող 70.6 մղոնանց երկաթագիծի միջանցք մըն է, որ կ'ընկղմի Լոս Անճելըս քաղաքի «Էլ Էյ Եում Էյտէն (Էլ Էյ. Եումիկն Սթէյշըն) Լոս Անճելըս Գաւառին մէջ գտնուող Լենքեսթըր քաղաքի Լենքեսթըր Վերջակայանը: Միջանցքը քաղաքած է Նափնին Հարաւային Փասիֆիք Հովիտի Գիծէն եւ գուգահեռ կ'ընթանայ Ինթըրսթէյթ 5 (I-5) մայրուղիին հետ՝ Լոս Անճելըսէն Սանթա Քլարիթա կը դառնայ ատենէ, ապա հիւսիս՝ գուգահեռ դառնալով Սթէյթ Ռութ 14ին (SR-14) հետ, դէպի Լենքեսթըր քաղաքը: Ըստ տեղի դրուագին՝ AVL միջանցքը կը կարէ իիտ բնակարդին ունցող բաժնային բնակավայրեր միջանցքին հարաւային մասին մէջ, եւ նոյնպէս իիտ բնակարդեամբ արտաքնաներ եւ գիւղական շրջաններ՝ միջանցքի հիւսիսային հատուածին մէջ: Հարաւէն հիւսիս, AVL-ի կողքով քաղաքները եւ համայնքները կը ներառեն՝ Լոս Անճելըս քաղաքը, Պըրպենք քաղաքը, Սան Ֆերնանտօ քաղաքը, Սանթա Քլարիթա քաղաքը, Շնիրեյնոլտուած Լոս Անճելըս Գաւառը, Աթքըն առանք, Փալմտէյլ քաղաքը եւ Լենքեսթըր քաղաքը:

ԾՐԱԳՐԻՒՆ ՆՊԱՏԱԿԸ. AVL-ը շատ կարեւոր դեր կը խաղայ Հիւսիսային Լոս Անճելըսի համայնքները «Էլ Էյ Եումիկն Սթէյշընին եւ անոնց միջեւ գտնուող քաղաքներուն միացնելուն մէջ: Նափնան «Ծորան» ժամի համաձայնագիր, AVL-ը ունէր «Մետրօ»ինի ճամբորդատարածին երկաթագիծի համակարգի ճանապարհորդներու երրորդ ամենեն մեծ թիւը եւ կ'նուիրատուորի շարունակ աշխատանքային օրերուն ընթացքին, տարին մօտաւորապէս մէկ միլիոն ինքնաշարժով երթեւեկութիւններ՝ շրջանի ճանապարհներ վերացնոց: Նափնայի Երկաթագիծի Ծրագիրին եւ «Մետրօ»ինի Հարաւային Քալիֆորնիոյ Միդլնեուտ Երկաթագիծի Ընդարձակման (SCORE) Ծրագիրին հետ ներդաշնակ եւ կանխատեսելով Հիւսիսային Լոս Անճելըս Գաւառի շրջանին մէջ, յարող 20 տարիներուն, բնակչութեան եւ աշխատատեղերուն ազգ՝ «Մետրօ»ն կը ձգտի բարելաւել AVL-ի երկաթագիծի սպասարկութիւնը, որպէսզի անիկա կարենայ գործադրել իր ամբողջական կարողականութիւնը՝ իրեն շրջանային շարժունակութեան ուժեղացում եւ ոլ միայն իրեն իսկոյնի ժամերու ժամանակահատուածին սպասարկութիւն: Ան ապ. AVL-ի Տարողութեան եւ Բարելկարգման Ծրագիրը կը ձգտի

- Հաքագել կանոնաւոր եւ արագ յաճախակի «Մետրօլինք»ի սպասարկութիւններ՝ բարելաւելու համար շրջանային կապը եւ հասանելիութիւնը կարելի դարձնելով 30 վարդեան տեւող երկու ողղութեամբ ճանապարհորդներու երկաթագիծի սպասարկութիւն դէպի Սանթա Քլարիթա հովիտ եւ 60 վարդեան տեւող երկու ողղութեամբ սպասարկութիւն՝ AVL-ի միջանցքի կտրուկ դէպի Լենքեսթըր:
- Բարելաւել AVL-ի երկաթագիծի միջանցքի ճանապարհորդներու սպասարկութեան վստահելիութիւնը եւ արդիականացումը:
- Հաքագել անիրաժեշտ ենթակառոյցի բարելկարգումներ՝ հզօրացնելու համար գործողութիւններու ճկունութիւնը եւ վստահելիութիւնը AVL-ի միջանցքին մէջ:
- Նեցուկ կանգնիլ շրջանին մէջ Քալիֆորնիոս Նահանգի Երկաթագիծի 2040 Ծրագիրին եւ «Մետրօլինք»ի SCORE ծրագիրին հետ ներդաշնակ երկաթագիծի սպասարկութեան տեսականներուն եւ նպատակներուն:

ԾՐՋԱԿԱՅԻՆ ՄԻՋԱՎԱՅՐԻ ՎՐԱՅ ԱԶԴԵՑՈՒԹԻՒՆՆԵՐ. Շրջակայ Միջավարդի Վրայ Ազդեցութեան Ուրուագիծը (EIR) կը ներառէ Քալիֆորնիոյ Շրջակայ Միջավարդի Որակի Որոշման (ՔՇՄՈՈ-CEQA) մէջ յաքնուգրուած շրջակայ միջավարդի խորագրերուն կիրան գնահատումը: Գիտնալով Առաքարկուած Ծրագիրի նկատառութեան եւ փարին վրայ՝ Շրջակայ Միջավարդի Վրայ Ազդեցութեան Ուրուագիծը կը կեդրոնանայ հետեւեալ հիմնական ազդեցութեան ոլորտներուն վրայ՝ Փոխադրամիջոց, Գեղագիտութիւն, Օդի Որակ, Վենասաբանական Միջոցներ, Աշակերտային Միջոցներ, Ուժանիքի Միջոցներ, Երկրաբանութիւն, Ջուղ եւ Ջերմաստանութեան Միջոցներ, Կենսոլորտի Կազի Արձակում, Վտանգներ եւ Վտանգաւոր Նիւթեր, Աղմուկ եւ Թրդռացում, Ճեղնամբարային Աշակերտային Միջոցներ եւ Տրաքարութիւն եւ Ծուլի Որակ: Շրջակայ Միջավարդի Վրայ Ազդեցութեան Ուրուագիծը յաքնուգրուած ամենատեսակ ազդեցութիւններ՝ «փոքր» ինքնաշարժներու ապնդող աշխատութեան պատճառած ապաքնող ազդեցութիւններ եւ այլուէ ոլ թրդռացում՝ Պալտըպի Շրջ երկաթագիծով Յաւելուածի եւ Լենքեսթըր Վերջակայանի Բարելկարգումները, չնայած ազդեցութեան պիտանելի միջոցառումներու կիրառումով՝ ինչպէս կ'ուսանի Շրջակայ Միջավարդի Վրայ Ազդեցութեան Ուրուագիծին մէջ: Նոսպ. Քենիկնի Կողմնակի Յաւելուածի Բարելկարգումի վարդի մասեր տեղագրուած են Ուրեքերը-Պրոնաթ Յարաբի պատճառներուն մէջ, որոնք ներառուած են վտանգաւոր նիւթերու: «Մորեք Քանկիի վրայ՝ հանապատախնամութեան հետեւելով Կառավարչական կանոնադրութեան Բաժին 65962.5ին:

ՀԱՆՐԱՅԻՆ ՎԵՐԱՔԱՐՁՈՒԹԻՒՆ ԺԱՄԱՆԱԿԱՑՈՒՑՈՒՄ՝ 28 Յուլիս 2021էն 10 Սեպտեմբեր 2021

ՀԱՆՐԱՅԻՆ ԺՈՂՈՎ. «Մետրօ»ն պիտի իրականացնէ չարք մը հանրային ժողովներ՝ Շրջակայ Միջավարդի Վրայ Ազդեցութեան Ուրուագիծին վերաբերեալ մեկնաբանութիւններ առանձնաց հաքար, հանրային վերաքննարկութեան եւ մեկնաբանութիւններու 45օրեայ ժամանակահատուածին ընթացքին: Նախատեսի ժողովները «Քովիտ-19»ին պատճառած անհարը ներկայացուցիչ միջոց տեղի պիտի չունենան՝ քաղաքներու հաքար հանրային ապահովութիւնը: Ներկայացումները կարելի է դիտել metro.net/projects/avl կայքէջին վրայ: Կենդանի ներկայացումները կարելի է տեսնել հետեւեալ թուականներուն եւ ժամերուն:

Թուական՝ Չորեքշաբթի 18 Օգոստոս 2021
ժամ՝ երեկոյեան ժամը 6էն 7 30
ժողովի կայք՝ bit.ly/3Cgf4eC
Webinar ID 945 3481 0295
Հեռ. Թիւ՝ 213 338 8477

Հաքերելով Հեռ. թիւ՝ 646 749 3335
Գաղտնաքառ՝ 509 148 569

Por teléfono en español: 646 749 3335
Conferencia # 754 052 309

Թուական՝ Շաբաթ 21 Օգոստոս 2021
ժամ՝ առաւոտեան ժամը 11էն մ է 12 30
ժողովի կայք՝ bit.ly/3w015ma
Webinar ID 998 8152 7566
Հեռ. Թիւ՝ 213 338 8477

Հաքերելով Հեռ. Թիւ՝ 646 749 3335
Գաղտնաքառ՝ 320 266 021

Por teléfono en español: 646 749 3335
Conferencia # 248 035 021

ՍԵԿՆԱԿԱՆՈՒԹԻՒՆՆԵՐ. Շրջակայ Միջավարդի Վրայ Ազդեցութեան Ուրուագիծին վերաբերեալ մեկնաբանութիւններ կարելի է գրաւոր կամ բերանացի ներկայացնել հանրային ժողովներուն ընթացքին: Գրաւոր մեկնաբանութիւնները «Մետրօ»ին պէտք է ղրկուին նախքան կամ 10 Սեպտեմբեր 2021, ներքեւի նամակատարային կամ ե-նամակի հասցեներով կամ ներկայացուել մեկնաբանութեան ասցագ հարցաքննին միջոցաւ, ծրագրի կայքի metro.net/projects/avl էջին վրայ: Կրնաք նաեւ հետագրել AVL-ի Տարողութեան եւ Սպասարկութեան Բարելկարգման Ծրագիրի (213) 922 4844 «Հաքակ» թիվին եւ պատգամ ձգել:

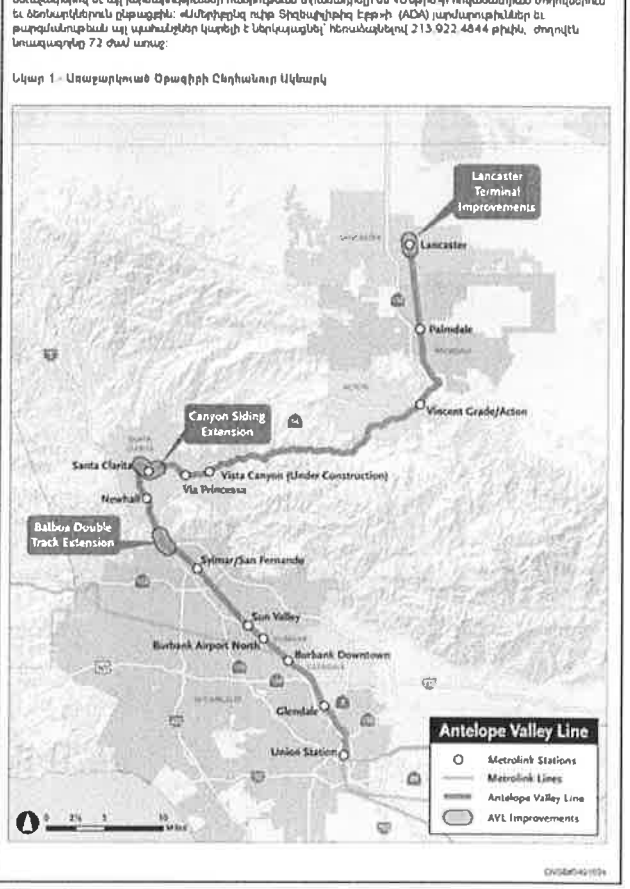
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

ՓԱՍՏԱԹՈՒՄԱԲՈՒՐԻ ՏՐԱՄԱԴՐԵԼԻՈՒԹԻՒՆ. Շրջակայ Միջավարդի Վրայ Ազդեցութեան Ուրուագիծը վերաքննութեան համար տրամադրուի է https://www.metro.net/projects/avl կայքէջին վրայ եւ հետեւեալ վայրերուն մէջ:

- «Մետրօ»ի Գլխաւոր Գրասենեակ (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – միայն ժամադրութեամբ. Դասնցէք ե-նամակ ղրկուիլ library@metro.net հասցէին՝ ժամադրութիւն առնելու համար
- Լոս Անճելըսի Դաշտային Գրադարան, Լոս Ֆելիզի Մաքնտոշ (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Կլենտէյլի Կեդրոնական Գրադարան (222 E Harvard St, Glendale, CA 91205)
- Պըրպենքի Կեդրոնական Գրադարան (110 N Glenoaks Blvd, Burbank, CA 91502)
- Սան Ֆերնանտօ Գրադարան (217 N Maclay Ave, San Fernando, CA 91340)
- Օլտ Թաուն Նիւհոլ Գրադարան (24500 Main St, Santa Clarita, CA 91321)
- Աքթըն Պուռա Տուլէ Գրադարան (33792 Crown Valley Rd, Acton, CA 93510)
- Փալմտէյլ Քաղաքի Գրադարան (700 E Palmdale Blvd, Palmdale, CA 93550)
- Լենքեսթըրի Գրադարան (601 W Lancaster Blvd, Lancaster, CA 93534)

ՏԱՐԱԿՈՐՈՒԹԻՒՆՆԵՐ. Սպանիերէնի եւ Դարերէնի թարգմանութիւն տրամադրելի պիտի ըլլայ երկու ժողովներուն ընթացքին: Ըստ պահանջի՝ խոչ-հարցերու նշանագրելի թարգմանութիւն, նիւթեր տարբեր ձեւաչափերով եւ այլ արմատրութիւններ հանրութեան տրամադրելի են «Մետրօ»ի հովանաւորած ժողովներուն եւ ձեռնարկներուն ընթացքին: «Ամերիքընզ ուիք Տիզեպիլիթիզ Էքթ»ի (ADA) յարմարութիւններ եւ թարգմանութեան այլ պահանջներ կարելի է ներկայացնել հետագրելով 213.922.4844 թիվին, ժողովէն նուազագոյնը 72 ժամ առաջ:

Նկար 1 - Առաջարկուած Ծրագիրի Ընդհանուր Ակնարկ



Burbank Independent

121 E Chestnut Ave
Monrovia, CA 91016
(626) 301-1010

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES)

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am a principal clerk of the printer of the **Burbank Independent**, a newspaper published in the English language for the city of BURBANK, county of LOS ANGELES, and adjudged as a newspaper of general circulation by the Superior Court of the County of LOS ANGELES, State of California on the date of August 16, 2013, Case Number ES016728; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 29, 2021

I certify (or declare) under penalty of perjury that The foregoing is true and correct.

Dated at Monrovia, California,

This 29th day of July 2021

X _____
Signature

(This space is for the County Clerk's Filing Stamp only)

Proof of Publication of

A0000057914 56

Metro

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	July 28, 2021
TO:	Agencies, Organizations, and Interested Parties
SUBJECT:	Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE:	Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER:	2020109001
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR.

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, *retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).*
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
    - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
    - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
    - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
    - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
    - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster, within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will co
and comment period. Public heari
viewed at metro.net/projects/avl. L

Date: Wednesday, August 18,
Time: 6 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

Հայերեն զանգերի համար 646.
Սեմինարի կոդ՝ 509 148 549

Por teléfono en español: 646.7
Contraseña: 754 052 309

Por teléfono en español: 646.7
Contraseña: 754 052 309

COMMENTS: Comments on the D
be sent to Metro on or before Se
comment form found on the proje
Program hotline number at (213)

Brian Balderrama, Senior D
Los Angeles County Metro
One Gateway Plaza, Mail S
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The
lowing locations:

- Metro Headquarters (One G
- metro.net to schedule an ap
- Los Angeles Public Library
- Glendale Central Library (2
- Burbank Central Library (11
- San Fernando Library (217
- Old Town Newhall Library (2
- Acton Agua Dulce Library (3
- Palmdale City Library (700
- Lancaster Library (601 W L

ACCOMODATIONS: Spanish an
language interpretation, materials
meetings and events. Americans
213.922.4844 at least 72 hours in

Figure 1 - Proposed Project Overv

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

Հայերեն զանգերի համար 646.749.3335
Մասնակցի կոդ 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

Հայերեն զանգերի համար 646.749.3335
Մասնակցի կոդ 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

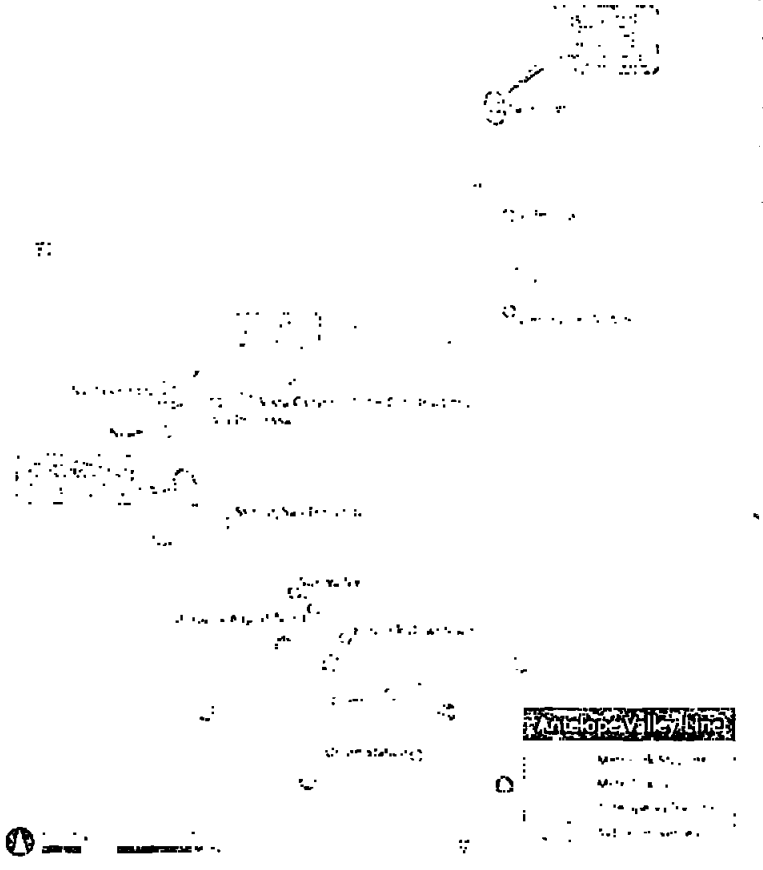
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email library@metro.net to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534)

ACCOMODATIONS: Spanish and Armenian language interpretation will be available at both public hearings. Upon request, sign language interpretation, materials in alternative formats, and other accommodations are available to the public for Metro-sponsored meetings and events. Americans with Disabilities Act (ADA) accommodations and other translations request can be made by calling 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

WORLD JOURNAL (CHINESE DAILY NEWS)

On the following dates:

08/03/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

23rd day of August 2021

Elwyn Johnson
Signature

3491628
"The only Public Notice which is justifiable
from the standpoint of true economy and the public interest,
is that which reaches those who are affected by it"

* A 0 0 0 0 0 5 8 0 7 6 7 4 *

眾議員則擋下以「一致同意」方式讓禁止 全收循國會簡佈。

Metro

環境影響報告草案完成和可調閱的通告

日期: 2021年7月28日
收件人: 各機關、組織和利益相關方
主題: 環境影響報告草案完成 (NOC) 和可調閱 (NOA) 通告
項目名稱: 羚羊谷線路容量和服務改善計劃
SCH 編號: 2020109001
發件人: 洛杉磯縣大都會交通管理局 (Metro)

特此通告: 遵照《加州環境質量法》（CEQA）指南，洛杉磯縣大都會交通管理局（Metro）作為牽頭機構，已經為羚羊谷線（ AVL)容量和服務改進計劃（提議項目）編制一個《環境影響報告（EIR）草案》。作為一個在已經使用的鐵路上實施或增加乘客和通勤服務的項目，根據《公共資源法》第 21080(b)(10) 條和 CEQA 指南第 15275(b) 條，提議項目免於 CEQA。但 Metro 已選擇編制 EIR 草案，以提供項目潛在環境影響的清晰記錄。該通告知向公眾、負責機構和其他有關方面提供了提議項目的總結，並且提供了查閱EIR草案的資訊。

項目描述: 提議項目涉及建設三項基礎設施改造工程，以提供所需的容量，到2028 年，使 Metrolink 通勤鐵路服務沿 AVL 增加到洛杉磯聯合車站 (LAUS) 和 Santa Clarita 之間每 30 分鐘的雙向發車，Santa Clarita 谷和 Lancaster 車站之間每60 分鐘的雙向發車。三項資本改進包括位於洛杉磯市的 Balboa 雙軌擴展、位於Santa Clarita市的 Canyon Siding 擴展和位於Lancaster市的Lancaster車站改進項目。**圖 1**顯示了項目走廊的區域背景以及三個資本改造地點。

下面描述了**圖 1 中**所示的三個資本改進被提議為未來的操作提供額外的靈活性，其中兩個資本改進具有備用站台配置選項。每個資本改進項目的建設和相關的選項，以及增加Metrolink服務的影響，已經在EIR 進行了評估:

- **Balboa雙軌擴展。** Balboa雙軌擴展將從Balboa大道向北延伸約 6,300 英尺至洛杉磯市的Sierra公路。這將為 Metrolink 提供運營能力，以安排更多的班車服務，尤其是在非高峰期。根據設計，將考慮擋土結構以避免侵占通行權 (ROW) 之外的區域。
- **Canyon Siding擴展。** Canyon Siding 擴展將在Santa Clarita市Soledad Canyon路和 Golden Oak路之間增加大約8400英尺的新雙軌線。這一改進將包括在現有Santa Clarita車站的第二側平台，並且添加一條新的車站南側交叉規定，便於Metrolink列車在Santa Clarita車站折返，並且提高運營靈活性和可靠性。
    - *平台到平台行人地下道設計選項。* – 該設計方案將在 Santa Clarita 車站提供一個單獨的分級行人地下道，將現有平台連接到提議的第二個平台。
    - *帶平台到停車場的行人地下道設計選項的*島式平台——該設計選項將提供一個新的島式平台（具有兩個平檯面），並將包括一個將 Santa Clarita 車站停車場連接到新島式平台的單獨分級的行人地下道。
- **Lancaster車站改進項目。** Lancaster車站改進項目將包括現有列車中途停留設施的擴展，在現有的Lancaster車站附近增加一個新的1000英尺長的和兩個500英尺長的火車存儲軌道並且提供加油。
    - *帶人行地下交叉口設計選項的島式站台*——該設計選項將在Lancaster車站提供一個帶兩個站檯面的島式站台和一個單獨分級的人行地下道（隧道），以提供通往新站台的通道。
    - *帶人行意架構道設計選項*的島式站台——該設計選項將在Lancaster車站提供一個帶有兩個站檯面的島式站台和一個單獨分級的人行道（橋），以提供通往新站台的通道。
    - *帶人地面行構道設計選項*的島式平台——該設計選項將在Lancaster車站提供一個帶有兩個平檯面的島式平台，並在新平台的北端和南端提供兩個地面行人過路處。

項目位置和環境設置: AVL 是一條現有的 76.6 英里鐵路走廊，從洛杉磯市的 LAUS 到洛杉磯縣內Lancaster市的Lancaster車站。該走廊由前南太平洋谷線組成，與從洛杉磯到Santa Clarita的 5 號州際公路 (I-5) 高速公路平行，向東轉，然後向北，平行於 14 號州公路 (SR 14) 到達 Lancaster 市。在當地，AVL 走廊沿走廊南部穿過許多人口稠密的住宅區，沿走廊北部穿過人口較少的郊區和農村地區。從南到北，AVL 沿線的城市和社區包括洛杉磯市、Glendale 市、Burbank市、San Fernando市、Santa Clarita市、洛杉磯縣直屬社區、Acton鎮、Palmdale市和Lancaster市。

項目目標: AVL 在將洛杉磯縣北部的社區與 LAUS 以及兩者之間的城市連接起來方面發揮著關鍵作用。在19年冠狀病毒病 (COVID 19) 流感大流行之前，AVL在 Metrolink的通勤鐵路系統中載客量排名第三位，負責清除該地區的道路每年大約一百萬平日汽車旅行。遵循州鐵路計劃和 Metrolink 的南加州優化鐵路擴建 (SCORE) 計劃，並預計未來 20 年洛杉磯縣北部地區的人口和就業將大幅增長，Metro 尋求改善 AVL 上的鐵路服務，以充分發揮其作為區域流動性增強的潛力，而不僅僅是高峰時段的通勤服務。因此，AVL 容量和服務改進計劃旨在:

- 提供定期和更頻繁的 Metrolink 服務，通過啟用前往聖克拉麗塔山谷的 30 分鐘雙向客運鐵路服務和沿 AVL 走廊向Lancaster提供 60 分鐘雙向服務，改善區域連通性和可達性。
- 提高 AVL 鐵路走廊客運服務的可靠性和效率。
- 提供必要的基礎設施改進，以提高 AVL 走廊沿線的運營靈活性和可靠性。
- 支持與加利福尼亞州鐵路 2040 計劃和 Metrolink 的 SCORE 計劃一致的地區鐵路服務願景和目標。

潛在的環境影響: EIR 草案包括對 CEQA 指南中確定的每個環境主題的評估。基於對提議項目的描述和位置， EIR草案集於以下主要影響領域：交通，美學，空氣質量，生物資源，文化資源，能源，地質，土壤和古生物資源，溫室氣體排放，危害及危害材料、噪音和振動、部落文化資源以及水文和水質。EIR 草案確定了與 Balboa 雙軌擴展和 Lancaster 車站改進相關的增加的內燃機車活動相關的污染物排放增加和施工活動產生的噪音和振動相關的重大不可避免的影響。實施 EIR 草案中所述的緩解措施後，所有其他潛在的重大影響將不那麼顯著。此外，部分Canyon Siding擴建工程場地位於 Whitaker-Bermite 設施的歷史邊界內，該設施被列入根據《政府法規》第 65962.5 條編制的 Cortese 危險材料場地清單。

公眾審查期: 2021年 7 月 28 日至 2021年 9 月10 日。

公共聽證會: Metro將在為期 45天的公共審查和披露期間進行一系列公共聽證會，對EIR草案採取證詞。為了推動與COVID 19 有關社會安全，公共聽證會不是現場會議。可以在metro.net/ projects/avl上查看演講。可以在以下日期和時間觀看現場演講。

日期: 2021年8月18日，週三
時間: 晚上6 時 – 7時30分
會議鏈接: bit.ly/35qFkcC
網絡會議 ID: 948 3461 0205
參加電話號碼: 213.338.8477

亞美尼亞語電話熱線: 646.749.3335
接入代碼: 509 148 549

西班牙語電話熱線: 646.749.3335
接入代碼: 754 052 309

日期: 2021年8月21日，週六
時間: 上午11 時 – 中午12時30 分
會議鏈接: bit.ly/3wD1Sms
網絡會議 ID: 998 8162 7606
參加電話號碼: 213.338.8477

亞美尼亞語電話熱線: 646.749.3335
接入代碼: ,320 266 021

西班牙語電話熱線: 646.749.3335
接入代碼: 248 035 021

評論: 對 EIR 草案的評論可以在公共聽證會上以書面或口頭形式提交。書面意見應該在2021年 9月10日或之前按照下列郵寄地址或電子郵件地址發送到Metro，或者通過在項目網站metro.net/ projects/avl上找到在線評論表格提交。您也可以撥打AVL容量和服務改進計劃的熱線號碼（213）922 4844並留言。

Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012

電子郵箱: AVL@m

調閱文件: EIR草案是可在

- Metro 總部 (One G
- 洛杉磯公共圖書館 –
- Glendale 中央圖書
- Burbank 中央圖書館
- San Fernando 圖書
- Old Town Newhall
- Acton Agua Dulce
- Palmdale 市圖書館
- Lancaster 圖書館 (6

便利設施: 兩次公共聽證會設施。可提前至少 72 小時

圖 1 – 提議的項目概述



機構，已經為羚羊谷線（ AVL)容量和服務改進計劃（提
勵服務的項目，根據《公共資源法》第 21080(b)(10) 條
生環境影響的清晰記錄。該通告知向公眾、負責機構和其

通勤鐵路服務沿 AVL 增加到洛杉磯聯合車站 (LAUS) 和
列發車。三項資本改進包括位於洛杉磯市的 Balboa 雙軌
1顯示了項目走廊的區域背景以及三個資本改造地點。

備用站台配置選項。每個資本改進項目的建設和相關的

Sierra公路。這將為 Metrolink 提供運營能力，以安排
W) 之外的區域。
Golden Oak路之間增加大約8400英尺的新雙軌線。這
定，便於Metrolink列車在Santa Clarita車站折返，並

共一個單獨的分級行人地下道，將現有平台連接到提議

一個新的島式平台（具有兩個平檯面），並將包括一個將

在現有的Lancaster車站附近增加一個新的1000英尺長

提供一個帶有兩個站檯面的島式站台和一個單獨分級的人

供一個帶有兩個站檯面的島式站台和一個單獨分級的人

供一個帶有兩個平檯面的島式平台，並在新平台的北端

caster市的Lancaster車站。該走廊由前南太平洋谷線
4 號州公路 (SR 14) 到達 Lancaster 市。在當地，AVL
AVL 沿線的城市和社區包括洛杉磯市、Glendale
Lancaster市。

在19年冠狀病毒病（COVID 19）流感大流行之
日汽車旅行。遵循州鐵路計劃和 Metrolink 的南加州優
改善 AVL 上的鐵路服務，以充分發揮其作為區域流動

鐵路服務和沿 AVL 走廊向Lancaster提供 60 分鐘雙向

景和目標。

和位置。 EIR草案集於以下主要影響領域：交通，美學，
噪音和振動，部落文化資源以及水文和水質。EIR 草案
和施工活動產生的噪音和振動相關的重大不可避免的影
Siding擴建工程場地位於 Whitaker-Bermite 設施的歷

]。為了推動與COVID 19 有關社會安全，公共聽證會不

21日，週六
1 時 – 中午12時30 分
/3wD1Sms
98 8162 7606.
3.338.8477

象：646.749.3335
6 021

646.749.3335
5 021

)日或之前按照下列郵寄地址或電子郵件地址發送到Met-
服務改進計劃的熱線號碼（213）922 4844並留言。

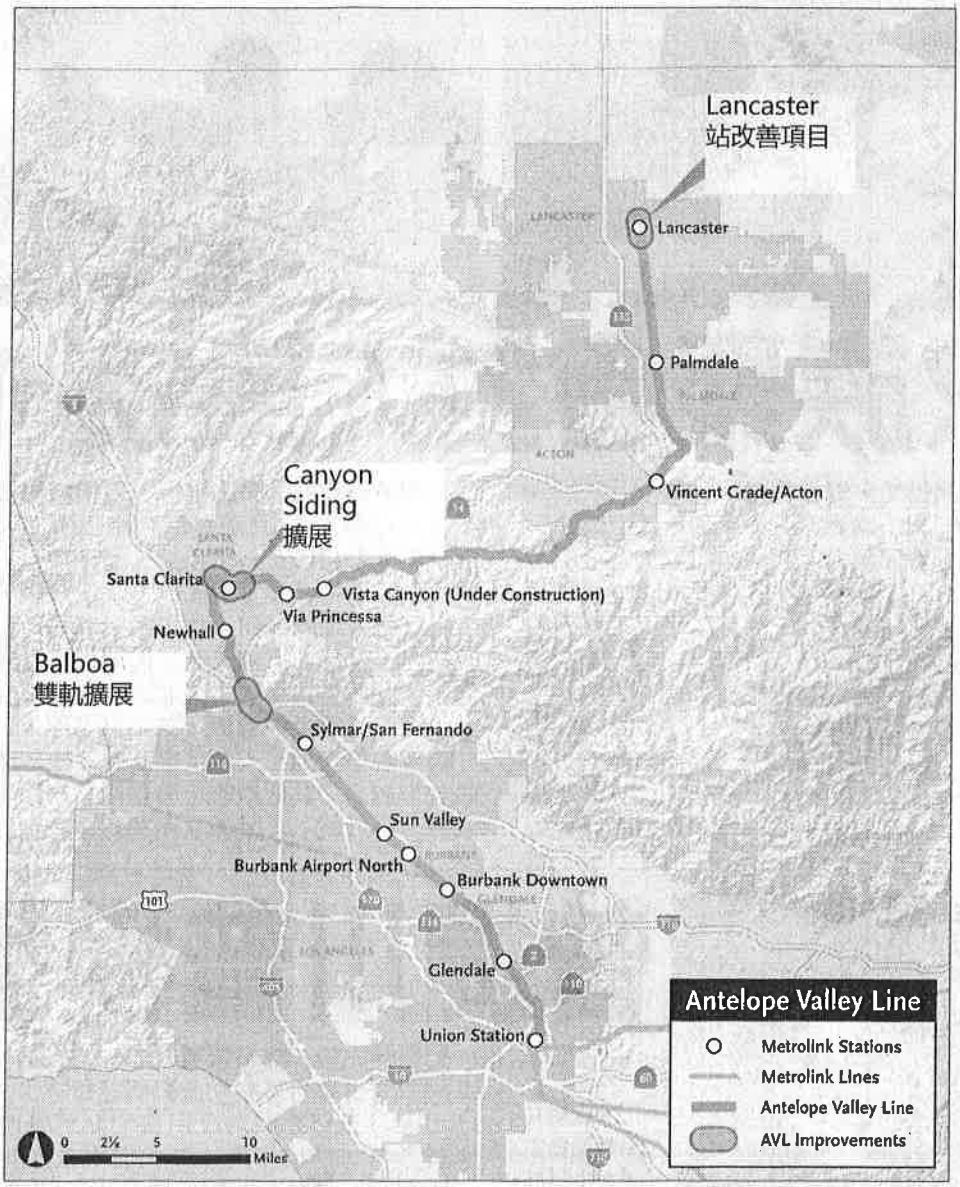
電子郵箱：AVL@metro.net

調閱文件： EIR草案是可在以下網站查閱：https://www.metro.net/projects/AVL/，也可以在下列地點調閱：

- Metro 總部 (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – 僅限預約。請發電子郵件至library@metro.net，安排預約。
- 洛杉磯公共圖書館 – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale 中央圖書館 (222 E Harvard St, Glendale, CA 91205)
- Burbank 中央圖書館 (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando 圖書館 (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall 圖書館 (24500 Main St, Santa Clarita, CA 91321)
- Acton Agua Dulce 圖書館 (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale 市圖書館 (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster 圖書館 (601 W Lancaster Blvd, Lancaster, CA 93534).

便利設施： 兩次公共聽證會均提供西班牙語和亞美尼亞語口譯服務。根據要求，Metro 贊助的會議和活動可向公眾提供手語翻譯、其他格式的材料和其他便利設施。可提前至少 72 小時致電 213.922.4844 提出《美國殘疾人法案》(ADA) 便利設施和其他翻譯請求。

圖 1 – 提議的項目概述
v



Vista Canyon (Under Construction)=Vista Canyon (正在建設中) Union Station=聯合車站 Antelope Valley Line= 羚羊谷線 Metrolink Stations = Metrolink 車站 Metrolink Lines = Metrolink 線 Antelope Valley Line = 羚羊谷線 AVL Improvements = AVL 改善項目

CNSB#3491628

L099332-2

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STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the matter. I am the principal clerk of the printer of the Daily News, a newspaper of general circulation published 7 times weekly in the City of Los Angeles, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

07/28/2021

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Monrovia, LA Co. California,
on this 30th day of July, 2021.

Mark Dentner

Signature

A000005788211

Metro

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	July 28, 2021
TO:	Agencies, Organizations, and Interested Parties
SUBJECT:	Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE:	Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER:	2020109001
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure** 1, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).

- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
    - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
    - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
    - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
    - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
    - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Սառնումի կոդ՝509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

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Սառնումի կոդ՝ 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922.4844 and leave a message.

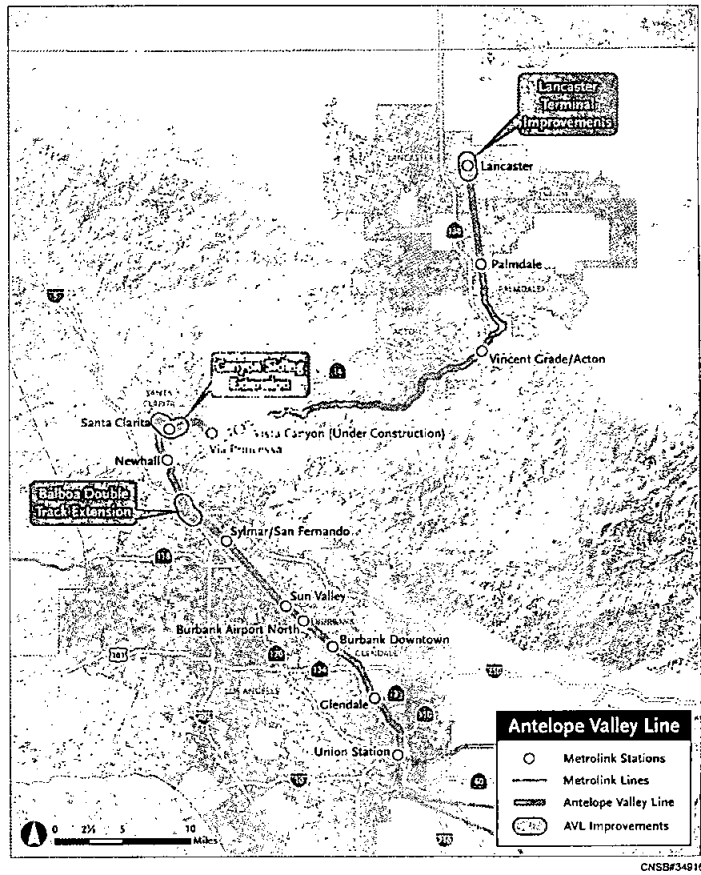
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email library@metro.net to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534).

ACCOMODATIONS: Spanish and Armenian language interpretation will be available at both public hearings. Upon request, sign language interpretation, materials in alternative formats, and other accommodations are available to the public for Metro-sponsored meetings and events. Americans with Disabilities Act (ADA) accommodations and other translations request can be made by calling 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



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Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

EL SOL (SAN FERNANDO)

On the following dates:

07/29/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

13th day of August 2021



Elwyn Johnson
Signature

3491630
"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"



learing 8/5/2021 at ept.: F47 at the court

Superior Court of California, County of Los Angeles 9425 Penfield Avenue

Petitioner Jeffrey Ronald Martineau and Trishna Kathleen Helmick filed a petition with this

The Court Orders that all persons interested in this matter appear before this court at the hearing

matter is scheduled to be heard and must appear at the hearing to show cause why the petition

Metro

EACIÓN Y DISPONIBILIDAD DE UN E INFORME DE IMPACTO AMBIENTAL

iolones y Partes Interesadas
ón (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impac-

as de Servicio y Capacidad de la Línea Antelope Valley

ltana de Transporte del Condado de Los Ángeles (Metro)

nformidad con las Directrices de la Ley de Calidad Ambiental de California, de Los Ángeles (Metro), como Agencia Líder, ha preparado un Borrador de inglés) para el Programa de Mejoras de Servicio y Capacidad de la Línea - Propuesto). Como un proyecto para la institución o aumento de pasajeros y ropuesto está exento de CEQA bajo el Código de Recursos públicos sección (b), pero Metro ha elegido preparar un Borrador EIR para proporcionar un Proyecto. Este aviso proporciona al público, agencias responsables, y otras e *información concerniente a la disponibilidad del Borrador EIR.*

sto implica la construcción de tres mejoras capitales que proporcionarían la nes suburbanos de Metrolink aumente a lo largo de AVL a un avance bidirec-LAUS) y *Santa Clarita Valley y un avance bidireccional de 60 minutos entre* 2028. Las tres mejoras de capital incluyen la Extensión de Doble Vía Balboa Apartadero Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras de er. La Figura 1 muestra el contexto regional del corredor del Proyecto, así

lgura 1, se describen a continuación, con dos mejoras de capital que tienen inea alternativas, que son propuestas para brindar flexibilidad adicional para e mejora de capital y sus opciones asociadas, así como los impactos opera-o evaluados en el EIR:

ensión de Doble Vía Balboa extendería la la doble vía existente aproxima-boa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto propor-*nk para programar servicios más regulares, especialmente en período de* ucturas de contención serán consideradas para evitar invasiones fuera del *Inglés).*
Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 pies *d y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora incluiría* ente Estación Santa Clarita y una nueva vía de paso al sur de la Estación los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad

Inferior Peatonal de Plataforma a Plataforma. – Esta opción de diseño tonal Inferior separado a nivel en la Estación Santa Clarita para conectar la gunda plataforma propuesta.
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mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes lmacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo r existente en la *Ciudad de Lancaster con provisiones para abastecimiento*

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na Insular con Cruce Peatonal A Nivel – Esta opción de diseño proporcio-r con dos superficies de plataforma en la Estación Lancaster y dos cruces *xtremos norte y sur de la nueva plataforma.*

ITAL: La AVL es un corredor ferroviario existente de 76.6 millas que va desde ster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. El corredor y Line y es paralela a la *autopista Interestatal 5* (I-5) de Los Ángeles a Santa a Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, el corredor AVL obladas a lo largo de la parte sur del corredor y suburbanas menos pobladas r. De sur a norte, las ciudades y comunidades a lo largo de la AVL incluyen la le Burbank, Ciudad de San Fernando, Ciudad de Santa Clarita, el Condado No idad de Palmdale, y la Ciudad de Lancaster.

el fundamental en la conexión de comunidades del norte del Condado de Los de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL tran-tema de trenes de cercanías de Metrolink y fue responsable de eliminar aprox-arreteras de la región al año. Consecuente con el Plan Estatal Ferroviario y el nia de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del crec-gión norte del Condado de Los Ángeles durante los siguientes 20 años, Metro *ealizar todo su potencial como una mejora de la movilidad regional y no sólo* secuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

nás frecuentes para mejorar la conectividad regional y la accesibilidad a errovíario de pasajeros bidireccional de 30 *minutos a Santa Clarita Valley y un* ancaster a lo largo del corredor de la AVL.
servicio de pasajeros en el corredor ferroviario de la AVL.
tura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor

ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del ORE de Metrolink.

ador EIR incluye una evaluación de cada tópico ambiental identificado en las bicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguientes lad del Aire, Recursos Biológicos, Recursos Culturales, Recursos Energéticos, ones de Gas Invernadero, Riesgos y Materiales Peligrosos, Ruido y Vibración, del Agua. El Borrador EIR identificó impactos inevitables significativos relacio-l aumento de la actividad de las locomotoras diésel con el ruido y la vibración dados con la Extensión de Doble Vía de Balboa y las mejoras de la Terminal le *significativos serían menos que significativos* con la implementación de las dor EIR. Además, partes del sitio de mejora de la Extensión de Apartadero Can-

yon están ubicadas dentro de los límites históricos de la Instalación Whitaker-Bermite Facility que está incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobierno.

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para recibir testimonio sobre el Borrador EIR durante *el período de revisión y comentarios públicos de 45 días. Las audiencias públicas no serán en persona para promover la seguridad* comunitaria relacionada con COVID 19. Las presentaciones pueden verse en metro.net/projects/avl. Las presentaciones en vivo *pueden verse en las siguientes fechas y horarios.*

Fecha: Miercoles 18 de agosto de 2021
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 6162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito u oralmente durante las audiencias públicas. Los comentarios escritos deben enviarse a Metro en o antes del 10 de septiembre de 2021 a la dirección postal o correo electrónico de abajo o enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web en metro.net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de Servicio y Capacidad de AVL al (213) 922 4844 y dejar un mensaje.

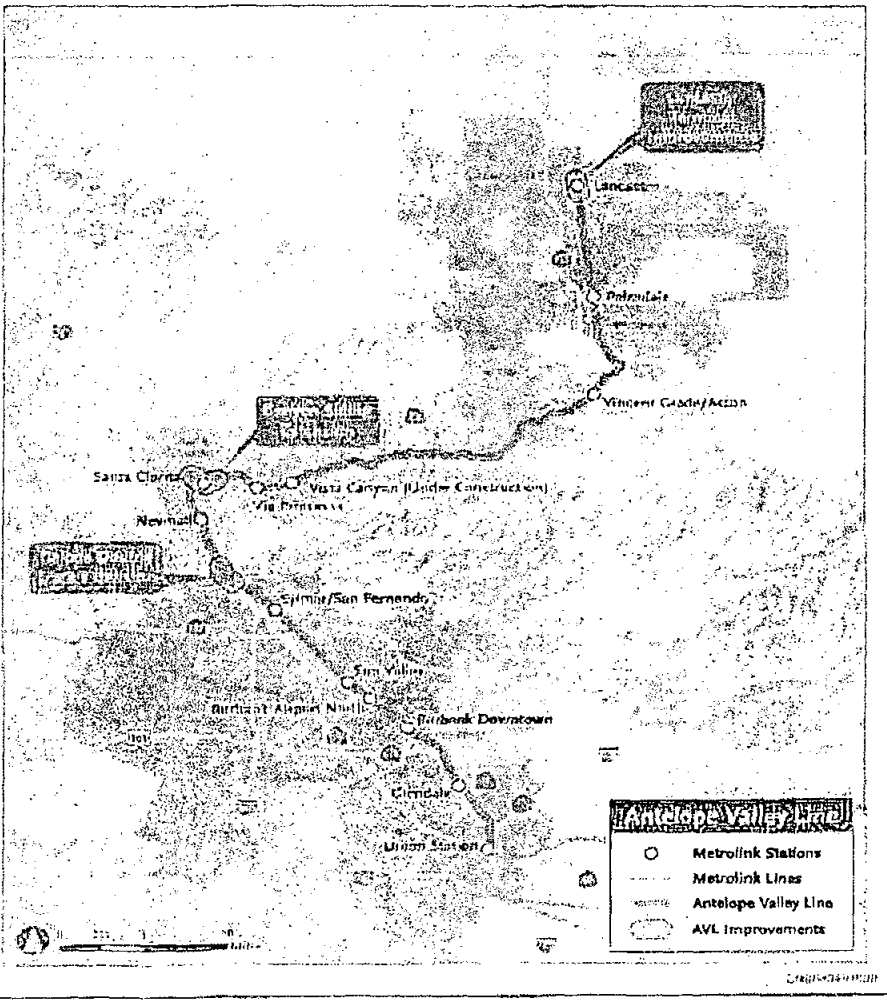
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net/projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13' Piso, Los Ángeles, CA 90012) – *solamente mediante cita. Por favor, envíe un correo* electrónico a library@metro.net para agendar una cita.
- *Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ángeles, CA 90027)*
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: *Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solicitud,* interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al público para *reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas* en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



) court days before the scheduled to be heard t appear at the hearing cause why the petition t be granted. If no written is timely filed, the court it the petition without a

f Hearing 8/5/2021 at Dept.: F47 at the court ove.

Publish: 7/8, 7/15, 7/22 & 7/29/2021
San Fernando Sun
L12621

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
Superior Court of California,
County of Los Angeles
9425 Penfield Avenue
Chatsworth, CA 91311
Chatsworth Courthouse

Petition of: Jeffrey Ronald Martineau and Trishna Kathleen Helmick
Change of Name
Case #: **21CHCP00248**
Petitioner Jeffrey Ronald Martineau and Trishna Kathleen Helmick filed a petition with this court for a decree changing names as follows:
Present Name:
Jeffrey Ronald Martineau,
Trishna Kathleen Helmick
Proposed Name:
Jeffrey Ronald Malick,
Trishna Kathleen Malick
The Court Orders that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition

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Metro

LIZACIÓN Y DISPONIBILIDAD DE UN DE INFORME DE IMPACTO AMBIENTAL

21
izaciones y Partes Interesadas
ción (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impac-

joras de Servicio y Capacidad de la Línea Antelope Valley

olitano de Transporte del Condado de Los Ángeles (Metro)

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esto implica la construcción de tres mejoras capitales que proporcionarían la anes suburbanos de Metrolink aumente a lo largo de AVL a un avance bidirec- (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 minutos entre 2028. Las tres mejoras de capital incluyen la Extensión de Doble Vía Balboa l Apartadero Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras de ater. La Figura 1 muestra el contexto regional del corredor del Proyecto, así

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yon están ubicadas dentro de los límites históricos de la Instalación Whitaker-Bermite Facility que está incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobierno.

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

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Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 8162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 268 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

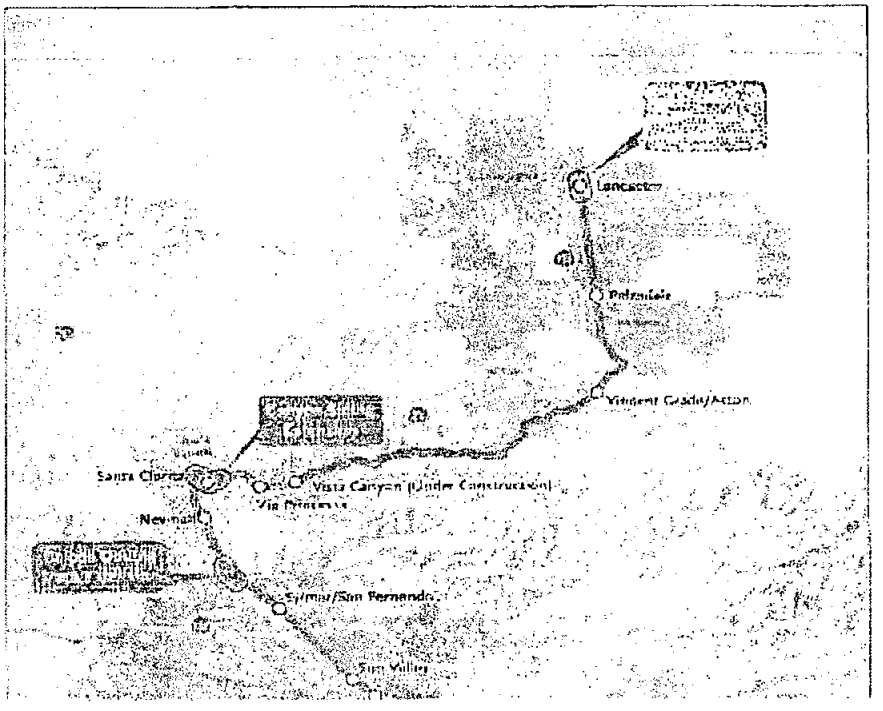
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Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net/projects/avl/ y en las siguientes ubicaciones:

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- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solicitud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al público para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



Publication: Glendale News-Press
Outlook Control #: 2021-07-26-22592
Ad Description: CNSB-3491626-NOC-NOA-DEIR
Publication Dates: 7/31/21

This space is reserved for Clerk's Filing Stamp

Outlook Newspapers Group
PO Box 578
La Cañada Flintridge, CA 91012

PROOF OF PUBLICATION

2015.5 C.C.P.
State of CA, County of Los Angeles

I am a citizen of the United States and employed by a publication in the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the mentioned matter. I am the principal clerk of the Glendale News Press, a newspaper published weekly in the City of Glendale, County of Los Angeles, and adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of March 1, 1934, Case Number 369086. The notice, of which the attached is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

7/31/21

I certify (or declare) under the penalty of perjury that the following is true and correct.

Signature

Dated in Glendale, California

7/31/21

PROOF OF PUBLICATION
GLENDALE NEWS-PRESS
800 Foothill Boulevard.

A0000057938 06

GLENDALE NEWS-PRESS PUBLIC NOTICE

Metro

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: July 28, 2021
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE: Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER: 2020109001
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. Figure 1 shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
    - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
    - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
    - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
    - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
    - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

Publish Date July 31, 2021, Glendale News-Press

Outlook Newspapers Group
PO Box 578
La Cañada Flintridge, CA 91012

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 8162 7606
Call-In Number: 213.338.8477

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Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

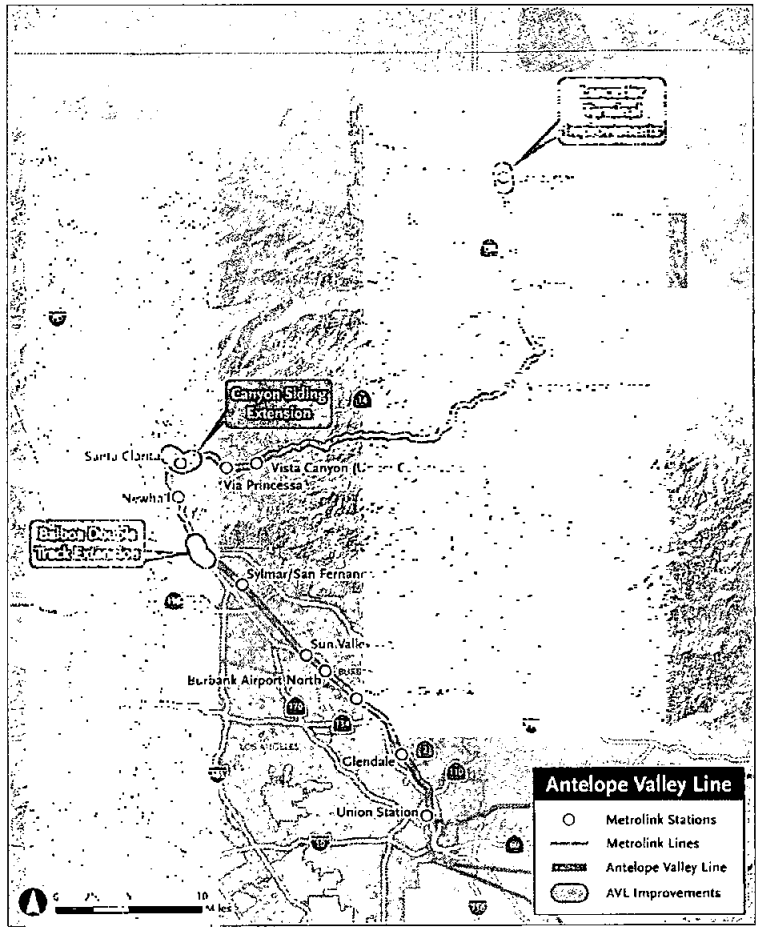
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email library@metro.net to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534).

ACCOMODATIONS: Spanish and Armenian language interpretation will be available at both public hearings. Upon request, sign language interpretation, materials in alternative formats, and other accommodations are available to the public for Metro-sponsored meetings and events. Americans with Disabilities Act (ADA) accommodations and other translations request can be made by calling 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



CNSB#3491626

PROOF OF PUBLICATION

(2015.5C.C.P)

La Opinión

PO Box 71847, Los Angeles, CA 90071
Tel: (213)896-2260 • Fax: (213)-896-2260

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

July 28

all in the year 2021

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

28 day of July, 2021

Signatur

AVD #017 Contr
Rev. 03/12

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Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA:	28 de julio de 2021
PARA:	Agencias, Organizaciones y Partes Interesadas
ASUNTO:	Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO:	Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH:	2020109001
DE:	Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

POR MEDIO DE LA PRESENTE SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de C fornia, la Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado Borrador de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacic de la Línea Antelope Valley (AVL, por sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o mento de pasajeros y servicios de cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Cód de Recursos públicos sección 21080(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar Borrador EIR para proporcionar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona público, agencias responsables, y otras partes interesadas un resumen del Proyecto Propuesto, e información concernient la disponibilidad del Borrador EIR.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionar la capacidad requerida para permitir que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avar bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de minutos entre Santa Clarita Valley y la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extens de Doble Vía Balboa ubicada en la Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Sar Clarita, y las Mejoras de la Terminal Lancaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional corredor del Proyecto, así como las tres ubicaciones de mejoras de capital.

Las tres mejoras de capital, que se muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital q tienen opciones para configuraciones de plataforma de estaciones alternativas, que son propuestas para brindar flexibilid adicional para la operación futura. La construcción de cada proyecto de mejora de capital y sus opciones asociadas, así cor los impactos operativos del aumento de los servicios de Metrolink, han sido evaluados en el EIR:

- **Extensión de Doble Vía Balboa**. La Extensión de Doble Vía Balboa extendería la la doble vía existente aproximadamente 6,300 pies al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto proporcionaría capacidad operativa para Metrolink para programar servicios más regulares, especialmente en periodo de menor actividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar invasiones fuera del derecho de paso (ROW, por sus siglas en inglés).
- **Extensión del Apartadero Canyon.** La Extensión del Apartadero de Canyon agregaría aproximadamente 8,40 pies de nueva doble vía Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejor incluiría una segunda plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur de la Estación sería agregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad y confiabilidad operativa.
    - *Opción de Diseño de Paso Inferior Peatonal de Plataforma a Plataforma.* – Esta opción de diseño proporcionaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conect la plataforma existente a la segunda plataforma propuesta.
    - *Opción de Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Peatonal* – Esta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona miento de la Estación Santa clarita a la nueva plataforma de isla.
- **Mejoras de la Terminal Lancaster.** Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes existentes al agregar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo en las cercanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones par abastecimiento de combustible.
    - *Opción de Diseño de Plataforma Insular con Paso Peatonal Inferior*– Esta opción de diseño proporcionaría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y ur paso peatonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
    - *Opción de Diseño de Plataforma Insular con Cruce Peatonal*– Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce peatonal (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
    - *Opción de Diseño Plataforma Insular con Cruce Peatonal A Nivel* – Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos cruces peatonales a nivel en los extremos norte y sur de la nueva plataforma.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que v desde LAUS en la Ciudad de Los Ángeles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles El corredor consiste de la antigua Línea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Lo Ángeles a Santa Clarita, gira al este, luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel loca el corredor AVL atraviesa muchas áreas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbana menos pobladas y áreas rurales a lo largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo larg de la AVL incluyen la Ciudad de Los Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad d Santa Clarita, el Condado No Incorporado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaste

OBJETIVOS DEL PROYECTO: La AVL juega un papel fundamental en la conexión de comunidades del norte del Condado d Los Ángeles a LAUS y en las ciudades intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AV transportó la el tercer mayor número de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de elimina aproximadamente un millón de viajes en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviari y el programa de Expansión Ferroviaria del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación de crecimiento sustancial de la población y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años Metro busca mejorar el servicio ferroviario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sól como un servicio de cercanías en horas pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca

- Brindar servicios Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a través de la habilitación de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor de la AVL.
- Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
- Proporcionar las mejoras de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor de la AVL.
- Apoyar la visión y objetivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.

EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado e las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las sigui entes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recurso Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitable significativos relacionados con las emisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel cor el ruido y la vibración generados por las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las

Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA: 28 de julio de 2021
PARA: Agencias, Organizaciones y Partes Interesadas
ASUNTO: Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH: 2020109001
DE: Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

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EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguientes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables mejoras de la Terminal Lancaster. Todos los demás impactos potencialmente significati implementación de las medidas de mitigación como se describe en el Borrador EIR. Ac tensión de Apartadero Canyon están ubicadas dentro de los límites históricos de la Inst incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias púb la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden vers ciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021	**Fecha: Sábado 2**
Hora: 6 pm – 7:30 pm	Hora: 11:
Enlace de la Reunión: bit.ly/35qFkcC	Enlace de la Reu
Identificación del Webinar: 948 3461 0205	Identificación del
Número de marcación: 213.338.8477	Número de marca
Línea de Teléfono Armenia: 646.749.3335	Línea de Teléfonc
Código de Acceso: 509 148 549	Código de Acces
Por teléfono en español: 646.749.3335	Por teléfono en e
Contraseña: 754 052 309	Contraseña: 248

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito cas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiemb electrónico de abajo o enviados a través de un formulario de comentarios en línea qu net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de 4844 y dejar un mensaje.

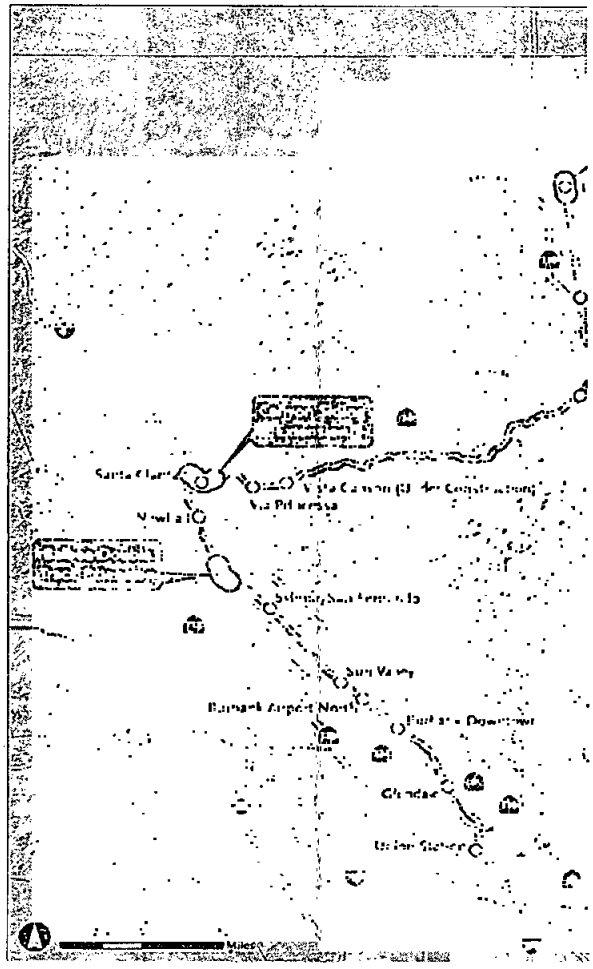
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revis projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solame correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ár
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles er tud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras a para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadou sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al anticipación.

Figura 1 – Informe del Proyecto Propuesto



Metro

VISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN EPROYECTO DE INFORME DE IMPACTO AMBIENTAL

28 de julio de 2021
Agencias, Organizaciones y Partes Interesadas
Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
2020109001
Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de Cali- Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un ental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o au- canlas en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código (b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un gistro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al as partes interesadas un resumen del Proyecto Propuesto, e información concerniente a

Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían ue el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance s Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión idad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa ncaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional del es ubicaciones de mejoras de capital.

uestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como le los servicios de Metrolink, han sido evaluados en el EIR:

Balboa. La Extensión de Doble Vía Balboa extendería la la doble vía existente aprox- il norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. icidad operativa para Metrolink para programar servicios más regulares, especialmente vidad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar cho de paso (ROW, por sus siglas en inglés).
ro Canyon. La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora taforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur gada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y onfiabilidad operativa.

Diseño de Paso Inferior Peatonal de Plataforma a Plataforma. – Esta opción de diseño ría un paso peatonal inferior separado a nivel en la Estación Santa Clanta para conectar a existente a la segunda plataforma propuesta.
Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Pea- opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona- Estación Santa clarita a la nueva plataforma de isla.

Lancaster. Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de ar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 nlas de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para stible.
Diseño de Plataforma Insular con Paso Peatonal Inferior– Esta opción de diseño pro- una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un al inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
Diseño de Plataforma Insular con Cruce Peatonal– Esta opción de diseño proporciona- aforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce ente) separado a nivel para proporcionar acceso a la nueva plataforma.
Diseño Plataforma Insular con Cruce Peatonal A Nivel – Esta opción de diseño propor- plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos onales a nivel en los extremos norte y sur de la nueva plataforma.

'ORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va les a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. a de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los ego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas rgo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo ngeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de ado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

L juega un papel fundamental en la conexión de comunidades del norte del Condado de intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, o de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

k regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a e un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley de 60 minutos a Lancaster a lo largo del corredor de la AVL.

eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del

s del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del rograma SCORE de Metrolink.

\LES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguiorte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos sos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables mejoras de la Terminal Lancaster. Todos los demás impactos potencialmente significativos serían menos que significativos con la implementación de las medidas de mitigación como se describe en el Borrador EIR. Además, partes del sitio de mejora de la Extensión de Apartadero Canyon están ubicadas dentro de los límites históricos de la Instalación Whitaker-Bermite Facility que está incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobierno.

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para recibir testimonio sobre el Borrador EIR durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias públicas no serán en persona para promover la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden verse en metro.net/projects/avl. Las presentaciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 8162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito u oralmente durante las audiencias públicas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiembre de 2021 a la dirección postal o correo electrónico de abajo o enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web en metro. net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de Servicio y Capacidad de AVL al (213) 922 4844 y dejar un mensaje.

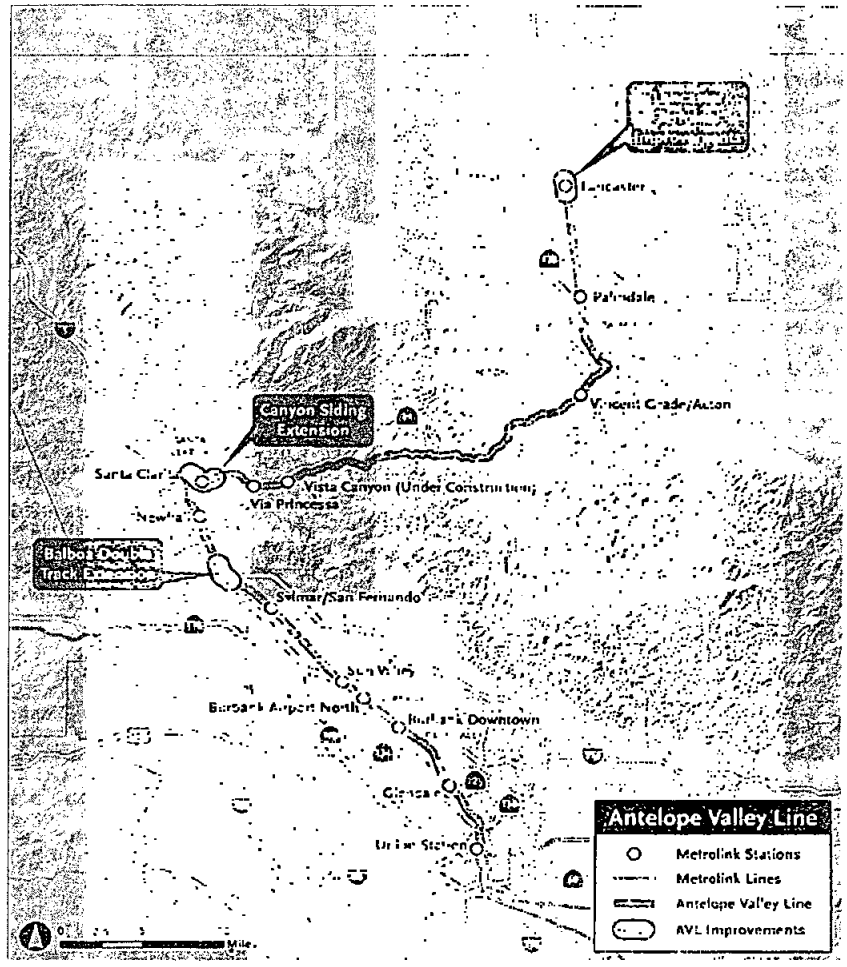
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net/projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solamente mediante cita. Por favor, envie un correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ángeles, CA 90027)
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solicitud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al público para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



2020109-100397-1

Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA: 28 de julio de 2021
PARA: Agencias, Organizaciones y Partes Interesadas
ASUNTO: Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH: 2020109001
DE: Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

POR MEDIO DE LA PRESENTE SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de California, la Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un Borrador de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley (AVL, por sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o aumento de pasajeros y servicios de cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código de Recursos públicos sección 21080(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un Borrador EIR para proporcionar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al público, agencias responsables, y otras partes interesadas un resumen del Proyecto Propuesto, e información concerniente a la disponibilidad del Borrador EIR.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían la capacidad requerida para permitir que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 minutos entre Santa Clarita Valley y la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión de Doble Vía Balboa ubicada en la Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras de la Terminal Lancaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional del corredor del Proyecto, así como las tres ubicaciones de mejoras de capital.

Las tres mejoras de capital, que se muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que tienen opciones para configuraciones de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad adicional para la operación futura. La construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como los impactos operativos del aumento de los servicios de Metrolink, han sido evaluados en el EIR:

- **Extensión de Doble Vía Balboa**. La Extensión de Doble Vía Balboa extendería la la doble vía existente aproximadamente 6,300 pies al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto proporcionaría capacidad operativa para Metrolink para programar servicios más regulares, especialmente en periodo de menor actividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar invasiones fuera del derecho de paso (ROW, por sus siglas en inglés).
- **Extensión del Apartadero Canyon.** La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 pies de nueva doble vía Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora incluiría una segunda plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur de la Estación sería agregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad y confiabilidad operativa.
    - *Opción de Diseño de Paso Inferior Peatonal de Plataforma a Plataforma.* – Esta opción de diseño proporcionaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conectar la plataforma existente a la segunda plataforma propuesta.
    - *Opción de Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Peatonal* – Esta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estacionamiento de la Estación Santa clarita a la nueva plataforma de isla.
- **Mejoras de la Terminal Lancaster.** Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes existentes al agregar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo en las cercanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para abastecimiento de combustible.
    - *Opción de Diseño de Plataforma Insular con Paso Peatonal Inferior*– Esta opción de diseño proporcionaría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un paso peatonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
    - *Opción de Diseño de Plataforma Insular con Cruce Peatonal*– Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce peatonal (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
    - *Opción de Diseño Plataforma Insular con Cruce Peatonal A Nivel* – Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos cruces peatonales a nivel en los extremos norte y sur de la nueva plataforma.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va desde LAUS en la Ciudad de Los Ángeles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. El corredor consiste de la antigua Línea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los Ángeles a Santa Clarita, gira al este, luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, el corredor AVL atraviesa muchas áreas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas menos pobladas y áreas rurales a lo largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo de la AVL incluyen la Ciudad de Los Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de Santa Clarita, el Condado No Incorporado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

OBJETIVOS DEL PROYECTO: La AVL juega un papel fundamental en la conexión de comunidades del norte del Condado de Los Ángeles a LAUS y en las ciudades intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL transportó la el tercer mayor número de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar aproximadamente un millón de viajes en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario y el programa de Expansión Ferroviaria del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del crecimiento sustancial de la población y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, Metro busca mejorar el servicio ferroviario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo como un servicio de cercanías en horas pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

- Brindar servicios Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a través de la habilitación de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor de la AVL.
- Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
- Proporcionar las mejoras de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor de la AVL.
- Apoyar la visión y objetivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.

EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguientes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables significativos relacionados con las emisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel con el ruido y la vibración generados por las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las

tensión de Apartadero Canyon están ubicadas dentro de los
incluida en la Lista Cortese de materiales peligrosos compila

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de
durante el periodo de revisión y comentarios públicos de 45
la seguridad comunitaria relacionada con COVID 19. Las pre
ciones en vivo pueden verse en las siguientes fechas y hora

Fecha: **Miercoles 18 de agosto de 2021**
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

COMENTARIOS: Los comentarios del Borrador EIR pueden
cas. Los comentarios escritos deben enviarse a Mero en o
electrónico de abajo o enviados a través de un formulario de
net/projects/avl. También puede llamar a la linea directa del
4844 y dejar un mensaje.

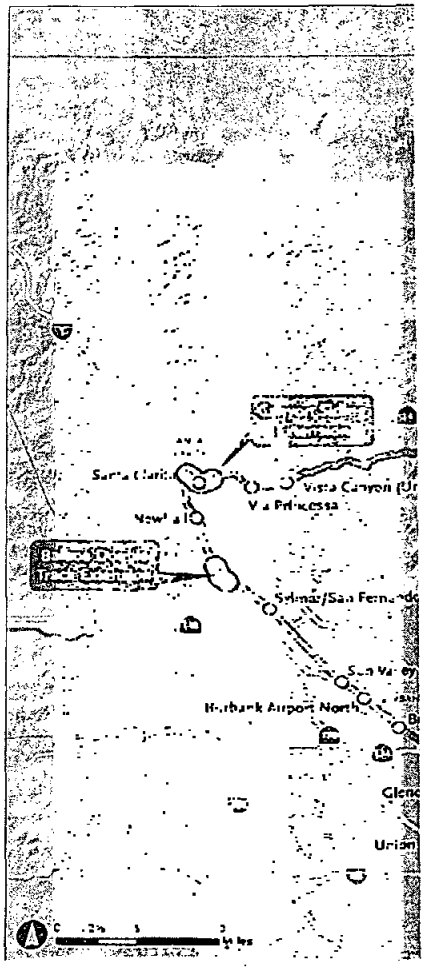
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado d
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR esté
projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Áng
correo electrónico a library@metro.net para agendar u
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1
- Biblioteca Central de Glendale (222 E Harvard St, Glen
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, B
- Biblioteca de San Fernando (217 N Maclay Ave, San F
- Biblioteca de Old Town Newhall (24500 Main St, Santa
- Biblioteca de Acton Agua Dulce (33792 Crown Valley R
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palr
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancas

ADAPTACIONES: Interpretación del idioma español y armen
tud, interpretación del lenguaje de señas, materiales en form
para reuniones y eventos patrocinados por Metro. Adaptacior
sus siglas en inglés) y otras solicitudes de traducción puede
anticipación.

Figura 1 – Informe del Proyecto Propuesto



Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN NTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

28 de julio de 2021
Agencias, Organizaciones y Partes Interesadas
Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
2020109001
Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de Cali- le Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un ıbiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad ɔor sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o au- cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código 80(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al ɔtras partes interesadas un resumen del Proyecto Propuesto, e información concerniente a

El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían r que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance ₋os Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 / la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa Lancaster ubicada en la Ciudad de Lancaster. La **Figura** 1 muestra el contexto regional del tres ubicaciones de mejoras de capital.

ı muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que es de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad ₋a construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como ɔ de los servicios de Metrolink, han sido evaluados en el EIR:

Vía Balboa. La Extensión de Doble Vía Balboa extendería la la doble vía existente aprox- ₃s al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. ıpacidad operativa para Metrolink para programar servicios más regulares, especialmente ıctividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar erecho de paso (ROW, por sus siglas en inglés).

dero Canyon. La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 ia Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur ɔregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y / confiabilidad operativa.

le Diseño de Paso Inferior Peatonal de Plataforma a Plataforma. – Esta opción de diseño ɔnaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conectar ırma existente a la segunda plataforma propuesta.
le Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Pea- sta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de ıa) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona- e la Estación Santa clarita a la nueva plataforma de isla.

al Lancaster. Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de regar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 rcanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para ıbustible.
'e Diseño de Plataforma Insular con Paso Peatonal Inferior– Esta opción de diseño pro- ría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un ıtonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
'e Diseño de Plataforma Insular con Cruce Peatonal– Esta opción de diseño proporciona- lataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
'e Diseño Plataforma Insular con Cruce Peatonal A Nivel – Esta opción de diseño propor- una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos ɜatonales a nivel en los extremos norte y sur de la nueva plataforma.

NTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va geles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. ínea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, eas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de orado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

AVL juega un papel fundamental en la conexión de comunidades del norte del Condado de es intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario ría del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del n y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, ario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo as pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

link regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a n de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley nal de 60 minutos a Lancaster a lo largo del corredor de la AVL.

l y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
as de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del

tivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del el programa SCORE de Metrolink.

CIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguiı- nsporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos cursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, es Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables nisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel con las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobiern

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para recibir testimonio sobre el Borrador El durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias públicas no serán en persona para promove la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden verse en metro.net/projects/avl. Las presenta ciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 8162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito u oralmente durante las audiencias públ cas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiembre de 2021 a la dirección postal o corre electrónico de abajo o enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web en metrc net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de Servicio y Capacidad de AVL al (213) 92 4844 y dejar un mensaje.

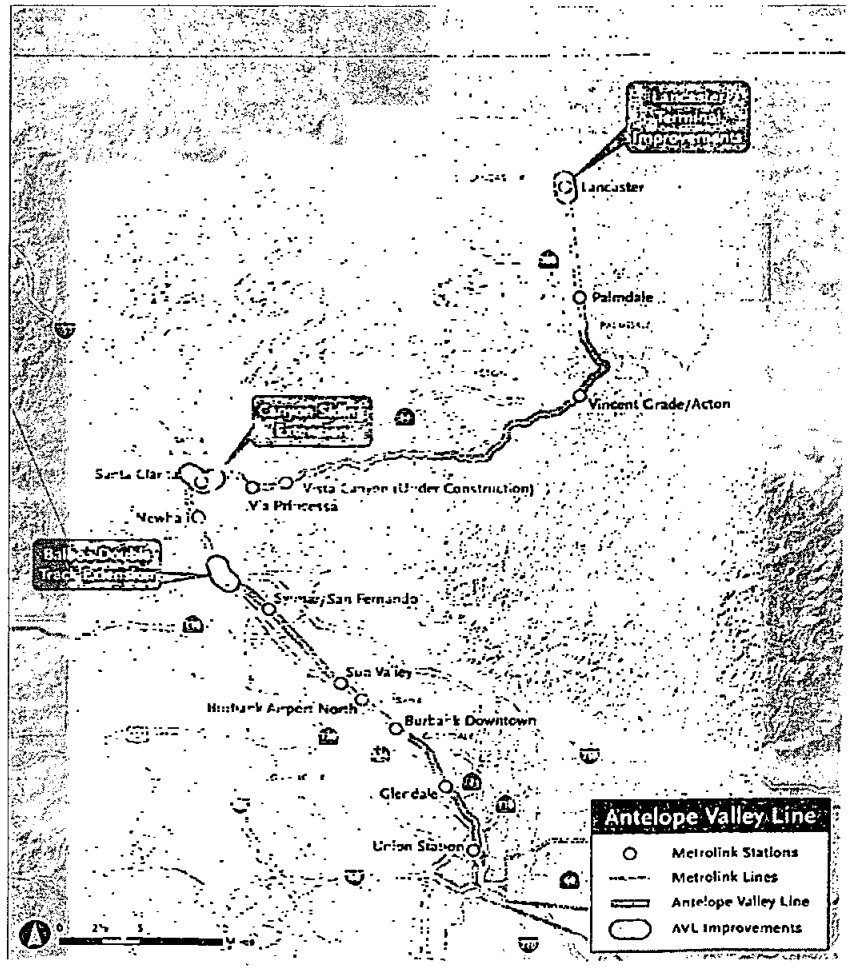
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solamente mediante cita. Por favor, envíe un correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ángeles, CA 90027)
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solici tud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al públic para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, po sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



California Newspaper Service Bureau
Public Notice Advertising Since 1934
Tel 1-800-788-7840 Fax 1-800-474-9444
Local Offices and Representatives in:
Los Angeles, Santa Ana, San Diego, Riverside/San Bernardino,
San Francisco, Oakland, San Jose, Sacramento
Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

SAN FERNANDO SUN

On the following dates:

07/29/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

13th day of August 2021

Elwyn Johnson

Signature

3491631

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

* A 0 0 0 0 0 5 8 0 0 5 5 6 *

Brand Blvd; San Fernando, CA 91340.
This business is conducted by: an individual
The registrant commenced to transact business under the fictitious business name or names listed above on: 11/2009.
Signed: Francisco Alberto Curiel, Owner
NOTICE-THIS FICTITIOUS

Publish: 7/22, 7/29, 8/5 & 8/12/2021
San Fernando Sun
D41087

2021 156757
FICTITIOUS BUSINESS NAME STATEMENT
Mailing Address: Nicole Wexler; 2600 West Olive Avenue Suite 500; Burbank, CA 91505.

YEARS FROM THE DATE IT WAS FILED IN THE OFFICE OF THE COUNTY CLERK. A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO THAT DATE. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the rights of another under federal, state, or common law (see Section 14400 et

business as: **ONE-SHOT CONCRETE AND GRADING**; 13913 Mercer St; Pacoima, CA 91331. LA.
Registered Owner(s):
Adelakio L. Rodriguez; 13913 Mercer St; Pacoima, CA 91331.
This business is conducted by: an individual
The registrant commenced to transact business under the fictitious

or common law (see Section 14400 e seq., Business and Professions Code
This statement was filed with the County Clerk of Los Angeles County 7/22/2021.
Publish: 7/29, 8/5, 8/12 & 8/19/202
San Fernando Sun
D41089

Metro

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: July 28, 2021
TO: Agencies, Organizations, and Interested Parties
SUBJECT: *Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report*
PROJECT TITLE: Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER: 2020109001
FROM: *Los Angeles County Metropolitan Transportation Authority (Metro)*

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles *County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR)* for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa Double Track Extension would extend the existing double track approximately 8,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
    - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
    - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
    - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
    - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
    - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony and comment period. Public hearings will not be in person to promote community sa viewed at metro.net/projects/avl. Live presentations may be seen at the following da

Date: Wednesday, August 18, 2021	**Date: Saturda**
Time: 6 pm – 7:30 pm	Time:
Meeting Link: bit.ly/35qFkcC	Meeting Link:
Webinar ID: 948 3461 0205	Webinar ID: 9
Call-In Number: 213.338.8477	Call-In Numbe
Հայերեն զանգերի համար՝ 646.749.3335	Հայերեն զանգ
Սեմինարի կոդ՝ 509 148 549	Սեմինարի կոդ
Por teléfono en español: 646.749.3335	Por teléfono en
Contraseña: 754 052 309	Contraseña: 24
Por teléfono en español: 646.749.3335	Por teléfono e
Contraseña: 754 052 309	Contraseña: 2

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally durir be sent to Metro on or before September 10, 2021 at the postal address or e-mail comment form found on the project website at metro.net/projects/avl. You may also Program hotline number at (213) 922 4844 and leave a message.

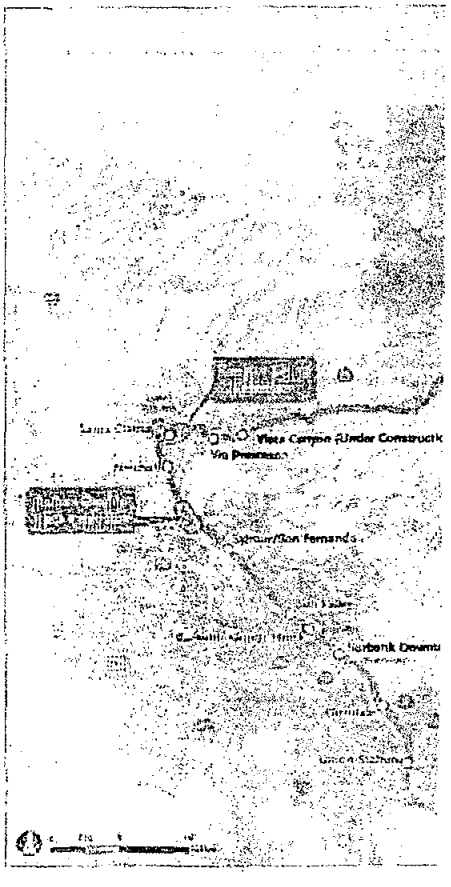
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: *The Draft EIR is available for review at the websit* following locations:

- *Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012* metro.net to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angel
- *Glendale Central Library (222 E Harvard St, Glendale, CA 91205)*
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- *Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)*
- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- *Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534).*

ACCOMODATIONS: Spanish and Armenian language interpretation will be availa language interpretation, materials in alternative formats, and other accommodation meetings and events. Americans with Disabilities Act (ADA) accommodations and 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



2, 7/29, 8/5 & 8/12/2021
do Sun

2021 156757
TIOUS BUSINESS
ME STATEMENT
ress: Nicole Wexler; 2600
enue Suite 500; Burbank,

YEARS FROM THE DATE IT WAS FILED IN THE OFFICE OF THE COUNTY CLERK. A NEW FICTITIOUS BUSINESS NAME STATEMENT MUST BE FILED PRIOR TO THAT DATE. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the rights of another under federal, state, or common law (see Section 14400 et

business as: ONE-STOP CONCRETE AND GRADING; 13913 Mercer St; Pacoima, CA 91331, LA,
Registered Owner(s):
Adelaido L. Rodriguez; 13913 Mercer St; Pacoima, CA 91331.
This business is conducted by: an Individual
The registrant commenced to transact business under the fictitious

seq., Business and Professions Code.)
This statement was filed with the County Clerk of Los Angeles County on: 7/22/2021.
Publish: 7/29, 8/5, 8/12 & 8/19/2021
San Fernando Sun
D41089

Change of Name
Case #: **21CHCP00191**
Petitioner Jaclyn Sutley filed a petition with this court for a decree changing names as follows:
Present Name: Jaclyn Paige Sutley,
Proposed Name: Jaclyn Cecilia

Metro

MPLETION AND AVAILABILITY
VIRONMENTAL IMPACT REPORT

tions, and Interested Parties
n (NOC) and Availability (NOA) of a Draft Environmental Impact Report
e Capacity and Service Improvements Program

/ Metropolitan Transportation Authority (Metro)

alifornia Environmental Quality Act (CEQA) Guidelines, the Los Angeles Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for provements Program (Proposed Project). As a project for the institution or eady in use, the Proposed Project is exempt from CEQA under Public Re- e section 15275(b), but Metro has elected to prepare a Draft EIR to provide he Project. This notice provides the public, responsible agencies, and other t, and information regarding the availability of the Draft EIR.

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described below, with two capital improvements having options for alternate rovide additional flexibility for future operation. Construction of each capital ell as the operational impacts of increased Metrolink services have been

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ING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in e City of Lancaster within the County of Los Angeles. The corridor consists the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, ty of Lancaster. Locally, the AVL corridor traverses many densely populated dor and less populated suburban and rural areas along the northern portion nunities along the AVL include the City of Los Angeles, City of Glendale, City , Unincorporated Los Angeles County, the Town of Acton, City of Palmdale,

le in connecting communities in North Los Angeles County to LAUS and e 19 (COVID 19) pandemic, the AVL carried the third highest ridership in le for removing approximately one million weekday automobile trips from te Rail Plan and Metrolink's Southern California Optimized Rail Expansion opulation and employment growth in the North Los Angeles County region ervice on the AVL to realize its full potential as a regional mobility enhance- ccordingly, the AVL Capacity and Service Improvement Program seeks to:

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efficiency on the AVL rail corridor.
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er 10, 2021.

PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

Հայերեն զանգերի համար՝ 646.749.3335
Սեմինարի կոդ՝ 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
Time: 11am – 12:30pm
Meeting Link: bit.ly/3wD1Sms
Webinar ID: 998 9162 7806
Call-In Number: 213.338.8477

Հայերեն զանգերի համար՝ 646.749.3335
Սեմինարի կոդ՝ 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
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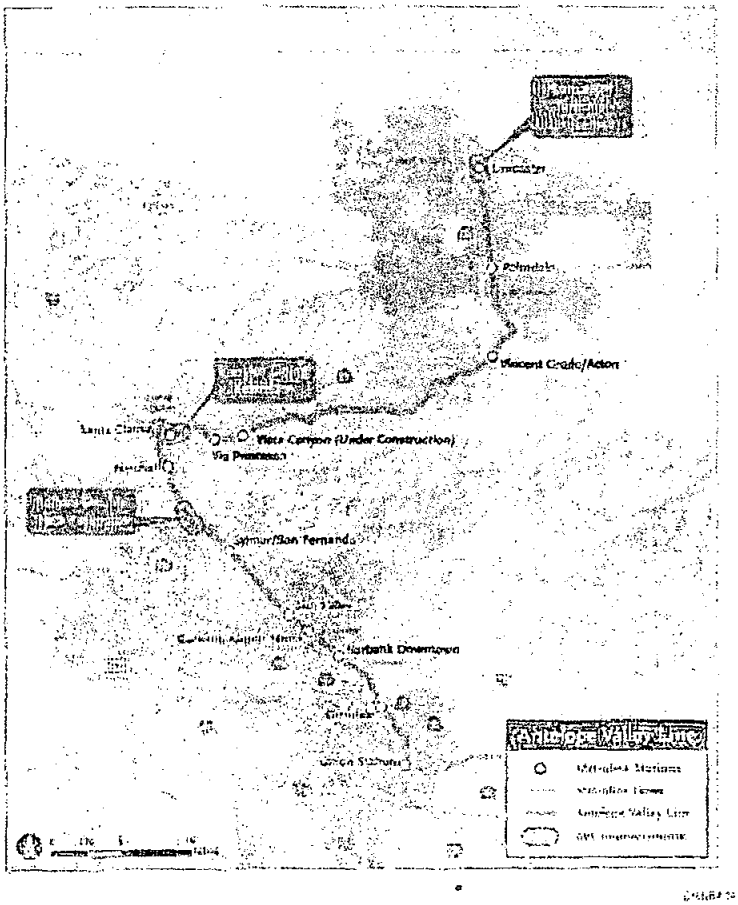
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the following locations:

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- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
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Figure 1 - Proposed Project Overview



THE SIGNAL
26330 Diamond Pl #100
Santa Clarita, CA 91350

Proof of Publication
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years and not a party to or interested in the action for which the attached notice was published. I am a principal clerk of THE SIGNAL, which was adjudged a newspaper of general circulation on March 25, 1988 (Case number NVC 15880) for the City of Santa Clarita and State of California. Attached to this Affidavit is a true and complete copy as was printed and published on the following date(s):

7/28

All in the year 20 21

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Santa Clarita, California, this

28th day of July 20 21

Signature

A0000057961 76

Metro

NOTICE OF COMPLETION AND AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE July 28, 2021
TO Agencies, Organizations, and Interested Parties
SUBJECT Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE Antelope Valley Line Capacity and Service Improvements Program
SCH NUMBER 2020109001
FROM Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR.

- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension**. The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
  - *Platform to Platform Pedestrian Undercrossing Design Option*. This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
  - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option*. This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
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- **Balboa Double Track Extension**. The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north-
dor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD July 28, 2021 to September 10, 2021

PUBLIC HEARING Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID-19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times:

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Webinar ID: 948 3461 0205	Webinar ID: 998 8162 7606
Call-In Number: 213 338 8477	Call-In Number: 213 338 8477
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Սահուսի՝ սող՝ 509 148 549	Սահուսի՝ սող՝ 320 266 021
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Contraseña: 754 052 309	Contraseña: 248 035 021
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  - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing tunnel to provide access to the new platform.
  - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two grade separated pedestrian undercrossings at the new and existing platforms.

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Համարի ID 509 148 549 Համարի ID 320 266 021

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Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

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Figure 1 - Proposed Project Overview

new island platform with two platform faces and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.

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  - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
  - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING. The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR-14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles; City of Glendale; City of Burbank; City of San Fernando; City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

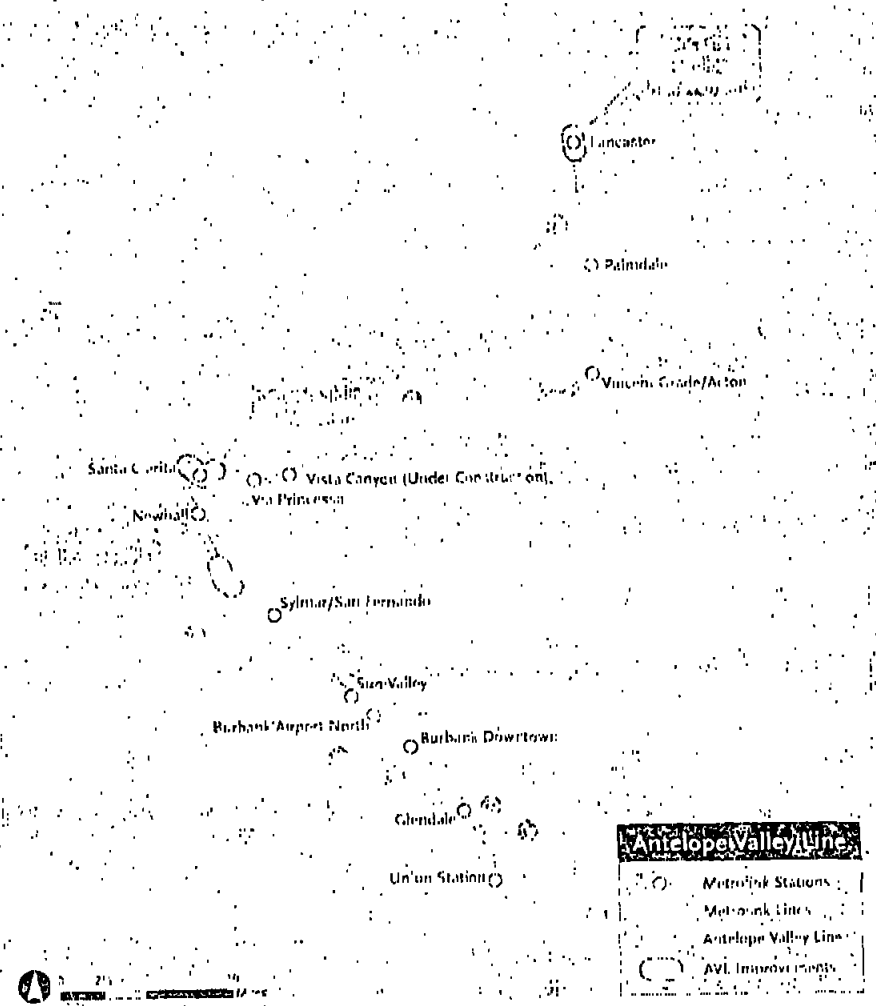
PROJECT OBJECTIVES. The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID-19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.

- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
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Figure 1. Proposed Project Overview



CNS#3491632

APPENDIX C.2

LA OPINION PRINT NEWSPAPER ADVERTISEMENT

PROOF OF PUBLICATION

(2015.5C.C.P)

La Opinión

PO Box 71847, Los Angeles, CA 90071
Tel: (213)896-2260 • Fax: (213)-896-2260

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

July 28

all in the year 2021

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

28 day of July, 2021

Signatur

AVD #017 Contr
Rev. 03/12

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3491627

Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA:	28 de julio de 2021
PARA:	Agencias, Organizaciones y Partes Interesadas
ASUNTO:	Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO:	Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH:	2020109001
DE:	Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

POR MEDIO DE LA PRESENTE SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de C fornia, la Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado Borrador de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacic de la Línea Antelope Valley (AVL, por sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o mento de pasajeros y servicios de cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Cód de Recursos públicos sección 21080(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar Borrador EIR para proporcionar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona público, agencias responsables, y otras partes interesadas un resumen del Proyecto Propuesto, e información concernient la disponibilidad del Borrador EIR.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionar la capacidad requerida para permitir que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avar bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de minutos entre Santa Clarita Valley y la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extens de Doble Vía Balboa ubicada en la Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Sar Clarita, y las Mejoras de la Terminal Lancaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional corredor del Proyecto, así como las tres ubicaciones de mejoras de capital.

Las tres mejoras de capital, que se muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital q tienen opciones para configuraciones de plataforma de estaciones alternativas, que son propuestas para brindar flexibilid adicional para la operación futura. La construcción de cada proyecto de mejora de capital y sus opciones asociadas, así cor los impactos operativos del aumento de los servicios de Metrolink, han sido evaluados en el EIR:

- **Extensión de Doble Vía Balboa**. La Extensión de Doble Vía Balboa extendería la la doble vía existente aproximadamente 6,300 pies al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto proporcionaría capacidad operativa para Metrolink para programar servicios más regulares, especialmente en periodo de menor actividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar invasiones fuera del derecho de paso (ROW, por sus siglas en inglés).
- **Extensión del Apartadero Canyon.** La Extensión del Apartadero de Canyon agregaría aproximadamente 8,40 pies de nueva doble vía Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejor incluiría una segunda plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur de la Estación sería agregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad y confiabilidad operativa.
    - *Opción de Diseño de Paso Inferior Peatonal de Plataforma a Plataforma.* – Esta opción de diseño proporcionaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conect la plataforma existente a la segunda plataforma propuesta.
    - *Opción de Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Peatonal* – Esta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona miento de la Estación Santa clarita a la nueva plataforma de isla.
- **Mejoras de la Terminal Lancaster.** Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes existentes al agregar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo en las cercanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones par abastecimiento de combustible.
    - *Opción de Diseño de Plataforma Insular con Paso Peatonal Inferior*– Esta opción de diseño proporcionaría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y ur paso peatonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
    - *Opción de Diseño de Plataforma Insular con Cruce Peatonal*– Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce peatonal (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
    - *Opción de Diseño Plataforma Insular con Cruce Peatonal A Nivel* – Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos cruces peatonales a nivel en los extremos norte y sur de la nueva plataforma.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que v desde LAUS en la Ciudad de Los Ángeles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles El corredor consiste de la antigua Línea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Lo Ángeles a Santa Clarita, gira al este, luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel loca el corredor AVL atraviesa muchas áreas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbana menos pobladas y áreas rurales a lo largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo larg de la AVL incluyen la Ciudad de Los Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad d Santa Clarita, el Condado No Incorporado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaste

OBJETIVOS DEL PROYECTO: La AVL juega un papel fundamental en la conexión de comunidades del norte del Condado d Los Ángeles a LAUS y en las ciudades intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AV transportó la el tercer mayor número de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de elimina aproximadamente un millón de viajes en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviari y el programa de Expansión Ferroviaria del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación de crecimiento sustancial de la población y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años Metro busca mejorar el servicio ferroviario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sól como un servicio de cercanías en horas pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca

- Brindar servicios Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a través de la habilitación de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor de la AVL.
- Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
- Proporcionar las mejoras de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor de la AVL.
- Apoyar la visión y objetivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.

EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado e las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las sigui entes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recurso Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitable significativos relacionados con las emisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel cor el ruido y la vibración generados por las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las

Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA: 28 de julio de 2021
PARA: Agencias, Organizaciones y Partes Interesadas
ASUNTO: Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH: 2020109001
DE: Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

POR MEDIO DE LA PRESENTE SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de California, la Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un Borrador de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley (AVL, por sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o aumento de pasajeros y servicios de cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código de Recursos públicos sección 21080(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un Borrador EIR para proporcionar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al público, agencias responsables, y otras partes interesadas un resumen del Proyecto Propuesto, e información concerniente a la disponibilidad del Borrador EIR.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían la capacidad requerida para permitir que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 minutos entre Santa Clarita Valley y la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión de Doble Vía Balboa ubicada en la Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras de la Terminal Lancaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional del corredor del Proyecto, así como las tres ubicaciones de mejoras de capital.

Las tres mejoras de capital, que se muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que tienen opciones para configuraciones de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad adicional para la operación futura. La construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como los impactos operativos del aumento de los servicios de Metrolink, han sido evaluados en el EIR:

- **Extensión de Doble Vía Balboa**. La Extensión de Doble Vía Balboa extendería la la doble vía existente aproximadamente 6,300 pies al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto proporcionaría capacidad operativa para Metrolink para programar servicios más regulares, especialmente en periodo de menor actividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar invasiones fuera del derecho de paso (ROW, por sus siglas en inglés).
- **Extensión del Apartadero Canyon.** La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 pies de nueva doble vía Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora incluiría una segunda plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur de la Estación sería agregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad y confiabilidad operativa.
    - *Opción de Diseño de Paso Inferior Peatonal de Plataforma a Plataforma.* – Esta opción de diseño proporcionaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conectar la plataforma existente a la segunda plataforma propuesta.
    - *Opción de Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Peatonal* – Esta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estacionamiento de la Estación Santa clarita a la nueva plataforma de isla.
- **Mejoras de la Terminal Lancaster.** Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes existentes al agregar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo en las cercanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para abastecimiento de combustible.
    - *Opción de Diseño de Plataforma Insular con Paso Peatonal Inferior*– Esta opción de diseño proporcionaría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un paso peatonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
    - *Opción de Diseño de Plataforma Insular con Cruce Peatonal*– Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce peatonal (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
    - *Opción de Diseño Plataforma Insular con Cruce Peatonal A Nivel* – Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos cruces peatonales a nivel en los extremos norte y sur de la nueva plataforma.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va desde LAUS en la Ciudad de Los Ángeles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. El corredor consiste de la antigua Línea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los Ángeles a Santa Clarita, gira al este, luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, el corredor AVL atraviesa muchas áreas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas menos pobladas y áreas rurales a lo largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo de la AVL incluyen la Ciudad de Los Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de Santa Clarita, el Condado No Incorporado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

OBJETIVOS DEL PROYECTO: La AVL juega un papel fundamental en la conexión de comunidades del norte del Condado de Los Ángeles a LAUS y en las ciudades intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL transportó la el tercer mayor número de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar aproximadamente un millón de viajes en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario y el programa de Expansión Ferroviaria del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del crecimiento sustancial de la población y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, Metro busca mejorar el servicio ferroviario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo como un servicio de cercanías en horas pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

- Brindar servicios Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a través de la habilitación de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor de la AVL.
- Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
- Proporcionar las mejoras de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor de la AVL.
- Apoyar la visión y objetivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.

EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguientes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables mejoras de la Terminal Lancaster. Todos los demás impactos potencialmente significati implementación de las medidas de mitigación como se describe en el Borrador EIR. Ac tensión de Apartadero Canyon están ubicadas dentro de los límites históricos de la Inst incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias púb la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden vers ciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021	**Fecha: Sábado 2**
Hora: 6 pm – 7:30 pm	Hora: 11:
Enlace de la Reunión: bit.ly/35qFkcC	Enlace de la Reu
Identificación del Webinar: 948 3461 0205	Identificación del
Número de marcación: 213.338.8477	Número de marca
Línea de Teléfono Armenia: 646.749.3335	Línea de Teléfonc
Código de Acceso: 509 148 549	Código de Acces
Por teléfono en español: 646.749.3335	Por teléfono en e
Contraseña: 754 052 309	Contraseña: 248

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito cas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiemb electrónico de abajo o enviados a través de un formulario de comentarios en línea qu net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de 4844 y dejar un mensaje.

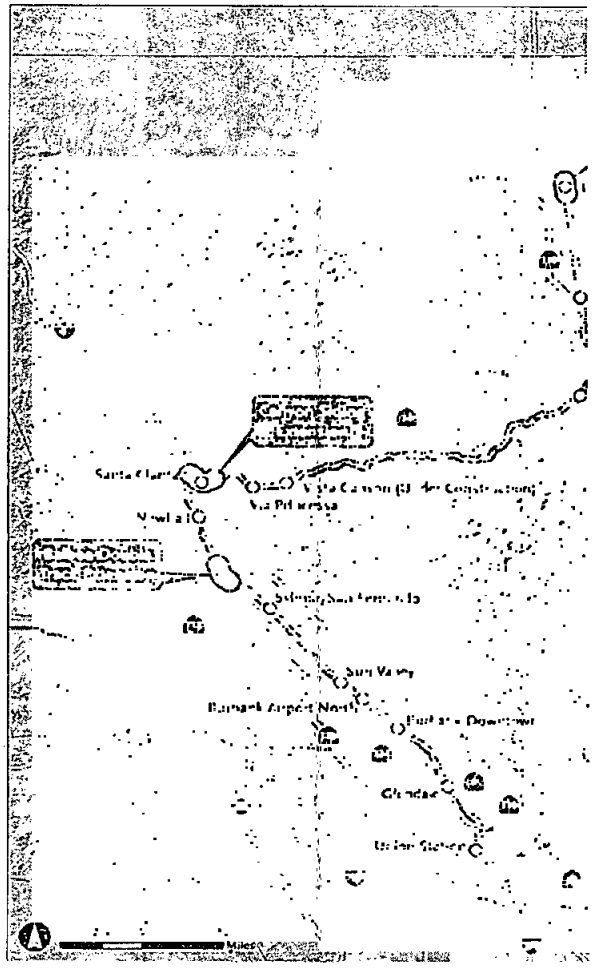
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revis projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solame correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ár
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles er tud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras a para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadou sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al anticipación.

Figura 1 – Informe del Proyecto Propuesto



Metro

VISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN EPROYECTO DE INFORME DE IMPACTO AMBIENTAL

28 de julio de 2021
Agencias, Organizaciones y Partes Interesadas
Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
2020109001
Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de Cali- Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un ental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o au- canlas en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código (b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un gistro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al as partes interesadas un resumen del Proyecto Propuesto, e información concerniente a

Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían ue el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance s Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión idad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa ncaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional del es ubicaciones de mejoras de capital.

uestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como le los servicios de Metrolink, han sido evaluados en el EIR:

Balboa. La Extensión de Doble Vía Balboa extendería la la doble vía existente aprox- il norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. icidad operativa para Metrolink para programar servicios más regulares, especialmente vidad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar cho de paso (ROW, por sus siglas en inglés).
ro Canyon. La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora taforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur gada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y onfiabilidad operativa.

Diseño de Paso Inferior Peatonal de Plataforma a Plataforma. – Esta opción de diseño ría un paso peatonal inferior separado a nivel en la Estación Santa Clanta para conectar a existente a la segunda plataforma propuesta.
Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Pea- opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona- Estación Santa clarita a la nueva plataforma de isla.

Lancaster. Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de ar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 nlas de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para stible.
Diseño de Plataforma Insular con Paso Peatonal Inferior– Esta opción de diseño pro- una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un al inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
Diseño de Plataforma Insular con Cruce Peatonal– Esta opción de diseño proporciona- aforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce ente) separado a nivel para proporcionar acceso a la nueva plataforma.
Diseño Plataforma Insular con Cruce Peatonal A Nivel – Esta opción de diseño propor- plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos onales a nivel en los extremos norte y sur de la nueva plataforma.

'ORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va les a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. a de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los ego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas rgo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo ngeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de ado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

L juega un papel fundamental en la conexión de comunidades del norte del Condado de intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, o de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

k regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a e un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley de 60 minutos a Lancaster a lo largo del corredor de la AVL.

eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del

s del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del rograma SCORE de Metrolink.

\LES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguiorte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos sos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables mejoras de la Terminal Lancaster. Todos los demás impactos potencialmente significativos serían menos que significativos con la implementación de las medidas de mitigación como se describe en el Borrador EIR. Además, partes del sitio de mejora de la Extensión de Apartadero Canyon están ubicadas dentro de los límites históricos de la Instalación Whitaker-Bermite Facility que está incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobierno.

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para recibir testimonio sobre el Borrador EIR durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias públicas no serán en persona para promover la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden verse en metro.net/projects/avl. Las presentaciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 8162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito u oralmente durante las audiencias públicas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiembre de 2021 a la dirección postal o correo electrónico de abajo o enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web en metro. net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de Servicio y Capacidad de AVL al (213) 922 4844 y dejar un mensaje.

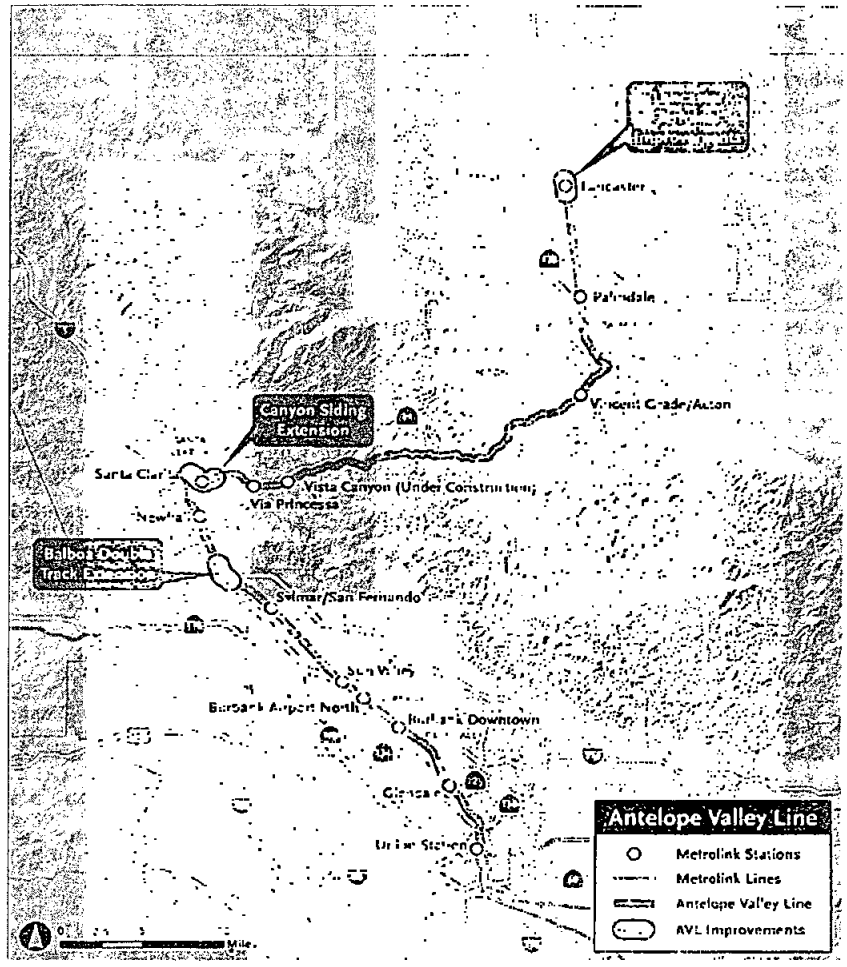
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net/projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solamente mediante cita. Por favor, envie un correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ángeles, CA 90027)
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solicitud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al público para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



2020109-100397-1

Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA: 28 de julio de 2021
PARA: Agencias, Organizaciones y Partes Interesadas
ASUNTO: Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
NÚMERO SCH: 2020109001
DE: Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

POR MEDIO DE LA PRESENTE SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de California, la Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un Borrador de Informe de Impacto Ambiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley (AVL, por sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o aumento de pasajeros y servicios de cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código de Recursos públicos sección 21080(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un Borrador EIR para proporcionar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al público, agencias responsables, y otras partes interesadas un resumen del Proyecto Propuesto, e información concerniente a la disponibilidad del Borrador EIR.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían la capacidad requerida para permitir que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 minutos entre Santa Clarita Valley y la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión de Doble Vía Balboa ubicada en la Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa Clarita, y las Mejoras de la Terminal Lancaster ubicada en la Ciudad de Lancaster. La **Figura 1** muestra el contexto regional del corredor del Proyecto, así como las tres ubicaciones de mejoras de capital.

Las tres mejoras de capital, que se muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que tienen opciones para configuraciones de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad adicional para la operación futura. La construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como los impactos operativos del aumento de los servicios de Metrolink, han sido evaluados en el EIR:

- **Extensión de Doble Vía Balboa**. La Extensión de Doble Vía Balboa extendería la la doble vía existente aproximadamente 6,300 pies al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. Esto proporcionaría capacidad operativa para Metrolink para programar servicios más regulares, especialmente en periodo de menor actividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar invasiones fuera del derecho de paso (ROW, por sus siglas en inglés).
- **Extensión del Apartadero Canyon.** La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 pies de nueva doble vía Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora incluiría una segunda plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur de la Estación sería agregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y mejorar la flexibilidad y confiabilidad operativa.
    - *Opción de Diseño de Paso Inferior Peatonal de Plataforma a Plataforma.* – Esta opción de diseño proporcionaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conectar la plataforma existente a la segunda plataforma propuesta.
    - *Opción de Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Peatonal* – Esta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de plataforma) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estacionamiento de la Estación Santa clarita a la nueva plataforma de isla.
- **Mejoras de la Terminal Lancaster.** Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de trenes existentes al agregar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 pies de largo en las cercanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para abastecimiento de combustible.
    - *Opción de Diseño de Plataforma Insular con Paso Peatonal Inferior*– Esta opción de diseño proporcionaría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un paso peatonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
    - *Opción de Diseño de Plataforma Insular con Cruce Peatonal*– Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce peatonal (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
    - *Opción de Diseño Plataforma Insular con Cruce Peatonal A Nivel* – Esta opción de diseño proporcionaría una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos cruces peatonales a nivel en los extremos norte y sur de la nueva plataforma.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va desde LAUS en la Ciudad de Los Ángeles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. El corredor consiste de la antigua Línea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los Ángeles a Santa Clarita, gira al este, luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, el corredor AVL atraviesa muchas áreas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas menos pobladas y áreas rurales a lo largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo de la AVL incluyen la Ciudad de Los Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de Santa Clarita, el Condado No Incorporado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

OBJETIVOS DEL PROYECTO: La AVL juega un papel fundamental en la conexión de comunidades del norte del Condado de Los Ángeles a LAUS y en las ciudades intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL transportó la el tercer mayor número de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar aproximadamente un millón de viajes en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario y el programa de Expansión Ferroviaria del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del crecimiento sustancial de la población y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, Metro busca mejorar el servicio ferroviario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo como un servicio de cercanías en horas pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

- Brindar servicios Metrolink regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a través de la habilitación de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley y un servicio bidireccional de 60 minutos a Lancaster a lo largo del corredor de la AVL.
- Mejorar la confiabilidad y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
- Proporcionar las mejoras de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del corredor de la AVL.
- Apoyar la visión y objetivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del Estado de California y el programa SCORE de Metrolink.

EFECTOS AMBIENTALES POTENCIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en las Directrices de CEQA. Basado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguientes áreas clave de impacto: Transporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos Energéticos, Geología, Suelos y Recursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, Ruido y Vibración, Recursos Culturales Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables significativos relacionados con las emisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel con el ruido y la vibración generados por las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las

tensión de Apartadero Canyon están ubicadas dentro de los
incluida en la Lista Cortese de materiales peligrosos compila

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de
durante el periodo de revisión y comentarios públicos de 45
la seguridad comunitaria relacionada con COVID 19. Las pre
ciones en vivo pueden verse en las siguientes fechas y hora

Fecha: **Miercoles 18 de agosto de 2021**
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

COMENTARIOS: Los comentarios del Borrador EIR pueden
cas. Los comentarios escritos deben enviarse a Mero en o
electrónico de abajo o enviados a través de un formulario de
net/projects/avl. También puede llamar a la linea directa del
4844 y dejar un mensaje.

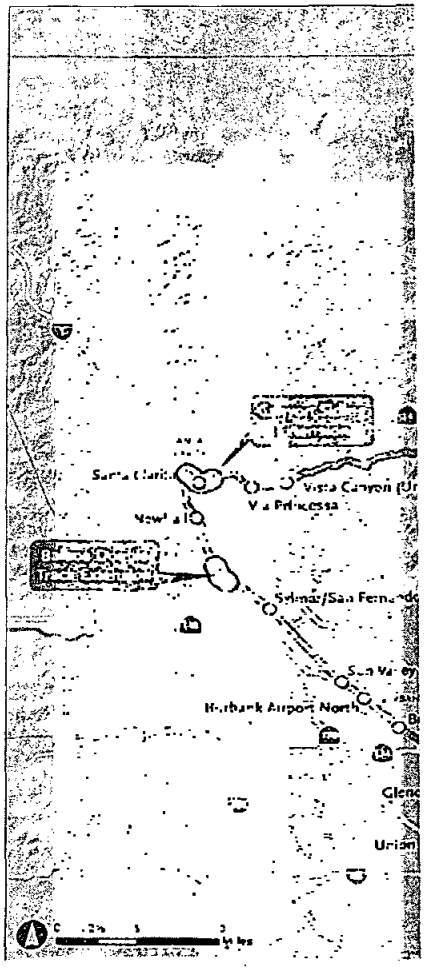
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado d
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR esté
projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Áng
correo electrónico a library@metro.net para agendar u
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1
- Biblioteca Central de Glendale (222 E Harvard St, Glen
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, B
- Biblioteca de San Fernando (217 N Maclay Ave, San F
- Biblioteca de Old Town Newhall (24500 Main St, Santa
- Biblioteca de Acton Agua Dulce (33792 Crown Valley R
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palr
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancas

ADAPTACIONES: Interpretación del idioma español y armen
tud, interpretación del lenguaje de señas, materiales en form
para reuniones y eventos patrocinados por Metro. Adaptacior
sus siglas en inglés) y otras solicitudes de traducción puede
anticipación.

Figura 1 – Informe del Proyecto Propuesto



Metro

AVISO DE FINALIZACIÓN Y DISPONIBILIDAD DE UN NTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

28 de julio de 2021
Agencias, Organizaciones y Partes Interesadas
Aviso de Finalización (NOC) y Disponibilidad (NOA) de un Anteproyecto de Informe de Impacto Ambiental
Programa de Mejoras de Servicio y Capacidad de la Línea Antelope Valley
2020109001
Autoridad Metropolitana de Transporte del Condado de Los Ángeles (Metro)

SE DA AVISO: De conformidad con las Directrices de la Ley de Calidad Ambiental de Cali- le Transporte del Condado de Los Ángeles (Metro), como Agencia Líder, ha preparado un ıbiental (EIR, por sus siglas en inglés) para el Programa de Mejoras de Servicio y Capacidad ɔor sus siglas en inglés) (Proyecto Propuesto). Como un proyecto para la institución o au- cercanías en el tren ya en uso, el Proyecto Propuesto está exento de CEQA bajo el Código 80(b)(10) y las Directrices de CEQA sección 15275(b), pero Metro ha elegido preparar un registro claro de los posibles impactos potenciales del Proyecto. Este aviso proporciona al ɔtras partes interesadas un resumen del Proyecto Propuesto, e información concerniente a

El Proyecto Propuesto implica la construcción de tres mejoras capitales que proporcionarían r que el servicio de trenes suburbanos de Metrolink aumente a lo largo de AVL a un avance ₋os Angeles Union Station (LAUS) y Santa Clarita Valley y un avance bidireccional de 60 / la Terminal Lancaster para el año 2028. Las tres mejoras de capital incluyen la Extensión Ciudad de Los Ángeles, la Extensión del Apartadero Canyon ubicada en la Ciudad de Santa Lancaster ubicada en la Ciudad de Lancaster. La **Figura** 1 muestra el contexto regional del tres ubicaciones de mejoras de capital.

ı muestran en la in **Figura 1**, se describen a continuación, con dos mejoras de capital que es de plataforma de estaciones alternativas, que son propuestas para brindar flexibilidad ₋a construcción de cada proyecto de mejora de capital y sus opciones asociadas, así como ɔ de los servicios de Metrolink, han sido evaluados en el EIR:

Vía Balboa. La Extensión de Doble Vía Balboa extendería la la doble vía existente aprox- ₃s al norte de desde Balboa Boulevard a Sierra Highway en la Ciudad de Los Ángeles. ıpacidad operativa para Metrolink para programar servicios más regulares, especialmente ıctividad. Sujeto al diseño, las estructuras de contención serán consideradas para evitar erecho de paso (ROW, por sus siglas en inglés).

dero Canyon. La Extensión del Apartadero de Canyon agregaría aproximadamente 8,400 ia Soledad Canyon Road y Golden Oak Road y en la Ciudad de Santa Clarita. Esta mejora plataforma lateral en la existente Estación Santa Clarita y una nueva vía de paso al sur ɔregada para facilitar el retorno de los trenes de Metrolink en la Estación Santa Clarita y / confiabilidad operativa.

le Diseño de Paso Inferior Peatonal de Plataforma a Plataforma. – Esta opción de diseño ɔnaría un paso peatonal inferior separado a nivel en la Estación Santa Clarita para conectar ırma existente a la segunda plataforma propuesta.
le Diseño Plataforma Insular con Plataforma para Estacionamiento de Paso Inferior Pea- sta opción de diseño proporcionaría una nueva plataforma de isla (con dos superficies de ıa) e incluiría un paso inferior peatonal separado a nivel que conecta el área de estaciona- e la Estación Santa clarita a la nueva plataforma de isla.

al Lancaster. Las mejoras de la Terminal Lancaster incluirían instalaciones de escala de regar una nueva vía de almacenamiento de trenes 1,000 pies de largo y dos vías de 500 rcanías de la Estación Lancaster existente en la Ciudad de Lancaster con provisiones para ıbustible.
'e Diseño de Plataforma Insular con Paso Peatonal Inferior– Esta opción de diseño pro- ría una plataforma de isla con dos superficies de plataforma en la Estación Lancaster y un ıtonal inferior separado a nivel (túnel) para proporcionar acceso a la nueva plataforma.
'e Diseño de Plataforma Insular con Cruce Peatonal– Esta opción de diseño proporciona- lataforma insular con dos superficies de plataforma en la Estación Lancaster y un cruce (puente) separado a nivel para proporcionar acceso a la nueva plataforma.
'e Diseño Plataforma Insular con Cruce Peatonal A Nivel – Esta opción de diseño propor- una plataforma insular con dos superficies de plataforma en la Estación Lancaster y dos ɜatonales a nivel en los extremos norte y sur de la nueva plataforma.

NTORNO AMBIENTAL: La AVL es un corredor ferroviario existente de 76.6 millas que va geles a la termina Lancaster en la Ciudad de Lancaster dentro del Condado de Los Ángeles. ínea de Southern Pacific Valley Line y es paralela a la autopista Interestatal 5 (I-5) de Los luego al norte, paralela a la Ruta Estatal 14 (SR 14) a la Ciudad de Lancaster. A nivel local, eas residenciales densamente pobladas a lo largo de la parte sur del corredor y suburbanas largo de la parte norte del corredor. De sur a norte, las ciudades y comunidades a lo largo Ángeles, Ciudad de Glendale, Ciudad de Burbank, Ciudad de San Fernando, Ciudad de orado de Los Ángeles, el Poblado de Acton, Ciudad de Palmdale, y la Ciudad de Lancaster.

AVL juega un papel fundamental en la conexión de comunidades del norte del Condado de es intermedias. Antes de la Pandemia de la Enfermedad del Coronavirus (COVID 19), la AVL de pasajeros en el sistema de trenes de cercanías de Metrolink y fue responsable de eliminar en automóvil de las carreteras de la región al año. Consecuente con el Plan Estatal Ferroviario ría del Sur de California de Metrolink (SCORE, por sus siglas en inglés), y en anticipación del n y el empleo en la región norte del Condado de Los Ángeles durante los siguientes 20 años, ario de la AVL para realizar todo su potencial como una mejora de la movilidad regional y no sólo as pico. En consecuencia, el Programa de Mejoras de la Capacidad y Servicio de AVL busca:

link regulares y más frecuentes para mejorar la conectividad regional y la accesibilidad a n de un servicio ferroviario de pasajeros bidireccional de 30 minutos a Santa Clarita Valley nal de 60 minutos a Lancaster a lo largo del corredor de la AVL.

l y eficiencia del servicio de pasajeros en el corredor ferroviario de la AVL.
as de infraestructura para mejorar la flexibilidad confiabilidad operativa a lo largo del

tivos del servicio ferroviario en la región consistente con el Plan 2040 de Ferrocarriles del el programa SCORE de Metrolink.

CIALES: El Borrador EIR incluye una evaluación de cada tópico ambiental identificado en la descripción y ubicación del Proyecto Propuesto, el Borrador EIR se enfoca en las siguiı- nsporte, Estéticos, Calidad del Aire, Recursos Biológicos, Recursos Culturales, Recursos cursos Paleontológicos, Emisiones de Gas Invernadero, Riesgos y Materiales Peligrosos, es Tribales, e Hidrología y Calidad del Agua. El Borrador EIR identificó impactos inevitables nisiones contaminantes asociadas al aumento de la actividad de las locomotoras diésel con las actividades de construcción asociados con la Extensión de Doble Vía de Balboa y las incluida en la Lista Cortese de materiales peligrosos compilada de conformidad con la Sección 65962.5 del Código de Gobiern

PERIODO DE REVISIÓN PÚBLICA: 28 de julio de 2021 al 10 de septiembre de 2021.

AUDIENCIA PÚBLICA: Metro llevará a cabo una serie de audiencias públicas para recibir testimonio sobre el Borrador El durante el periodo de revisión y comentarios públicos de 45 días. Las audiencias públicas no serán en persona para promove la seguridad comunitaria relacionada con COVID 19. Las presentaciones pueden verse en metro.net/projects/avl. Las presenta ciones en vivo pueden verse en las siguientes fechas y horarios.

Fecha: Miercoles 18 de agosto de 2021
Hora: 6 pm – 7:30 pm
Enlace de la Reunión: bit.ly/35qFkcC
Identificación del Webinar: 948 3461 0205
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 509 148 549

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Fecha: Sábado 21 de agosto de 2021
Hora: 11am – 12:30pm
Enlace de la Reunión: bit.ly/3wD1Sms
Identificación del Webinar: 998 8162 7606
Número de marcación: 213.338.8477

Línea de Teléfono Armenia: 646.749.3335
Código de Acceso: 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMENTARIOS: Los comentarios del Borrador EIR pueden presentarse por escrito u oralmente durante las audiencias públ cas. Los comentarios escritos deben enviarse a Mero en o antes del 10 de septiembre de 2021 a la dirección postal o corre electrónico de abajo o enviados a través de un formulario de comentarios en línea que se encuentra en el sitio web en metrc net/projects/avl. También puede llamar a la línea directa del Programa de Mejoras de Servicio y Capacidad de AVL al (213) 92 4844 y dejar un mensaje.

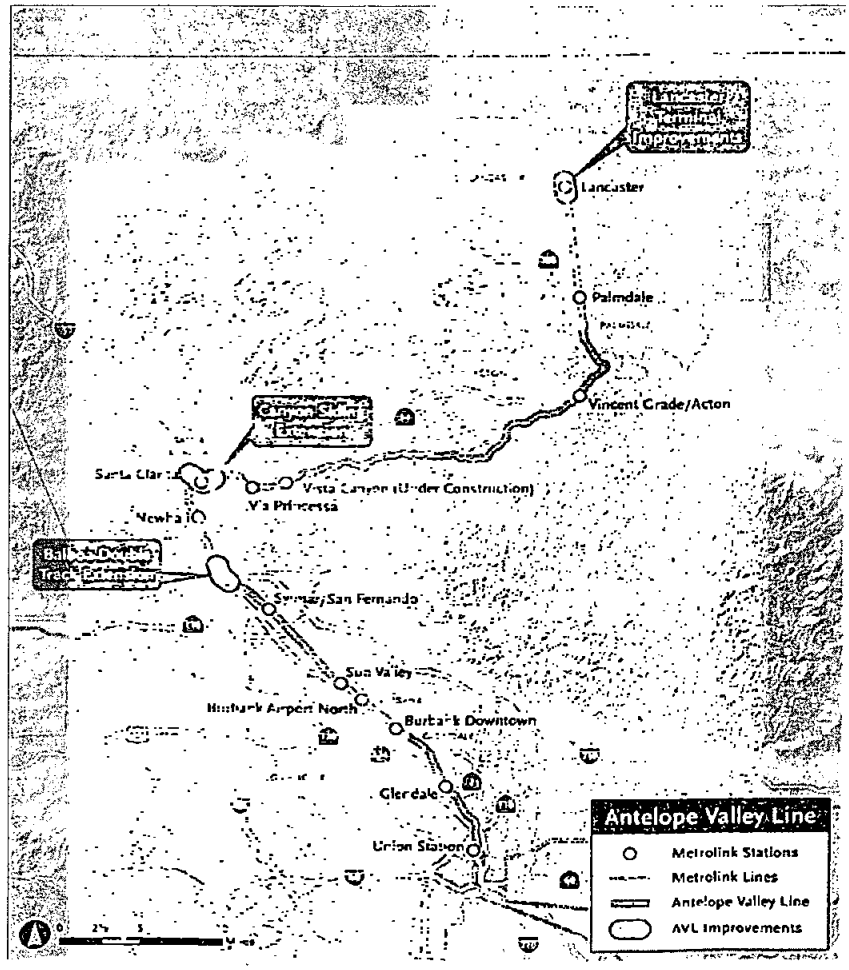
Brian Balderrama, Director Senior
Autoridad Metropolitana de Transporte del Condado de Los Ángeles
One Gateway Plaza, Mail Stop: 99-17-2
Los Ángeles, CA 90012
Correo electrónico: AVL@metro.net

DISPONIBILIDAD DEL DOCUMENTO: El Borrador EIR está disponible para su revisión en el sitio web https://www.metro.net projects/avl/ y en la siguientes ubicaciones:

- Sede de Metro (One Gateway Plaza, 13° Piso, Los Ángeles, CA 90012) – solamente mediante cita. Por favor, envíe un correo electrónico a library@metro.net para agendar una cita.
- Biblioteca Pública de Los Ángeles– Los Feliz Branch (1874 Hillhurst Ave, Los Ángeles, CA 90027)
- Biblioteca Central de Glendale (222 E Harvard St, Glendale, CA 91205)
- Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
- Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
- Biblioteca de Old Town Newhall (24500 Main St, Santa Clarita, CA 91321)
- Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
- Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
- Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534).

ADAPTACIONES: Interpretación del idioma español y armenio estarán disponibles en ambas audiencias públicas. Bajo solici tud, interpretación del lenguaje de señas, materiales en formatos alternativos y otras adaptaciones están disponibles al públic para reuniones y eventos patrocinados por Metro. Adaptaciones de la Ley de Estadounidenses con Discapacidades (ADA, po sus siglas en inglés) y otras solicitudes de traducción pueden realizarse llamando al 213.922.4844 con al menos 72 horas de anticipación.

Figura 1 – Informe del Proyecto Propuesto



APPENDIX C.3

ANTELOPE VALLEY PRESS PRINT NEWSPAPER ADVERTISEMENT

AFFIDAVIT OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles } ss

The space above for file stamp only

NOTICE OF COMPLETION (NOC) AND AVAILABILITY (NOA)OF A DRAFT ENVIRONMENTAL IMPACT REPORT 3491623

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the **Antelope Valley Press**, a newspaper of general circulation, printed and published **daily** in the city of **Palmdale**, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under date of October 24, 1931, Case Number 328601; Modified Case Number 657770 April 11, 1956; also operating as the Ledger-Gazette, adjudicated a legal newspaper June 15, 1927, by Superior Court decree No. 224545; also operating as the Desert Mailer News, formerly known as the South Antelope Valley Foothill News, adjudicated a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California on May 29, 1967, Case Number NOC564 and adjudicated a newspaper of general circulation for the **City of Lancaster,** State of California on January 26, 1990, Case Number NOC10714, Modified October 22, 1990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 28, 2021

I certify (or declare) under penalty of perjury that the fore-going is true and correct.

Signature

Dated July 28, 2021
Executed at Palmdale, California

Valley Press

37404 SIERRA HWY., PALMDALE CA 93550
Telephone (661)267-4112/Fax (661)947-4870

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Metro

NOTICE OF COMPLETION AND AVAILABILITY
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	July 28, 2021
TO:	Agencies, Organizations, and Interested Parties
SUBJECT:	Notice of Completion (NOC) and Availability (NOA) of a Draft Environmental Impact Report
PROJECT TITLE:	*Antelope Valley Line Capacity and Service Improvements Program*
SCH NUMBER:	2020109001
FROM:	Los Angeles County Metropolitan Transportation Authority (Metro)

NOTICE IS HEREBY GIVEN: In accordance with the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles County Metropolitan Transportation Authority (Metro), as Lead Agency, has prepared a Draft Environmental Impact Report (EIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project). As a project for the institution or increase of passenger and commuter services on rail already in use, the Proposed Project is exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15275(b), but Metro has elected to prepare a Draft EIR to provide a clear record of the potential environmental impacts of the Project. This notice provides the public, responsible agencies, and other interested parties with a summary of the Proposed Project, and information regarding the availability of the Draft EIR.

PROJECT DESCRIPTION: The Proposed Project involves the construction of three capital improvements which would provide the capacity required to allow Metrolink commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. The three capital improvements include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster. **Figure 1** shows the regional context of the Project corridor as well as the three capital improvement locations.

The three capital improvements, shown in **Figure 1**, are described below, with two capital improvements having options for alternate station platform configurations, which are proposed to provide additional flexibility for future operation. Construction of each capital improvement project and their associated options as well as the operational impacts of increased Metrolink services have been assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa Double Track Extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway in the City of Los Angeles. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).
- **Canyon Siding Extension.** The Canyon Siding Extension would add approximately 8,400 feet of new double track between Soledad Canyon Road and Golden Oak Road in the City of Santa Clarita. This improvement would include a second side-platform at the existing Santa Clarita Station and a new crossover track south of the Station would be added to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability.
    - *Platform to Platform Pedestrian Undercrossing Design Option.* – This design option would provide a grade separated pedestrian undercrossing at Santa Clarita Station to connect the existing platform to the proposed second platform.
    - *Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option* – This design option would provide a new island platform (with two platform faces) and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Station parking area to the new island platform.
- **Lancaster Terminal Improvements.** The Lancaster Terminal Improvements would include expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks in the vicinity of the existing Lancaster Station in the City of Lancaster with provisions for fueling.
    - *Island Platform with Pedestrian Undercrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian undercrossing (tunnel) to provide access to the new platform.
    - *Island Platform with Pedestrian Overcrossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and a grade separated pedestrian overcrossing (bridge) to provide access to the new platform.
    - *Island Platform with Pedestrian At-Grade Crossing Design Option* – This design option would provide an island platform with two platform faces at Lancaster Station and two at-grade pedestrian crossings at the north and south ends of the new platform.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR 14) to the City of Lancaster. Locally, the AVL corridor traverses many densely populated residential areas along the southern portion of the corridor and less populated suburban and rural areas along the northern portion of the corridor. From south to north, the Cities and communities along the AVL include the City of Los Angeles, City of Glendale, City of Burbank, City of San Fernando, City of Santa Clarita, Unincorporated Los Angeles County, the Town of Acton, City of Palmdale, and the City of Lancaster.

PROJECT OBJECTIVES: The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Prior to the Coronavirus Disease 19 (COVID 19) pandemic, the AVL carried the third highest ridership in Metrolink's commuter rail system and was responsible for removing approximately one million weekday automobile trips from the region's roadways a year. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley and 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

POTENTIAL ENVIRONMENTAL EFFECTS: The Draft EIR includes an assessment of each environmental topic identified in the CEQA Guidelines. Based on the Proposed Project description and location, the Draft EIR focuses on the following key impact areas: Transportation, Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology, Soils and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, Tribal Cultural Resources, and Hydrology and Water Quality. The Draft EIR identified significant unavoidable impacts related to pollutant emissions associated with increased diesel locomotive activity and noise and vibration generated by construction activities associated with the Balboa Double Track Extension and the Lancaster Terminal Improvements. All other potentially significant impacts would be less than significant with implementation of mitigation measures as described in the Draft EIR. In addition, portions of the Canyon Siding Extension Improvement site are located within the historic boundaries of the Whitaker-Bermite Facility which is included in the Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUBLIC REVIEW PERIOD: July 28, 2021 to September 10, 2021.

PUBLIC HEARING: Metro will conduct a series
view and comment period. Public hearings will n
may be viewed at metro.net/projects/avl. Live pr

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

COMMENTS: Comments on the Draft EIR may
should be sent to Metro on or before Septembe
an online comment form found on the project w
Improvements Program hotline number at (213)

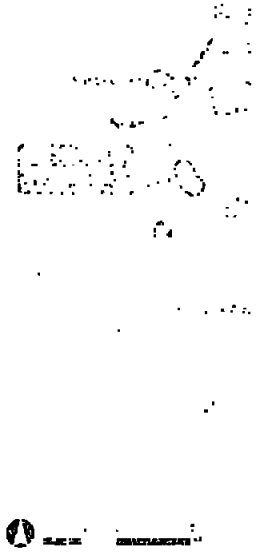
Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transp
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is
following locations:

- Metro Headquarters (One Gateway Plaza
- library@metro.net to schedule an appoint
- Los Angeles Public Library – Los Feliz Br
- Glendale Central Library (222 E Harvard
- Burbank Central Library (110 N Glenoaks
- San Fernando Library (217 N Maclay Ave
- Old Town Newhall Library (24500 Main St
- Acton Agua Dulce Library (33792 Crown
- Palmdale City Library (700 E Palmdale Bl
- Lancaster Library (601 W Lancaster Blvd,

ACCOMODATIONS: Spanish and Armenian lar
language interpretation, materials in alternative
sored meetings and events. Americans with Dis
by calling 213.922.4844 at least 72 hours in adv

Figure 1 - Proposed Project Overview



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AVAILABILITY
IPACT REPORT

ited Parties
ilability (NOA) of a Draft Environmental Impact Report
ervice Improvements Program

nsportation Authority (Metro)

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AVL rail corridor.
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PUBLIC HEARING: Metro will conduct a series of public hearings to take testimony on the Draft EIR during the 45-day public review and comment period. Public hearings will not be in person to promote community safety related to COVID 19. Presentations may be viewed at metro.net/projects/avl. Live presentations may be seen at the following dates and times.

Date: Wednesday, August 18, 2021
Time: 6 pm – 7:30 pm
Meeting Link: bit.ly/35qFkcC
Webinar ID: 948 3461 0205
Call-In Number: 213.338.8477

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Contraseña: 754 052 309

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Date: Saturday, August 21, 2021
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Սամսդուի կոդ՝ 320 266 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

COMMENTS: Comments on the Draft EIR may be submitted in writing or orally during the public hearings. Written comments should be sent to Metro on or before September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922 4844 and leave a message.

Brian Balderrama, Senior Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-2
Los Angeles, CA 90012
Email: AVL@metro.net

DOCUMENT AVAILABILITY: The Draft EIR is available for review at the website https://www.metro.net/projects/avl/ and at the *following locations:*

- Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012) – by appointment only. Please email *library@metro.net* to schedule an appointment.
- Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, Los Angeles, CA 90027)
- Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
- Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
- San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
- Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
- Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
- Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
- Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534).

ACCOMODATIONS: Spanish and Armenian language interpretation will be available at both public hearings. Upon request, sign language interpretation, materials in alternative formats, and other accommodations are available to the public for Metro-sponsored meetings and events. Americans with Disabilities Act (ADA) accommodations and other translations request can be made by calling 213.922.4844 at least 72 hours in advance.

Figure 1 - Proposed Project Overview



CNSB#3491623



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX D

E-BLAST NOTIFICATIONS

APPENIDX D.1

SMS/MMS TEXT OPT-IN EBLAST

APPENDIX D.2

MEETING INVITATION

APPENDIX D.3

MEETING REMINDER #1

APPENDIX D.4

MEETING REMINDER #2

APPENDIX D.5

MEETING REMINDER #3

APPENDIX D.6



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

MEETING REMINDER #4

APPENDIX D.7

THANK YOU FOR ATTENDING

APPENDIX D.8

REMINDER OF PUBLIC COMMENT PERIOD

APPENDIX D.9

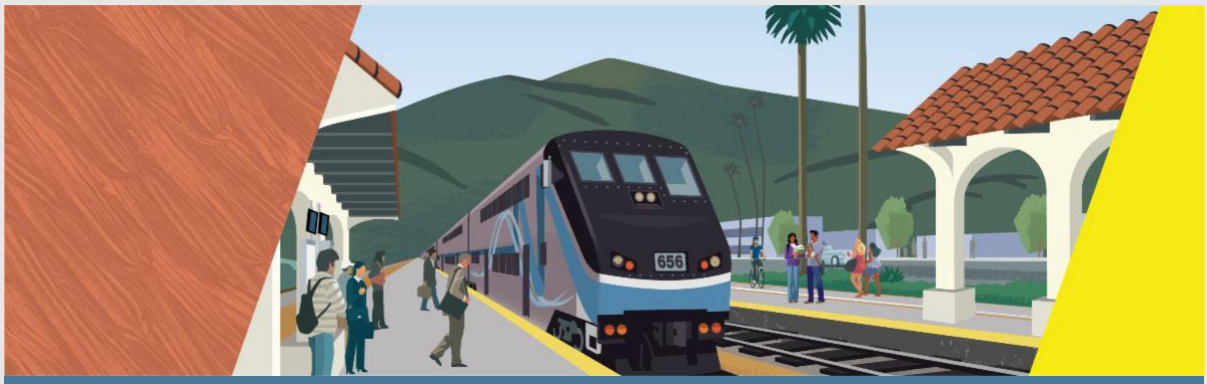
LAST CHANCE TO PROVIDE COMMENTS

APPENDIX D.1

SMS/MMS TEXT OPT-IN EBLAST

SHARE:

Join Our Email List



Antelope Valley Line Capacity and Service Improvements Program

Anuncio en español

Sign up to receive project text message notifications.

Dear AVL Stakeholder,

Thank you for your interest in the Antelope Valley Line (AVL) Capacity and Service Improvements Program. You are currently in our mailing list and will continue to receive mailings and electronic notifications for the project.

If you would like to receive project updates via SMS/MMS text on your mobile phone, please take a couple of minutes to fill out the form on the link below. Opt-in by July 25.

We look forward to your continued engagement.

Click here to sign up

About the Project:

The AVL Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in North Los Angeles County to LA Union Station (LAUS) and the cities in between.

Stay Connected

Brian Balderrama
Senior Director, Metro

One Gateway Plaza, 99-17-2
Los Angeles, CA 9001

213.922.4844

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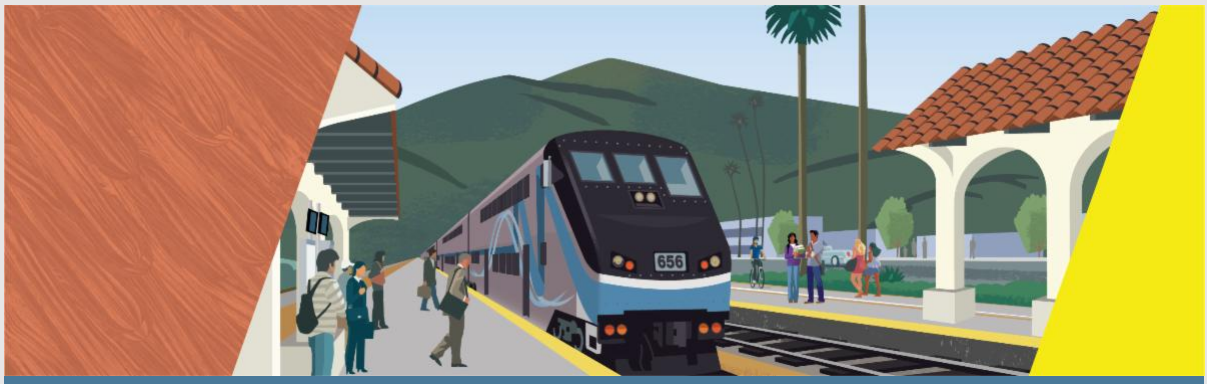
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APPENDIX D.2
MEETING INVITATION

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Antelope Valley Line Capacity and Service Improvements Program

Anuncio en español

Save the Date!
Public Hearings in August.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro released a Draft Environmental Impact Report (DEIR) today (July 28, 2021), which evaluates the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

The official 45-day public review and comment period for this DEIR begins today and ends on Friday, September 10, 2021.

Read the NOA

Please join us at the upcoming virtual public hearings where you can learn the latest updates on the project and provide your comments. See below for more information.

Join us at a virtual public hearing!

Wednesday, August 18, 2021
6-7:30pm

Zoom details
Meeting Link: *bit.ly/35qFkcC*
Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Հայերեն զանգերի համար՝646.749.3335
Մատչումի կոդ՝509 148 549

Saturday, August 21, 2021
11am-12:30pm

Zoom details
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Հայերեն զանգերի համար՝ 646.749.3335
Մատչումի կոդ՝ 320 266 021

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

Accommodations: Spanish and Armenian language interpretation will be available at both public hearings. ADA accommodations and translations can be made available by calling 213.922.4844 at least 72 hours in advance of the meeting.

How to Provide Public Comments

Public comments must be submitted no later than **Friday, September 10, 2021** by any of the following methods:

Virtual Public Hearings: attend and provide oral comments at one of the public hearing meetings.
Email: *avl@metro.net*
Online Comment Form: *metro.net/avl*
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Los Angeles, CA 90012

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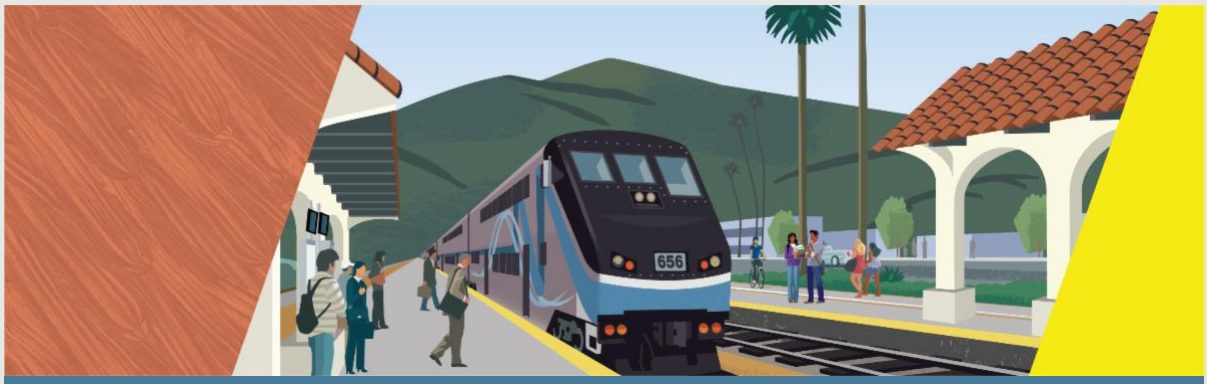
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APPENDIX D.3
MEETING REMINDER #1

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Antelope Valley Line Capacity and Service Improvements Program

Click here for our Flyer in Armenian
Click here for our Flyer in Spanish

Reminder: Public Hearings in August.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro released a Draft Environmental Impact Report (DEIR) on Wednesday, July 28, 2021, which evaluates the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

The official 45-day public review and comment period for this DEIR began on Wednesday, July 28, 2021, and ends on Friday, September 10, 2021.

Read the NOA

Please join us at the upcoming virtual public hearings where you can learn the latest updates on the project and provide your comments. See below for more information.

Join us at a virtual public hearing!

Wednesday, August 18, 2021
6-7:30pm

Zoom details
Meeting Link: *bit.ly/35qFkcC*
Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

Հայերեն զանգերի համար՝646.749.3335
Մատչումի կոդ՝509 148 549

Saturday, August 21, 2021
11am-12:30pm

Zoom details
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

Հայերեն զանգերի համար՝ 646.749.3335
Մատչումի կոդ՝ 320 266 021

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

Accommodations: Spanish and Armenian language interpretation will be available at both public hearings. ADA accommodations and translations can be made available by calling 213.922.4844 at least 72 hours in advance of the meeting.

How to Provide Public Comments

Public comments must be submitted no later than **Friday, September 10, 2021** by any of the following methods:

Virtual Public Hearings: attend and provide oral comments at one of the public hearing meetings.
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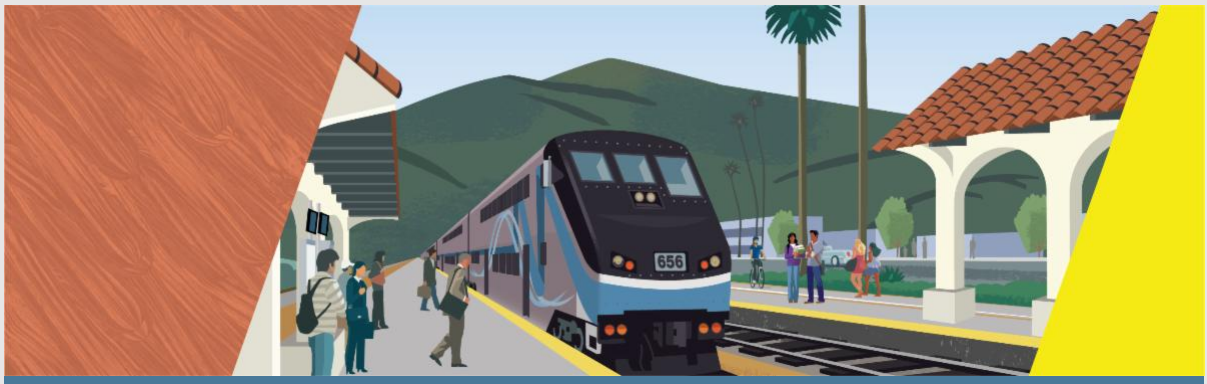
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APPENDIX D.4
MEETING REMINDER #2

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Antelope Valley Line Capacity and Service Improvements Program

Click here for our Flyer in Armenian
Click here for our Flyer in Spanish

Reminder: Public Hearings in August.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

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Read the NOA

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6-7:30pm

Zoom details
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Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por teléfono en español: *646.749.3335*
Contraseña: *754 052 309*

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Մատչումի կոդ՝509 148 549

Saturday, August 21, 2021
11am-12:30pm

Zoom details
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
Contraseña: *248 035 021*

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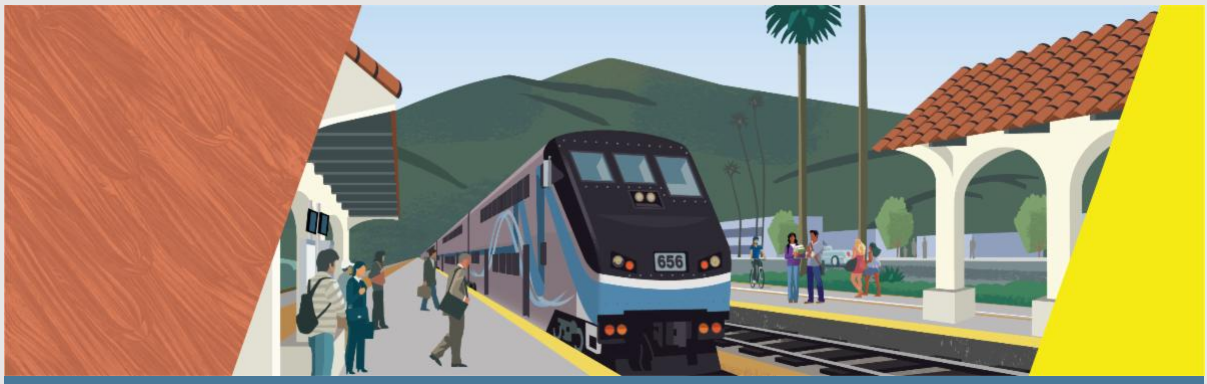
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APPENDIX D.5
MEETING REMINDER #3

SHARE:

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Antelope Valley Line Capacity and Service Improvements Program

Click here for our Flyer in Armenian
Click here for our Flyer in Spanish

Reminder: Public Hearings in August.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

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Por teléfono en español: *646.749.3335*
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Saturday, August 21, 2021
11am-12:30pm

Zoom details
Meeting Link: *bit.ly/3wD1Sms*
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
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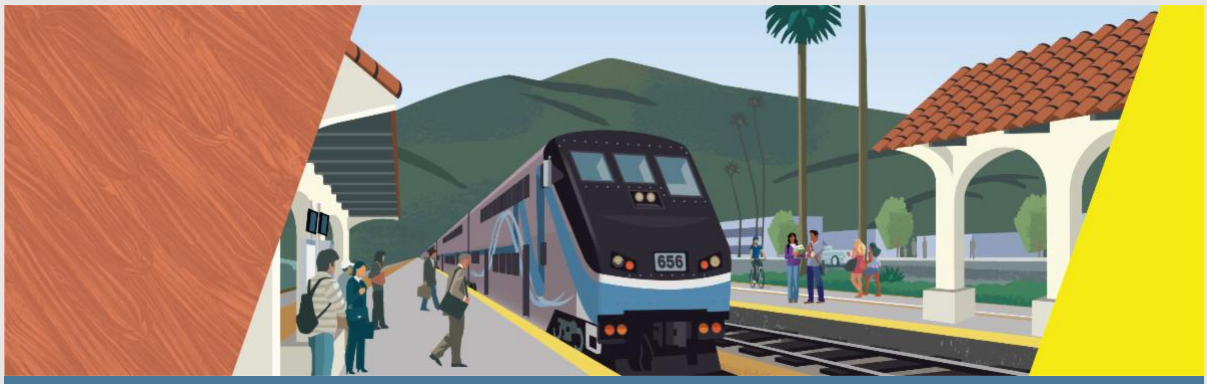
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APPENDIX D.6
MEETING REMINDER #4

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Antelope Valley Line Capacity and Service Improvements Program

Click here for our Flyer in Armenian
Click here for our Flyer in Spanish

Reminder: Public Hearings in August.

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Meeting ID: 998 8162 7606

Por teléfono en español: *646.749.3335*
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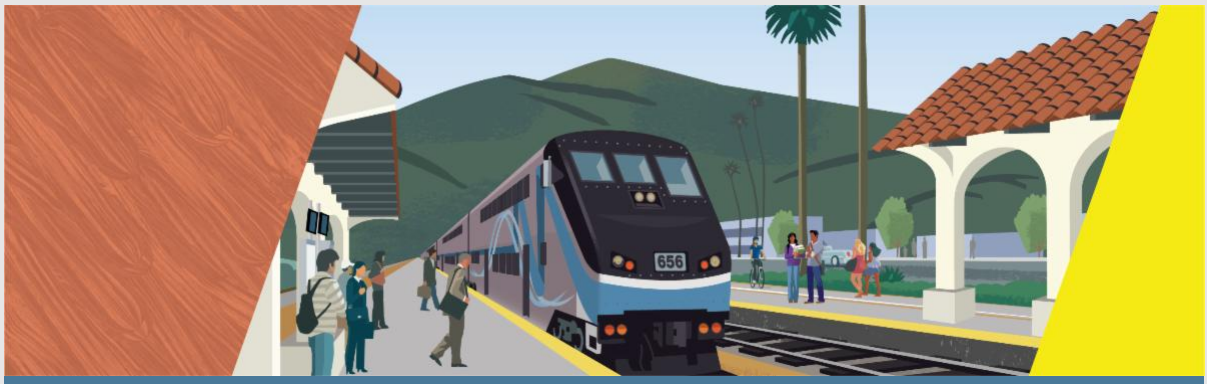
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APPENDIX D.7

THANK YOU FOR ATTENDING

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Antelope Valley Line Capacity and Service Improvements Program

Annuncio en Español

Thank You for Joining!

Thank you to those who attended one of the two public hearings for the Metro Antelope Valley Line Capacity and Service Improvements Program and provided comments on the Draft Environmental Impact Report (DEIR). For those who were unable to attend, the PowerPoint presentations can be found below, along with information on how you can submit your comments.

Public Hearing PowerPoint Presentations

> Visit ***here*** to access the English, Spanish, and Armenian presentations

Submit Your Comments

Metro released the DEIR on Wednesday, July 28, 2021, which evaluates the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028.

The official 45-day public review and comment period for this DEIR began on Wednesday, July 28, 2021, and ends on Friday, September 10, 2021. Please submit your comments no later than Friday, September 10, 2021 by 11:59pm. To submit a comment, you may use any of the following methods:

> Email: *avl@metro.net*
> Online Comment Form: *metro.net/avl*
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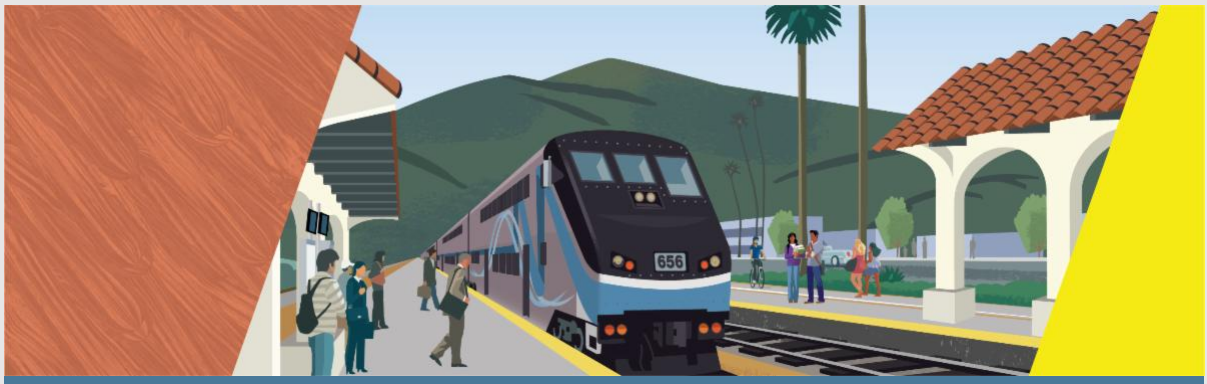
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APPENDIX D.8

REMINDER OF PUBLIC COMMENT PERIOD

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Antelope Valley Line Capacity and Service Improvements Program

Annuncio en Español

Submit Your Comments Now!

Metro released the Draft Environmental Impact Report (EIR) on Wednesday, July 28, 2021, which evaluates the potential benefits and impacts of building additional improvements to support increased commuter rail service between Los Angeles Union Station and the Santa Clarita Valley and Lancaster by 2028.

The official 45-day public review and comment period for this Draft EIR began on July 28, 2021 and ends on Friday, September 10, 2021. Please submit your comments no later than Friday, September 10, 2021 by 11:59pm. To submit a comment, you may use any of the following methods below.

Simple Methods to Submit Your Comments

Email: *avl@metro.net*

Online Comment Form

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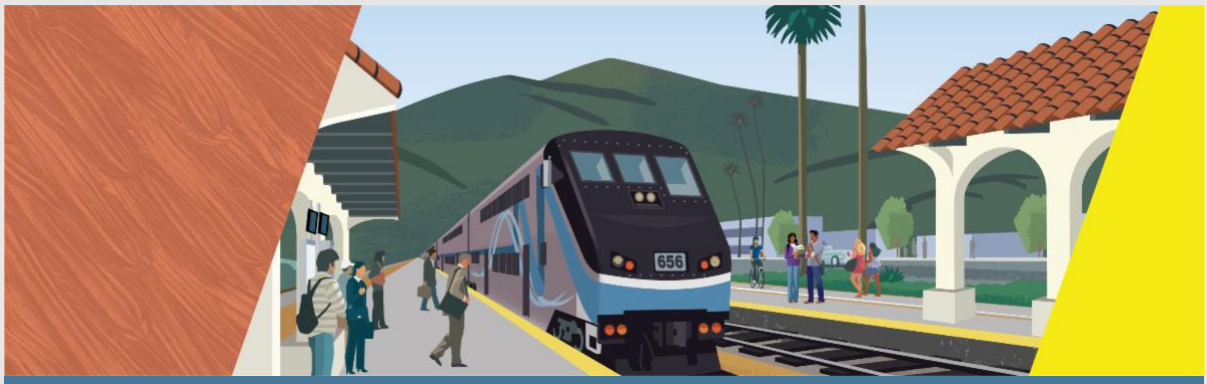
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APPENDIX D.9

LAST CHANCE TO PROVIDE COMMENTS

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Antelope Valley Line Capacity and Service Improvements Program

Annuncio en Español

Submit Your Comments Now!

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The official 45-day public review and comment period for this Draft EIR began on July 28, 2021 and ends today, September 10, 2021. Please submit your comments no later than today, September 10, 2021 by 11:59pm. To submit a comment, you may use any of the following methods below.

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ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX E

SOCIAL & DIGITAL MEDIA

APPENIDX E.1

FACEBOOK POSTS

APPENDIX E.2

TWITTER POSTS

APPENDIX E.3

METRO THE SOURCE BLOG POST

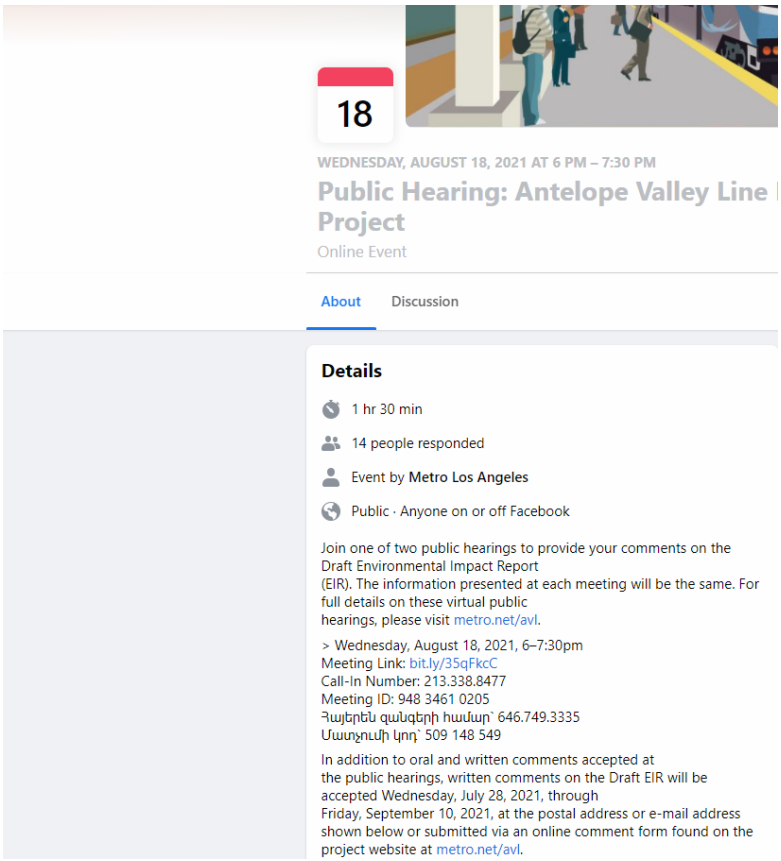
APPENDIX E.4

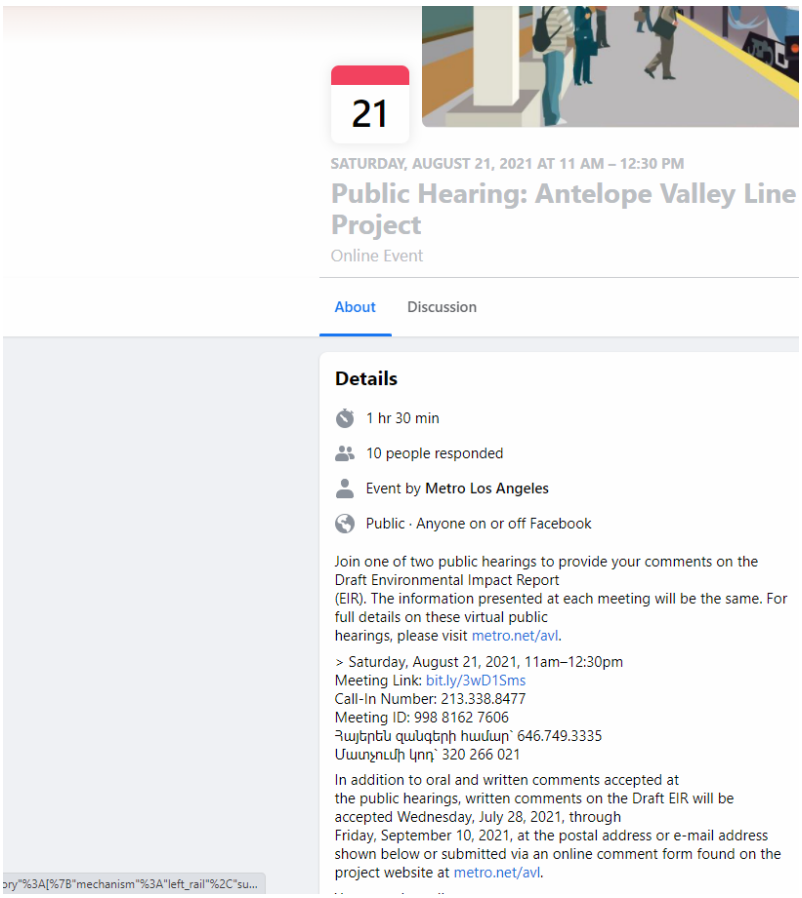
METRO EL PASAJERO BLOG POST

APPENDIX E.5

METRO AND METROLINK JOINT PRESS RELEASE (DEIR)

APPENDIX E.1
FACEBOOK POSTS


18
WEDNESDAY, AUGUST 18, 2021 AT 6 PM – 7:30 PM
Public Hearing: Antelope Valley Line
Project
Online Event
About
Discussion
Details
1 hr 30 min
14 people responded
Event by Metro Los Angeles
Public · Anyone on or off Facebook
Join one of two public hearings to provide your comments on the
Draft Environmental Impact Report
(EIR). The information presented at each meeting will be the same. For
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Friday, September 10, 2021, at the postal address or e-mail address
shown below or submitted via an online comment form found on the
project website at metro.net/avl.


21
SATURDAY, AUGUST 21, 2021 AT 11 AM – 12:30 PM
Public Hearing: Antelope Valley Line
Project
Online Event
About
Discussion
Details
1 hr 30 min
10 people responded
Event by Metro Los Angeles
Public · Anyone on or off Facebook
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In addition to oral and written comments accepted at
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accepted Wednesday, July 28, 2021, through
Friday, September 10, 2021, at the postal address or e-mail address
shown below or submitted via an online comment form found on the
project website at metro.net/avl.

APPENDIX E.2
TWITTER POSTS

LA Metro @metrolosangeles · Aug 11

Tune in to one of two upcoming public hearings to learn more about the project that will add Metrolink service to the **Antelope Valley Line**.
mtro.la/wj5u50FFPND



4 11

LA Metro @metrolosangeles · Aug 16

Tune in to a public hearing on Aug. 18 to learn more about the project that will add Metrolink service to the Antelope Valley Line. mtro.la/ERKW50FFPPe



4 12 29

APPENDIX E.3

METRO THE SOURCE BLOG POST

Upcoming public hearings for project to add Metrolink service to Antelope Valley Line

BY ANNA CHEN , JULY 28, 2021

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long rail corridor between Lancaster, the Santa Clarita and San Fernando valleys and downtown Los Angeles.

The project aims to add track to allow more frequent service on the line, as well as speedier service. The goal is to enable regular interval scheduling of 30 minute bi-directional commuter rail service from LA Union Station to the City of Santa Clarita and hourly service to the end of AVL corridor in the City of Lancaster. The existing commuter rail service patterns today ranges from 30 minutes during peak service to up to two hours during off-peak service hours.

Join one of two virtual public hearings to provide your comments on the project's Draft Environmental Impact Report (EIR) (https://media.metro.net/2021/AVL-Draft-EIR.pdf). The information presented at each meeting will be the same.

Wednesday, August 18, 2021, 6 to 7:30 p.m.
Meeting Link: bit.ly/35qFkcC (http://bit.ly/35qFkcC)

Call-In Number: 213.338.8477
Meeting ID: 948 3461 0205
Armenian Phone Line: 646.749.3335
Access Code: 509 148 549

Saturday, August 21, 2021, 11 a.m. to 12:30 p.m.
Meeting Link: bit.ly/3wD1Sms (http://bit.ly/3wD1Sms)
Call-In Number: 213.338.8477
Meeting ID: 998 8162 7606
Armenian Phone Line: 646.749.3335
Access Code: 320 266 021

For full details on these virtual public hearings, please visit metro.net/projects/avl (https://www.metro.net/projects/avl/).

Spanish and Armenian language interpretation will be available at both public hearings. Other ADA accommodations and translations are available by calling 213.922.4844 at least 72 hours in advance of the meeting.

In addition to oral and written comments accepted at the public hearing meetings, written comments on the Draft EIR will be accepted Wednesday, July 28 through Friday, September 10. You can submit written comments by mailing:

Brian Balderrama, Senior Director
One Gateway Plaza
Mail Stop 99-17-2
Los Angeles, CA 90012

You can also email comments to avl@metro.net (mailto:avl@metro.net), submit via the online comment form (https://metrola.wufoo.com/forms/avl-service-improvements-program-comment-form/) or call the program helpline at 213.922.4844 and leave a message.



ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Join us for a virtual public hearing.

Please join us for our virtual public hearings. The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in North Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro is set to release the Draft Environmental Impact Report (DEIR) on July 28, 2021, which will evaluate the potential benefits and impacts of building additional improvements to support increased commuter rail service between Los Angeles Union Station (LAUS) and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by the year 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

PUBLIC HEARING DATES

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SUBMIT YOUR COMMENTS / CONTACT US

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Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

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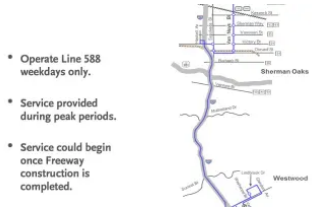
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Virtual scoping meetings to be held for project to add more frequent service on Metrolink's Antelope Valley Line

UPDATE, OCT. 23: To ensure greater participation from the

Buses to supplement Metrolink service on some Antelope Valley line weekend trains through Feb. 19

Here's the news release from Metrolink: Los Angeles - Due to scheduled track



A look at proposed bus service changes that would

phase, Metro has scheduled an additional
October 13, 2020
In "Projects"

consecutive weekends starting
January 27, 2012
In "Service Alerts"

Fernando Valley and the Westside
February 10, 2014
In "Policy & Funding"

CATEGORIES: Transportation News (https://thesource.metro.net/category/transportation-news/)

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APPENDIX E.4

METRO EL PASAJERO BLOG POST

Próximas audiencias públicas para agregar más servicio a la Línea Antelope Valley de Metrolink

BY JOSE UBALDO , JULY 28, 2021

El programa Antelope Valley Line (AVL) Capacity and Service Improvements Program es un proyecto encaminado a mejorar la frecuencia y la confiabilidad del servicio a lo largo de 76.6 millas del corredor de trenes entre Lancaster, Santa Clarita, el Valle de San Fernando y el centro de Los Angeles.El proyecto busca agregar más vías de trenes para poder tener servicio más frecuente, así como más rápido. La meta es poder tener intervalos regulares cada 30 minutos en ambas direcciones en el horario de los trenes regionales de Union Station a la ciudad de Santa Clarita y servicio cada hora hasta el final de corredor en la ciudad de Lancaster. El servicio hoy en día de los trenes regionales va de 30 minutos en las horas pico hasta cada dos horas después de las horas pico.Acompáñenos en una de las dos audiencias públicas para que ofrezca sus comentarios sobre el proyecto Draft Environmental Impact Report (EIR). La información que se presentara en cada sesión ser la misma.

Miércoles 18 de Agosto de 6 a 7:30 p.m.
Enlace de la reunión: bit.ly/35qFkcC (http://bit.ly/35qFkcC)
Numero para llamar: (213) 338-8477
Reunión ID: 948 3461 0205

Linea de teléfono en espanol: (646) 749-3335
Código de acceso: 754 052 309

Sábado 21 de Agosto de 11 a.m. a 12:30 p.m.
Enlace de la reunión: bit.ly/3wD1Sms (http://bit.ly/3wD1Sms)
Numero para llamar: (213) 338-8477
Reunión ID: 998 8162 7606
Linea de teléfono en espanol: (646) 749-3335
Código de acceso: 248-035-021

Para mayores detalles sobre estas reuniones virtuales por favor visite: metro.net/projects/avl (https://www.metro.net/projects/avl/).

Interpretes en idiomas espanol y armenian estarán disponibles en las dos reuniones públicas. Otras acomodaciones ADA y traducciones estarán disponibles llamando al (213) 922-4844 por lo menos 72 horas antes de la reunión.

Además de los comentarios orales y por escrito que se aceptan en la reunión pública, comentarios escritos sobre el borrador del EIR serán aceptados desde el miércoles 28 de julio hasta el viernes 10 de septiembre, Usted puede presentar sus comentarios por escritos por correo:

Brian Balderrama, Senior Director
One Gateway Plaza
Mail Stop 99-17-2
Los Angeles, CA 90012

También puede enviar sus comentarios por correo electrónico a avl@metro.net (mailto:avl@metro.net), presentarlos vía la online comment form (https://metrola.wufoo.com/forms/avl-service-improvements-program-comment-form/) o llamar al programa al (213) 922-4844 y dejar un mensaje.



ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Join us for a virtual public hearing.

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Armenian Call-In Number: *646.749.3335*
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Por teléfono en español: *646.749.3335*
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Armenian Phone Line: *646.749.3335*
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Comments on the DEIR may be submitted in writing or orally during the public hearings. Written comments can also be sent to Metro anytime during the formal public review period from July 28, 2021 through September 10, 2021 at the postal address or e-mail address shown below or submitted via an online comment form found on the project website at *metro.net/projects/avl*. You may also call the AVL Capacity and Service Improvements Program hotline number at 213.922.4844 and leave a message.

Spanish and Armenian language interpretation will be available at both public hearings. Other ADA accommodations and translations available by calling 213.922.4844 at least 72 hours in advance of the meeting.

Metro

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Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net

metro.net/avl

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1 reply ›

[...] post Próximas audiencias públicas para agregar más servicio a la Línea Antelope Valley de Metrolink appeared first on El [...]

APPENDIX E.5

METRO AND METROLINK JOINT PRESS RELEASES (EIR)

Los Angeles County
Metropolitan Transportation Authority

Metro News

METROLINK

July 28, 2021

Jose Ubaldo/Joni Honor
Metro Media Relations
213.922.3087/213.922.6931
metro.net/press/pressroom
mediarelations@metro.net

FOR IMMEDIATE RELEASE

Metro to Hold Two Virtual Public Hearings for the Antelope Valley Line Capacity and Service Improvements Program in August 2021

The Los Angeles County Metropolitan Transportation Authority (Metro) today released the draft Environmental Impact Report (DEIR) for the Antelope Valley Line Capacity and Service Improvements Program to evaluate potential benefits and impacts of building infrastructure to support increased rail service between Los Angeles and the Antelope Valley.

A 45-day review period of the DEIR begins on Wednesday, July 28, and concludes on Friday, September 10, 2021. During this period, two virtual public meetings will be held on Wednesday, August 18, and Saturday, August 21, where residents, communities, businesses, cities, stakeholders and the general public can learn about the project, the environmental review process and provide comments on the DEIR.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

The AVL corridor is anticipated to experience strong population and employment growth over the next 20 years and solutions to realize the full potential of the AVL will be crucial to support this growth. Around 66 percent of the AVL rail corridor is single track, meaning that only one track is provided to operate trains in both directions. This limits the ability to run more frequent services and keep trains on a regular schedule.

The virtual public hearing will be held on the following days and times:

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Meeting Link: bit.ly/35qFkcC

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Saturday, August 21, 2021, 11am-12:30pm
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AVL line improvements are part of the $10 billion Southern California Optimized Rail Expansion (SCORE) program. SCORE is a capital program improving infrastructure to enable bidirectional Metrolink service every 30 minutes prior to the 2028 Los Angeles Olympic and Paralympic Games.

The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita and the Lancaster Terminal Improvements located in the City of Lancaster.

Comments on the DEIR may be submitted in writing to Brian Balderrama, Senior Director, Metro, One Gateway Plaza, Mail stop: 99-17-02, Los Angeles, CA 90012. Written comments can also be sent to Metro any time during the formal public review period from July 28, 2021, through September 10, 2021, at the postal address above or at avl@metro.net or submitted via an online comment form found on the project website at metro.net/projects/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at (213) 922-4844 and leave a message.

About Metro

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently providing lifeline service for essential trips and frontline workers. Metro continues building the most ambitious transportation infrastructure program in the United States and is working to greatly improve mobility through its Vision 2028 Plan.

Metro has proudly pledged to the American Public Transportation Association (APTA) Health and Safety Commitment Program to help ensure the safe return of transit riders as the U.S. recovers from the COVID-19 pandemic.

Stay informed by following Metro on The Source and El Pasajero at metro.net, facebook.com/losangelesmetro, twitter.com/metrolosangeles and twitter.com/metroLAalerts and instagram.com/metrolosangeles.

ABOUT METROLINK (metrolinktrains.com)

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METROLINK (/)

Metrolink News

Metro to Hold Two Virtual Public Hearings for the Antelope Valley Line Capacity and Service Improvements Program in August 2021

Wednesday July 28, 2021

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Metro has proudly pledged to the American Public Transportation Association (APTA) **Health and Safety Commitment Program (https://gcc01.safelinks.protection.outlook.com/?url=https%253A%252F%252Fthesource.metro.net%252F2020%252F09%252F09%252Fmetro-commits-to-national-effort-to-ensure-health-and-safety-of-returning-transit-riders%252F&data=02%257C01%257CUbaldoJ%2540metro.net%257Ccc06477f8609462f2c6f08d8567618e2%257Cab57129bdbfd4cacaa77fc74c4036** to help ensure the safe return of transit riders as the U.S. recovers from the COVID-19 pandemic.

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ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX F

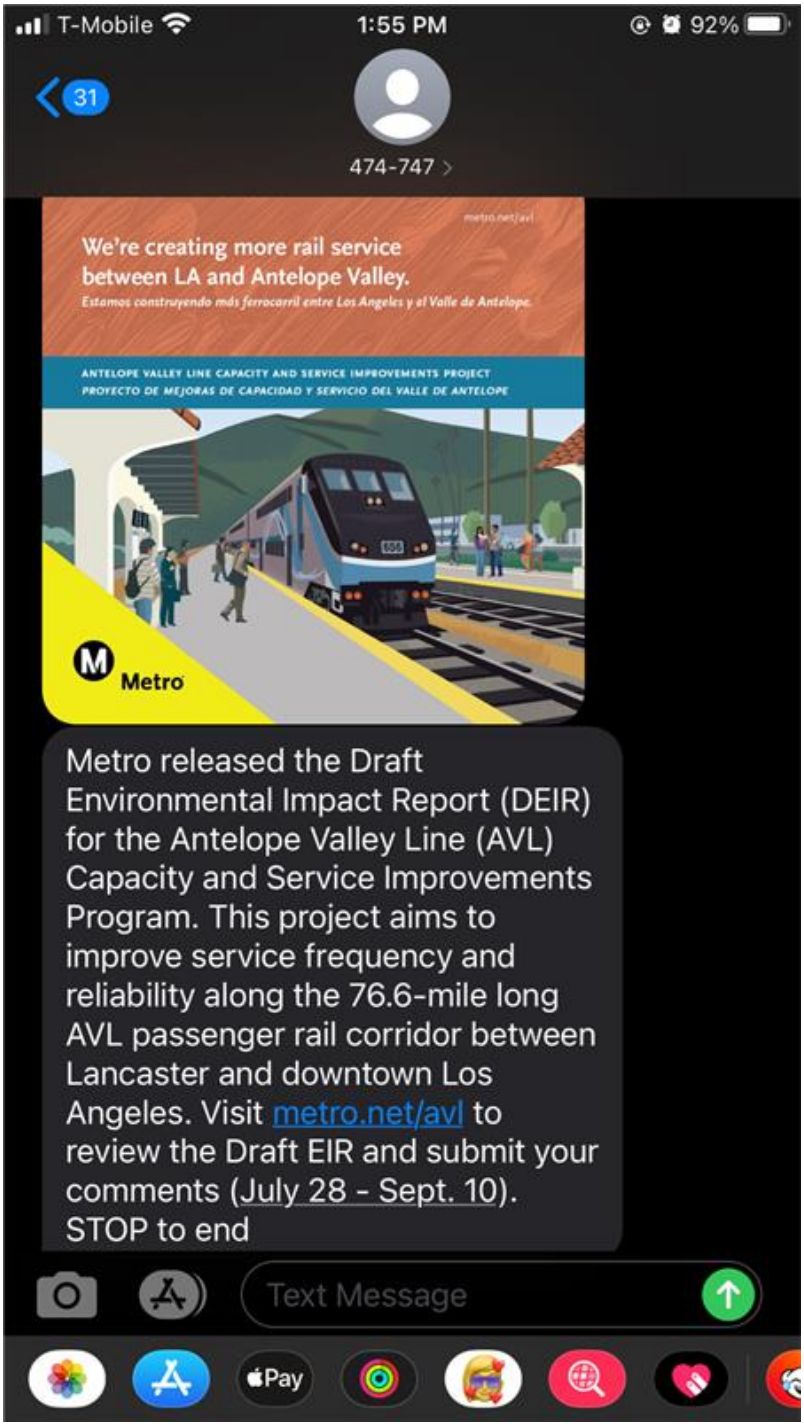
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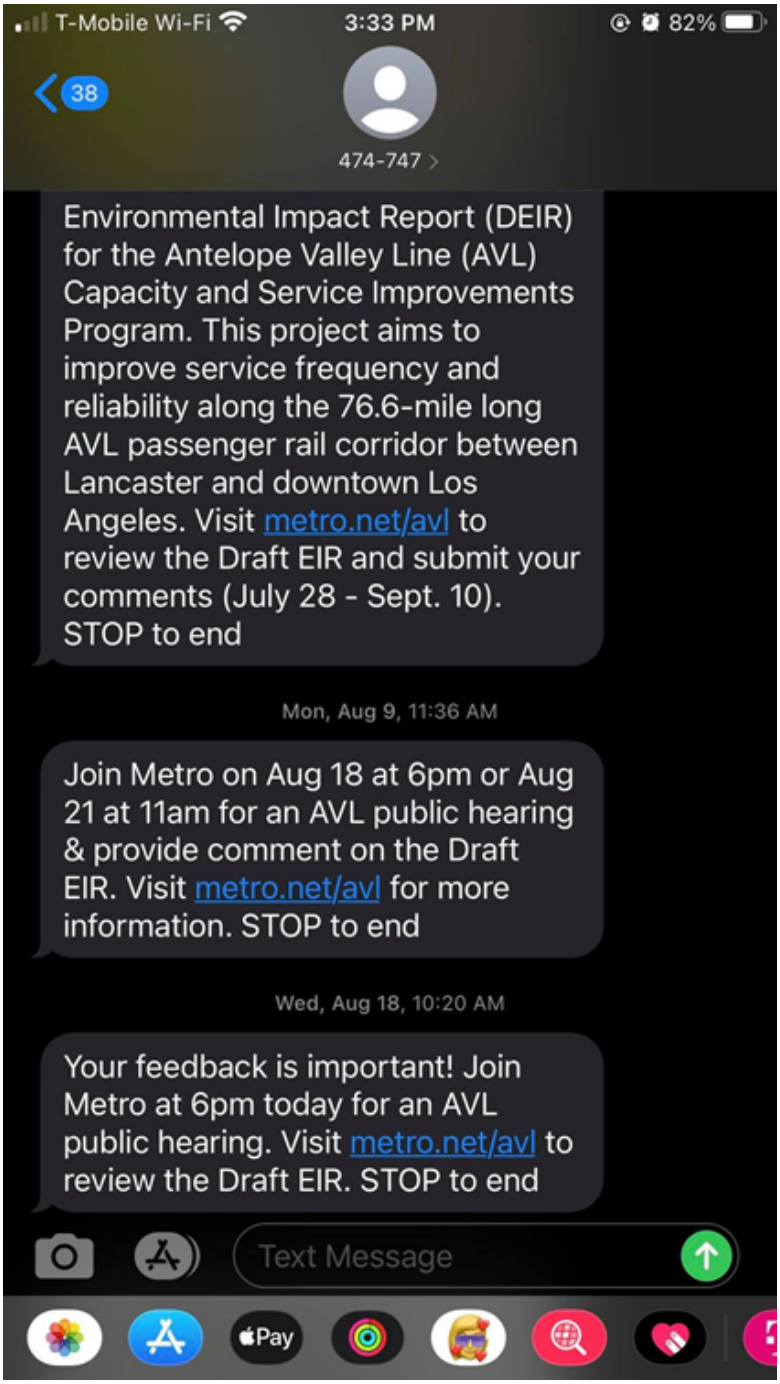
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SMS REMINDER #1

SMS REMINDER #2

THANK YOU SMS


T-Mobile
1:55 PM
92%
31
474-747
metro.net/avl
We're creating more rail service between LA and Antelope Valley.
Estamos construyendo más ferrocarril entre Los Angeles y el Valle de Antelope.
ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROJECT
PROYECTO DE MEJORAS DE CAPACIDAD Y SERVICIO DEL VALLE DE ANTELOPE
Metro
Metro released the Draft Environmental Impact Report (DEIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program. This project aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. Visit metro.net/avl to review the Draft EIR and submit your comments (July 28 - Sept. 10). STOP to end
Text Message
Pay


T-Mobile Wi-Fi
3:33 PM
82%
38
474-747
Environmental Impact Report (DEIR) for the Antelope Valley Line (AVL) Capacity and Service Improvements Program. This project aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. Visit metro.net/avl to review the Draft EIR and submit your comments (July 28 - Sept. 10). STOP to end
Mon, Aug 9, 11:36 AM
Join Metro on Aug 18 at 6pm or Aug 21 at 11am for an AVL public hearing & provide comment on the Draft EIR. Visit metro.net/avl for more information. STOP to end
Wed, Aug 18, 10:20 AM
Your feedback is important! Join Metro at 6pm today for an AVL public hearing. Visit metro.net/avl to review the Draft EIR. STOP to end
Text Message



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX G

COMMUNICATIONS TOOLKIT & EARNED MEDIA

APPENIDX G.1

COMMUNICATIONS TOOLKIT

APPENDIX G.2

TOOLKIT DISTRIBUTION LIST

APPENDIX G.3

TOOLKIT FOLLOW-UP DISTRIBUTION LIST

APPENDIX G.4

EARNED MEDIA

APPENDIX G.1
COMMUNICATIONS TOOLKIT



Dear Stakeholder,

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in North Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro released the Draft Environmental Impact Report (DEIR) on July 28, 2021 and will host two virtual public hearings on Wednesday, August 18, 2021, from 6 – 7:30pm, and on Saturday, August 21, 2021, from 11am – 12:30pm. The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

Below are some **optional methods to help you share the meeting details with your community.** Please utilize the methods that works best for you:

1. **Share on Social Media (Facebook, Twitter, Instagram, NextDoor, etc.)**
2. **Distribute information electronically (newsletter, email, or eblast)**
3. **Post on to your website**
4. **Feature the Online Meeting details on your events calendar**

Sharing information is easy!

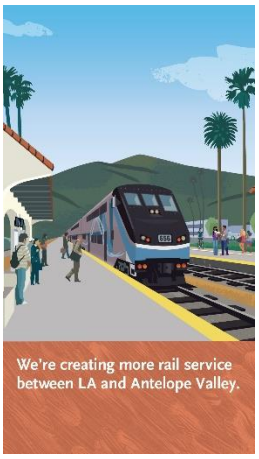
Please see the following pages for copy-and-paste-ready text and downloadable images. We have also attached our meeting flyers in English, Spanish and Armenian for easy distribution, or you may click on the following to download the flyer in the language of your choice: Spanish or Armenian. If you have any questions on how to share this information with your community, please contact Brian Balderrama at avl@metro.net or at 213.922.4844. We look forward to working with you!

Help us spread the word!

1. **Posting / sharing content:**

   Post any of the images included here and share the meeting information on your social media, Newsletter E-mail / Eblast or Feature the online meeting details on your events calendar by copying and pasting the text below:

Platform	Post
Facebook @losangelesmetro	Content: *Join Metro on Wed., Aug. 18 at 6pm or Sat., Aug. 21 at 11am* for a virtual public hearing on the Antelope Valley Line Capacity and Service Improvements Program. At the public hearings you will have the opportunity to learn about the proposed improvements being studied, become informed about the environmental review process, and provide your comments on the Draft Environmental Impact Report (DEIR).  Click here for link to image and download
Twitter/Instagram **Twitter**: @metrolosangeles **Instagram**: @metrolosangeles	Content: *Join @metrolosangeles on 8/18/21 at 6pm or 8/21/21 at 11am* for a virtual public hearing on the Antelope Valley Line Capacity and Service Improvements Program. Join the meeting and provide your comments on the Draft Environmental Impact Report (DEIR). More information is available at metro.net/avl

	Twitter  Click here for link to image and download	Instagram Story  Click here for link to image and download
NextDoor	Instructions: a. Click on the "Post a message, event, poll or urgent alert" field on your profile b. Select the "Event" tab c. Under the "Choose neighbors" option, select the second option to share with your community +nearby d. For category, select "meetings" e. Text for event title: Join us for a virtual public hearing for Metro Antelope Valley Line Capacity and Service Improvements Program on Wed., Aug. 18, 2021 at 6pm or Sat., Aug. 21, 2021 at 11am Content: The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in North Los Angeles County to LA Union Station (LAUS) and the cities in between. Metro released the Draft Environmental Impact Report (DEIR) on July 28, 2021, which evaluates the potential benefits and impacts of building additional rail improvements and adding additional commuter rail services along the AVL corridor. Visit the project website (metro.net/avl) for additional background and information. You are invited to attend a public hearing on Wed., Aug. 18, 2021 at 6pm or Sat., Aug. 21 at 11am to learn more about the proposed improvements being studied, become informed about the environmental review process, and provide your comments on the DEIR. Click on the following to download and share the meeting flyer in Spanish or in Armenian. The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session:	

	Wednesday, August 18, 2021, 6-7:30pm **Zoom details** **Meeting Link:** bit.ly/35qFkcC **Call-in Number:** 213.338.8477 **Meeting ID:** 948 3461 0205 **Por Teléfono en español:** 646.749.3335 **Contraseña:** 754 052 309 Հայերեն զանգերի համար՝646.749.3335 Մատչումի կոդ՝509 148 549 *Armenian and Spanish live interpretation to be provided.* **Saturday, August 21, 2021, 11am-12:30pm** **Zoom details** **Meeting Link:** bit.ly/3wD1Sms **Call-in Number:** 213.338.8477 **Meeting ID:** 998 8162 7606 **Por Teléfono en español:** 646.749.3335 **Contraseña:** 248 035 021 Հայերեն զանգերի համար՝ 646.749.3335 Մատչումի կոդ՝ 320 266 021 *Armenian and Spanish live interpretation to be provided.*
Newsletter E-mail / Eblast or Feature the online meeting details on your events calendar	 Click here for link to image and download ***Subject:*** Join Metro Wed., Aug. 18 or Sat., Aug. 21 for a virtual public hearing and provide input on the Antelope Valley Line Capacity and Service Improvements Program **Content:** The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor

plays a critical role in connecting communities in North Los Angeles County to LA Union Station (LAUS) and the cities in between. Metro released the Draft Environmental Impact Report (DEIR) on July 28, 2021, which evaluates the potential benefits and impacts of building additional rail improvements and adding additional commuter rail services along the AVL corridor. Visit the project website (metro.net/avl) for additional background and information.

You are invited to attend one of the public hearings, on Wed., Aug. 18, 2021 at 6pm or Sat., Aug. 21 at 11am to learn more about the proposed improvements being studied, become informed about the environmental review process, and provide your comments on the DEIR. Click on the following link to download and share the meeting flyer in Spanish or in Armenian. The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session:

Wednesday, August 18, 2021, 6-7:30pm

Zoom details
Meeting Link: bit.ly/35qFkcC
Call-in Number: 213.338.8477
Meeting ID: 948 3461 0205

Por Teléfono en español:
646.749.3335
Contraseña: 754 052 309

Հայերեն զանգերի համար՝646.749.3335
Մատչումի կոդ՝509 148 549

Armenian and Spanish live interpretation to be provided.

Saturday, August 21, 2021, 11am-12:30pm

Zoom details
Meeting Link: bit.ly/3wD1Sms
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por Teléfono en español:
646.749.3335
Contraseña: 248 035 021

Հայերեն զանգերի համար՝
646.749.3335
Մատչումի կոդ՝ 320 266 021

Armenian and Spanish live interpretation to be provided.

For questions on the project, please email avl@metro.net

APPENDIX G.2
TOOLKIT DISTRIBUTION LIST

Metro AVL Communications Toolkit Eblast Distribution List

Email Address	First name	Last name
drynn@burbankca.gov	Daniel	Rynn
maxeyd@scrra.net	Darrell	Maxey
lindenheim@aol.com	Victor	Lindenheim
lancasterajcc@jvs-socal.org		
palmdaleajcc@jvs-socal.org		
avaacc2016@gmail.com	Cedric	White
avhispanicchamber@gmail.com	Sylvia	Duarte
andreskabrera@gmail.com	Andres	Kabrera
donald.zelaya@sylmarnc.org	Donald	Zelaya
aaguilar@santa-clarita.com	Adrian	Aguilar
cchurch@palmdalechamber.org	Chuck	cchurch
cheffernan@cityofpalmdale.org	Chuck	Heffernan
francineoschin@gmail.com	Francine	Oschin
millie.jones@lacity.org	millie	jones
juan.solorio@lacity.org	Juan	Solorio
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info@glendalechamber.com	General	Mailbox
atc@actontowncouncil.org	Tom	Costan
mhagobian@santa-clarita.com	Masis	Hagobian
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pcc@palmdalechamber.org		Mailbox
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jtalamantes@burbankca.gov	Jess	Talamantes
lancc@empowerla.org	Terrence	Gomes
lorena.bernal@lacity.org	Lorena	Bernal
nancy@sanfernandovalleychamber.com	Nancy	Hoffman Vanyek
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tflavin@burbankchamber.org	Tom	Flavin
vanc@empowerla.org	Honored	VANC
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cmocouncil@santa-clarita.com	CMO	Council
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chamberstaff@palmdalechamber.org	General	Mailbox
info@sanfernando.com	General	Mailbox
tomtech@tekwerks.com	Tom	Ross
sunvalley@sfvalley.org		Mailbox
dcason@avta.com	DeeAnna	Cason
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bwong@burbankca.gov	Beverly	Wong

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cjoseph@cityoflancasterca.org	Joseph	Cabral
splambaeck@burbankca.gov	Scott	Plambaeck
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anna@lancasterchamber.org	Anna	Zarley
rduran@arletanc.org	Raymond	Duran
julyanna@atwatervillage.net	Julyanna	Mendez
cmcdonald.evrnc@gmail.com	Carey	McDonald
outreach@silverlakenc.org	Seth	Copenhaver
admin@pacoimachamber.com	Eddie	Gonzalez
ojimenez@ghnnc.org	Oscar	Jimenez
president@svanc.com	Monica	Vacas
mbaumgardner@sfcity.org	Matthew	Baumgardner
rhovanesian@cityofpalmdale.org	Ruben	Hovanesian
blopez@arellanoassociates.com	Benjamin	Lopez
karla.maqueda@lacity.org	Karla	Maqueda
econdevinfo@santa-clarita.com		
rlopez@octa.net	Roger	Lopez
rsanchez4@octa.net	Rosa	Guillen Sanchez
gloria@movela.org	Gloria	ohland
doug.mensman@lacity.org	Doug	Mensman

APPENDIX G.3

TOOLKIT FOLLOW-UP DISTRIBUTION LIST

Metro AVL Communications Toolkit Follow-Up Distribution List

Category	Organization	Title	First Name	Last Name	Email
Community Organization	Arleta Neighborhood Council	Outreach Committee Chair	Raymond	Duran	rduran@arletanc.org
Community Organization	Atwater Village Neighborhood Council	Outreach Committee Chair	Julyanna	Mendez	Julyanna@atwatervillage.net
Community Organization	Elysian Valley Riverside Neighborhood Council	Outreach Committee Co-Chair	Carey	McDonald	cmcdonald.evrnc@gmail.com
Community Organization	Go Glendale	Director	Bronwen	Keiner	director@goglendale.org
Community Organization	Golden State Gateway Coalition	Executive Director	Victor	Lindenheim	lindenheim@aol.com
Community Organization	Granada Hills North Neighborhood Council	President	Oscar	Jimenez	ojimenez@ghnnc.org
Community Organization	Los Angeles Neighborhood Council Coalition (LANCC)	Chair	Terrence	Gomes	lancc@empowerla.org
Community Organization	Move LA	Director of Policy & Communications	Gloria	ohland	gloria@movela.org
Community Organization	Old Town Newhall				econdevinfo@santa-clarita.com
Community Organization	Pacoima Beautiful	Deputy Director	Yvette	Lopez	ylopez@pacoimabeautiful.org
Community Organization	Pacoima Beautiful	Executive Director	Veronica	Padilla-Campos	vpadilla@pacoimabeautiful.org
Community Organization	Pacoima Beautiful	Organizing Director	Felipe	Escobar	fescobar@pacoimabeautiful.org
Community Organization	Rail Passenger Association of California (Rail PAC)	Vice President	Paul	Dyson	pdyson@railpac.org
Community Organization	Santa Clarita Valley Bicycle Coalition	Chairperson	Nina	Moskol	scvbc@la-bike.org
Business Association	Santa Clarita Valley Economic Development Corporation	President and Chief Executive Officer	Holly	Schroeder	hollyschroeder@scvedc.org
Community Organization	Silver Lake Neighborhood Council	Outreach Committee Co-Chair	Seth	Copenhaver	outreach@silverlakenc.org
Community Organization	Southern California Transit Advocates	Vice President	Perias	Pillay	pspillay@yahoo.com
Community Organization	Sun Valley Area Neighborhood Council	President	Monica	Vacas	president@svanc.com
Community Organization	Sylmar Neighborhood Council	Vice President Communications	Donald	Zelaya	donald.zelaya@sylmarnc.org
Community Organization	Valley Alliance of Neighborhood Councils (VANC)			VANC	vanc@empowerla.org
Business Association	Valley Industry & Commerce Association (VICA)	Public Information Officer	Perry	Smith	perry@vica.com

APPENDIX G.4
EARNED MEDIA

City of Palmdale - Government
August 5 at 10:25 PM ·

Join one of two upcoming public hearings to learn more about the project that will add Metrolink service to the Antelope Valley Line.



THESOURCE.METRO.NET

Upcoming public hearings for project to add Metrolink service to Antelope Valley...

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long rail corridor between ...

Like Comment Share

Burbank Transportation Management Organization
Yesterday at 12:00 PM ·

Heads up #Burbank! Metro Los Angeles is holding public hearings for the Metrolink #AVLine Capacity and Service Improvements Program 🚆🚧👍

Learn more at https://www.metro.net/projects/avl/

Register for a hearing (info will be the same at both):
8/... See More



US06WEB.ZOOM.US

Welcome! You are invited to join a webinar: Antelope Valley Line Capacity and Service Improvements Program...

City of Burbank - Government
Yesterday at 4:09 PM ·

Join Metro on Wed., Aug. 18 at 6pm or Sat., Aug. 21 at 11am for a virtual public hearing on the Antelope Valley Line Capacity and Service Improvements Program. At the public hearings you will have the opportunity to learn about the proposed improvements being studied, become informed about the environmental review process, and provide your comments on the Draft Environmental Impact Report (DEIR).

Metro Los Angeles



2 1 Share

Like

AV-Today.com
August 16 at 2:02 PM ·

Metro to Hold Two Virtual Public Hearings for the Antelope Valley Line Capacity and Service Improvements Program in August 2021 - read more, click on link: http://av-today.com/.../cat/5/op/extended/article/9212/cat/5

Metro

METROLINK

1

Like Comment Share

Palmdale @PalmdaleCity · Aug 10

Join one of two upcoming public hearings to learn more about the project that will add Metrolink service to the **Antelope Valley Line**.
mtro.la/D75x50FFPKd



1 2

Burbank TMO @theBTMO · Aug 11

Heads up #Burbank! @metrolosangeles is holding public hearings for the @Metrolink #AVLine Capacity and Service Improvements Program 🚆🚧👍

Register for a hearing (info will be the same at both):
8/18, 6-7:30PM: bit.ly/35qFkcC
8/21, 11AM-12:30PM:



Welcome! You are invited to join a webinar: Antelo...
Welcome! You are invited to join a webinar: Antelope Valley Line Capacity and Service ...
zoom.us

1

City of Burbank ✓
@BurbankCA

Join @metrolosangeles on 8/18/21 at 6pm or 8/21/21 at 11am for a virtual public hearing on the Antelope Valley Line Capacity and Service Improvements Program. Join the meeting & provide your comments on the Draft Environmental Impact Report. More info at metro.net/avl



4:11 PM · Aug 11, 2021 · Twitter Web App

1 Retweet **2** Likes



ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Join us for a virtual public hearing.

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile long AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

Metro is set to release the Draft Environmental Impact Report (DEIR) on July 28, 2021, which will evaluate the potential benefits and impacts of building additional improvements to support increased commuter rail service between LAUS and the Santa Clarita Valley and between the Santa Clarita Valley and Lancaster by 2028. The three capital improvements under study include the Balboa Double Track Extension located in the City of Los Angeles, the Canyon Siding Extension located in the City of Santa Clarita, and the Lancaster Terminal Improvements located in the City of Lancaster.

At the public hearings you will have the opportunity to:
> Learn about the proposed improvements being studied
> Become informed about the environmental review process
> Provide your comments on the DEIR

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session.

PUBLIC HEARING DATES

Wednesday, August 18, 2021, 6–7:30pm
Meeting Link: bit.ly/3sqFkcC
Call-in Number: 213.338.8477
Meeting ID: 348 3461 0205

Por teléfono en español: 646.749.3335
Contraseña: 754 052 309

Հայերեն զանգերի համար՝ 646.749.3335
Մասնդամի կոդ՝ 509 148 549

Saturday, August 21, 2021, 11am–12:30pm
Meeting Link: bit.ly/3wDr5mn
Call-in Number: 213.338.8477
Meeting ID: 998 8162 7606

Por teléfono en español: 646.749.3335
Contraseña: 248 035 021

Հայերեն զանգերի համար՝ 646.749.3335
Մասնդամի կոդ՝ 320 266 021

Comments on the DEIR may be submitted in writing or orally during the public hearings. Written comments can also be sent to Metro anytime during the formal public review period from July 28, 2021, through September 10, 2021, at the postal address or e-mail address shown below, or submitted via an online comment form found on the project website at metro.net/avl. You may also call the AVL Capacity and Service Improvements Program hotline number at 213.922.4844 and leave a message.

All Metro meetings are accessible to persons with disabilities. Spanish and Armenian translations provided. Other ADA accommodations and translations available by calling 213.922.4844 at least 72 hours in advance of the meeting.

Metro

SUBMIT YOUR COMMENTS / CONTACT US

Brian Balderrama
Senior Director, Metro
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

avl@metro.net
metro.net/avl
213.922.4844

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերեն *(Armenian)*

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thebtmo ...

thebtmo Heads up #Burbank! @metrolosangeles will be holding public hearings for the @metrolink #AVLine Capacity and Service Improvements Program 🚊🚧👍

Register for a public hearing on 8/18 or 8/21 (info will be the same at both) using the #linkinbio

1d

5 likes

1 DAY AGO

Add a comment... Post

Metro Plans to Double Trips Through Acton! – Draft EIR

actontowncouncil August 3, 2021 Announcements, High Speed Rail, Hot Topics

Public comments period ends September 10, 2021

Link to Draft EIR

Link to Draft EIR appendices

Print PDF

Bookmark.

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Los Angeles Housing Element Big Ideas – Workshop →

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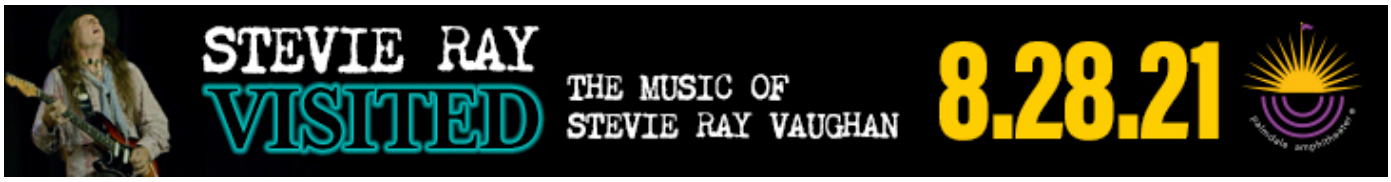
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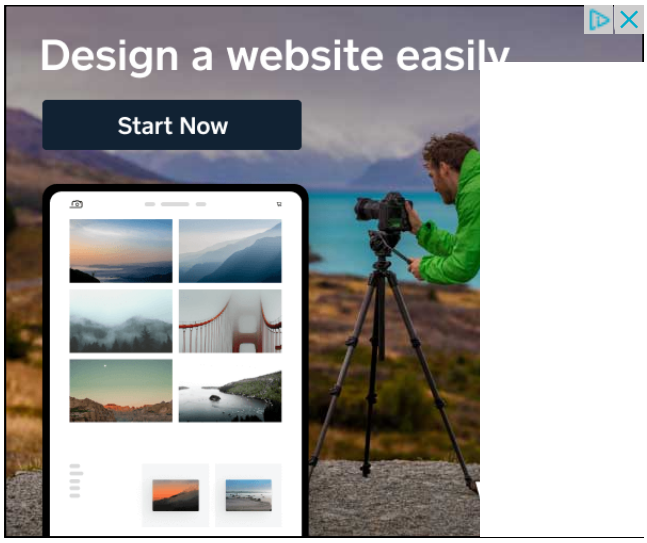


The Antelope Valley Times

Metro to hold virtual public hearings for AV Line capacity, service improvements programs

by The AV Times Staff • August 16, 2021 — 1 Comment

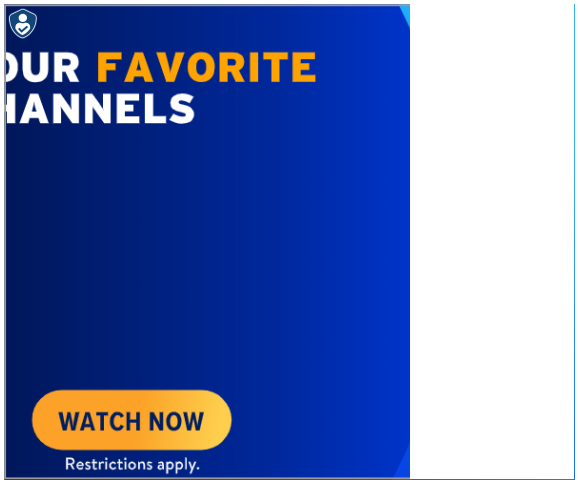
Type search term and press enter ...





LANCASTER – The Los Angeles County Metropolitan Transportation Authority (Metro) has released the draft Environmental Impact Report (DEIR) for the Antelope Valley Line Capacity and Service Improvements Program to evaluate potential benefits and impacts of building infrastructure to support increased rail service between Los Angeles and the Antelope Valley.

A 45-day review period of the DEIR began July 28 and concludes Sept. 10. During this period, virtual public meetings will be held on Wednesday, Aug. 18, and Saturday, Aug. 21, where residents, communities, businesses, cities, stakeholders and the general public can learn about the project, the environmental review process and provide comments on the DEIR.

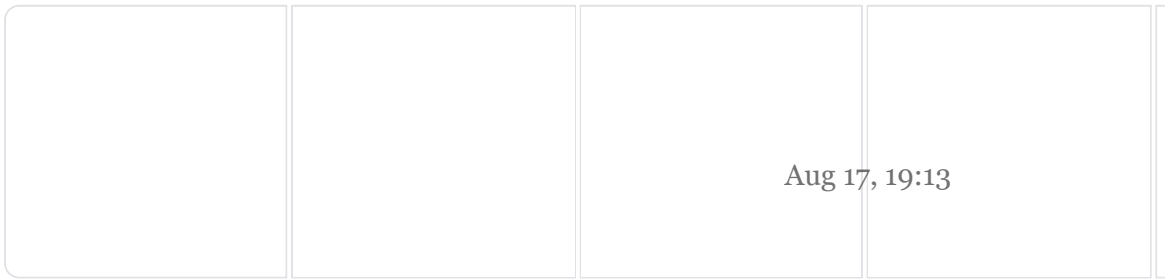


Recent Comments

Tim Scott on LA County announces project to connect immigrants with services, resources: "*Wow. Looks like you put more thought into avoiding the moderation than you put into that response. Do you have…*"
Aug 17, 19:43

William on Readers Speak Out! [2021]: "*That's right, Beecee. On second thought, you wouldn't make it as a cashier. You are so annoying to everyone, you'd…*"
Aug 17, 19:16

William on Readers Speak Out! [2021]: "*Texas Gov. Abbott tested positive for*


Aug 17, 19:13

Just the thing you wanted
ebay

The Antelope Valley Line (AVL) Capacity and Service Improvements Program is a proposed project that aims to improve service frequency and reliability along the 76.6-mile AVL passenger rail corridor between Lancaster and downtown Los Angeles. The AVL corridor plays a critical role in connecting communities in north Los Angeles County to LA Union Station (LAUS) and the cities in between.

The AVL corridor is anticipated to experience strong population and employment growth over the next 20 years, and solutions to realize the full potential of the AVL will be crucial to support this growth. Around 66 percent of the AVL rail corridor is single track, meaning that only one track is provided to operate trains in both directions. This limits the ability to run more frequent services and keep trains on a regular schedule.

The virtual public hearing will be held on the following days and times:

Wednesday, August 18, 2021, 6–7:30 p.m.
Meeting Link: bit.ly/35qFkcC

William on LA County announces project to connect immigrants with services, resources: "*I am happy you are distressed by that article. You must be a miserable wretch and nothing works for ya.*"
Aug 17, 18:52

William on LA County announces project to connect immigrants with services, resources: "*Says the expert on chit, Mr. Hunter.*"
Aug 17, 18:51

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Call-in Number: (213) 338-8477
Meeting ID: 948 3461 0205

Saturday, August 21, 2021, 11am-12:30pm
Meeting Link: bit.ly/3wD1Sms
Call-In Number: (213) 338-8477
Meeting ID: 998 8162 7606

The information presented at each meeting will be the same and will consist of a live presentation followed by a live public comment session. Spanish and Armenian language interpretation will be available at both public hearings. Other ADA accommodations and translations are available by calling 213-922-4844 at least 72 hours in advance of the meeting.

AVL line improvements are part of the $10 billion Southern California Optimized Rail Expansion (SCORE) program. SCORE is a capital program improving infrastructure to enable bidirectional Metrolink service every 30 minutes prior to the 2028 Los Angeles Olympic and Paralympic Games. The three capital improvements under study include the Lancaster Terminal Improvements located in the City of Lancaster, Balboa Double Track Extension located in the City of Los Angeles, and the Canyon Siding Extension located in the City of Santa Clarita.



Tweet Like 8 Share Print This!

Virtual Public Hearings To Be Held For Antelope Valley Metrolink Improvements In August

Posted by: Linsey Towles in Santa Clarita Latest News July 29, 2021 - 12:10 pm 0 231 Views

The L.A. County Metropolitan Transportation Authority (Metro) is expected to hold two virtual public me to discuss planned improvements to the county's Metrolink system affecting the Antelope Valley Line t Santa Clarita.

A draft of the Environmental Impact Report for the Antelope Valley Line Capacity and Service Improvements Program was released this week and looks at the potential benefits of building to increase rail service between L.A. and the Antelope Valley.

The two virtual public meetings are set to be held on Wednesday, Aug. 18 and Saturday, Aug. 21, where residents, communities, businesses, cities, stakeholders and the general public can the project as well as provide comments.

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When facing
advanced cancer,
Start With
Step One

Our genomic test
reads your cancer's
DNA to help you
and your doctor
identify treatment
options

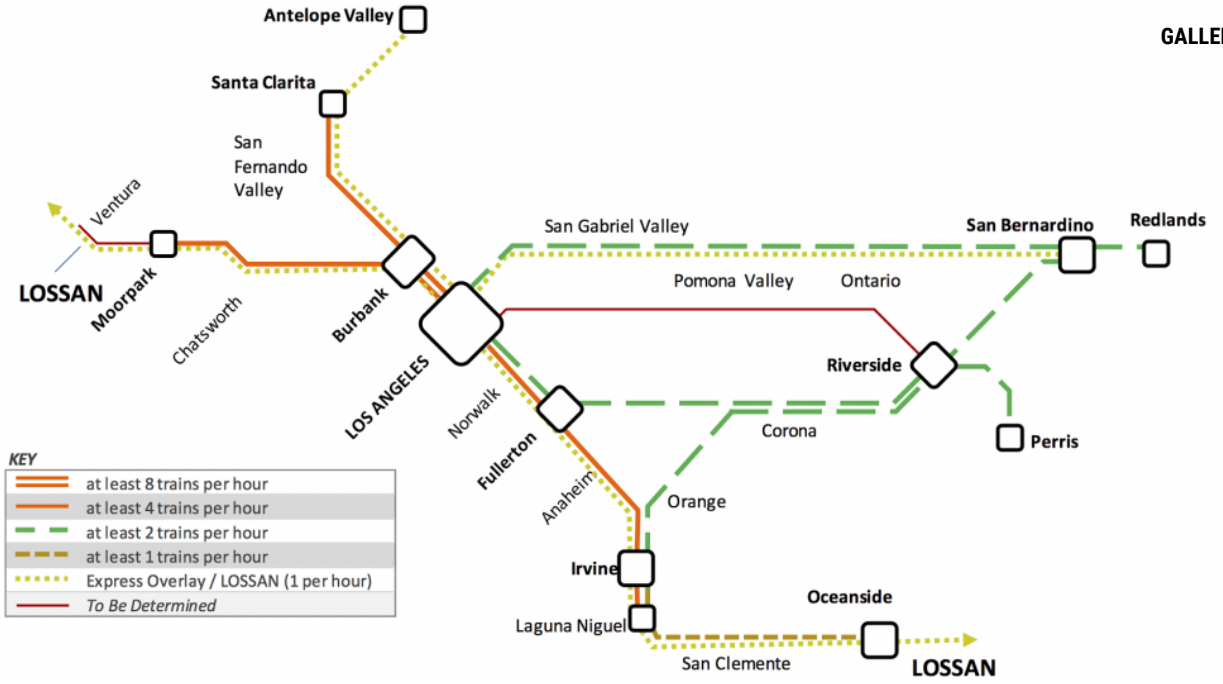
REGIONAL (/LA/NEIGHBORHOOD/REGIONAL)

Metrolink aims for more frequent service on Ventura County and Antelope Valley lines

New segments of double track are planned as part of the $10-billion SCORE program

(mailto:?subject=Someone has shared an article from Urbanize with you&body=I just read this on Urbanize and thought you'd find it interesting:%0D%0DMetrolink aims for more frequent service on Ventura County and Antelope (http://www.linkedin.com/shareArticle?u=https%3A%2F%2Furbanize.city%2Fla%2Fpost%2Fmetrolink-score-antelope-valley-ventura-county-rail) Valley+lines&url=https%3A%2F%2Furbanize.city%2Fla%2Fpost%2Fmetrolink-score-antelope-valley-ventura-county-rail) rail&title=Metrolink+aims+for+more+frequent+service+on+Ventura+County+and+Antelope+Valley+lines&source=LinkedIn)

AUGUST 04, 2021, 8:00AM STEVEN SHARP **24 COMMENTS**



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In 2017 (https://urbanize.city/la/tags/electrolink), the Southern California Regional Rail Agency - also known as Metrolink - **announced its $10-billion SCORE program (https://metrolinktrains.com/score)**, a modernization effort which would bring faster, r frequent rail commuter rail service to Los Angeles County in advance of the 2028 Summer Olympic Games. An action taken last month by the agency's Board of Directors moves the more than 500-mile passenger rail network one step closer to that goal.



(https://urbanize.city/la/sites/urbanize.city.la/files/styles/1140w/public/2021-

07/metrolink%20simi%20valley%20double%20track.png?itok=tZ-FqVw4)

Map of the Simi Valley double track project

Metrolink

On July 23rd, **the Board certified a final environmental impact report (https://metrolinktrains.com/news/metrolink-news/metroli certifies-final-eir-for-simi-valley-double-track-project/)** for a new double tracking project which would upgrade capacity on the Ventura County Line, which shuttles passengers along a 76.6-mile corridor between Union Station and Ventura County. The improvements are to be focused on a roughly 2.2-mile stretch in the City of Simi Valley between Sequoia Avenue and Hidden Ranc Drive, and would be accompanied by safety enhancements at five street-level crossings and the addition of a new underpass at Si Valley Station.

Construction of the new double track is expected to begin in Spring 2024 and conclude by Spring 2025.





(https://urbanize.city/la/sites/urbanize.city.la/files/styles/1140w/public/2021-07/metrolink%20simi%20valley%20rendering.jpg?itok=BLqcmD-_)

Illustration of Simi Valley Station

Metrolink

The project is part of the initial phase of the SCORE program, which will add new sidings, signal improvements, and double-track segments at various locations in Los Angeles, San Bernardino, and Orange Counties with the goal of offering 15-to-30-minute headways on all lines.

Metrolink has also launched **the environmental study period for a second double-track project slated for the Antelope Valley Lin (https://urbanize.city/la/post/environmental-review-starts-220m-antelope-valley-line-upgrade)**, which runs between Union Sta and the suburban cities of Palmdale and Lancaster. The range of improvements, which are expected to enable 30-minute bi-directional service as far as Santa Clarita and 60-minute bi-directional service to Lancaster, calls for the construction of:

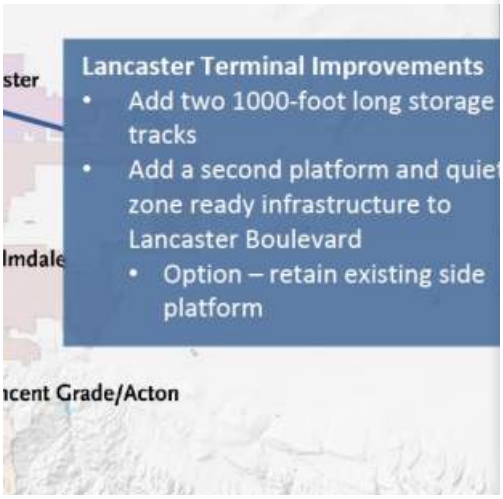
- 1.2 miles of new double track between Balboa Boulevard and Sierra Highway;
- 1.6 miles of new double track between Soledad Canyon Road and Golden Oak Road in Santa Clarita;
- a second side-platform and a crossover track at Santa Clarita Station; and

ADVERTISEMENT

- expanded storage tracks at Lancaster Terminal.

Design options could also include new pedestrian nd Santa Clarita stations.







(https://urbanize.city/la/sites/urbanize.city.la/files/styles/1140w/public/field/image/antelope%20valley%20line%20improvement itok=tl2MQ8qs)

Route of the Antelope Valley Line with proposed improvements

Metro

To date, Metrolink has secured $2.3 billion for its SCORE projects, including longstanding plans for new run-through tracks at Uni Station. A study published in 2019 by the Los Angeles County Economic Development Corporation projected that the full plan wou bring 1.3 million new jobs to Southern California and and increasing the region's gross domestic project by $684 billion through 2

- **Metrolink SCORE (https://urbanize.city/la/tags/electrolink)** (Urbanize LA)

METROLINK (/LA/TAGS/METROLINK) ELECTROLINK (/LA/TAGS/ELECTROLINK)



ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX H

PRESENTATION MATERIALS

APPENIDX H.1

MEETING PRESENTATIONS

APPENDIX H.2

MEETING TRANSCRIPTS – AUGUST 18, 2021

APPENDIX H.3

MEETING TRANSCRIPTS – AUGUST 21, 2021

APPENDIX H.1
MEETING PRESENTATIONS



We're creating more rail service between LA and Antelope Valley.

Metro

ANTELOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

Public Hearing – August 2021

Accessing Spanish and Armenian Interpretation

Armenian and Spanish Interpretation

> Via Zoom

- Click on the ”Interpretation” icon
- Pick the language you would like to listen to (Spanish or Armenian)
- Spanish and Armenian translated presentations have been posted in the chat

Interpretación en español

> Vía Zoom

- Haga clic en el icono – “Interpretación“
- Escoja la opción para escuchar en español
- El enlace a la presentación en español está disponible en el “chat”



Հայերեն բանավոր թարգմանություն

> Zoom-ի միջոցով

- Սեղմեք «Բանավոր թարգմանություն» կոճակը
- Ընտրեք հայերեն լսելու տարբերակը
- Այս զրուցարանում կարող եք գտնել հայերեն լեզվով պրեզենտացիան

Metro

Housekeeping

Today's meeting is being recorded.



Attendee cameras are off and microphones are muted.



Questions can be submitted using the Q&A function



Oral public comments to follow the presentation. Please use the 'Raise Hand' icon.



For technical support, call 909.310.2788

Metro

Today's Presenters



Brian Balderrama

Deputy Executive Officer

Metro Regional Rail



Eric Banghart

Principal Project Manager

Mott MacDonald



Peter Feldman

Senior Environmental Planner

Terry A. Hayes Associates



Danielle Valentino

Community Relations Manager

Metro Community Relations

Metro

Purpose of the Meeting

> Overview of the Antelope Valley Line Capacity and Service Improvements Program
> Explain the Environmental Process and Findings of the Environmental Study
> Receive Public Comments

Meeting Agenda

> Project Overview
- Service Improvements
- Environmental Setting
- Stakeholder Involvement
- Project Benefits
- Funding
- Proposed Project Elements
- Timeline

> Project Impacts Identified in Environmental Study
- Aesthetics
- Biological and Water Resources
- Cultural, Tribal Cultural and Paleontological Resources
- Hazards, Hazardous Materials, Geology and Soils
- Noise & Vibration
- Transportation and Air Quality

> Public Comment Session

Metro

Project Overview

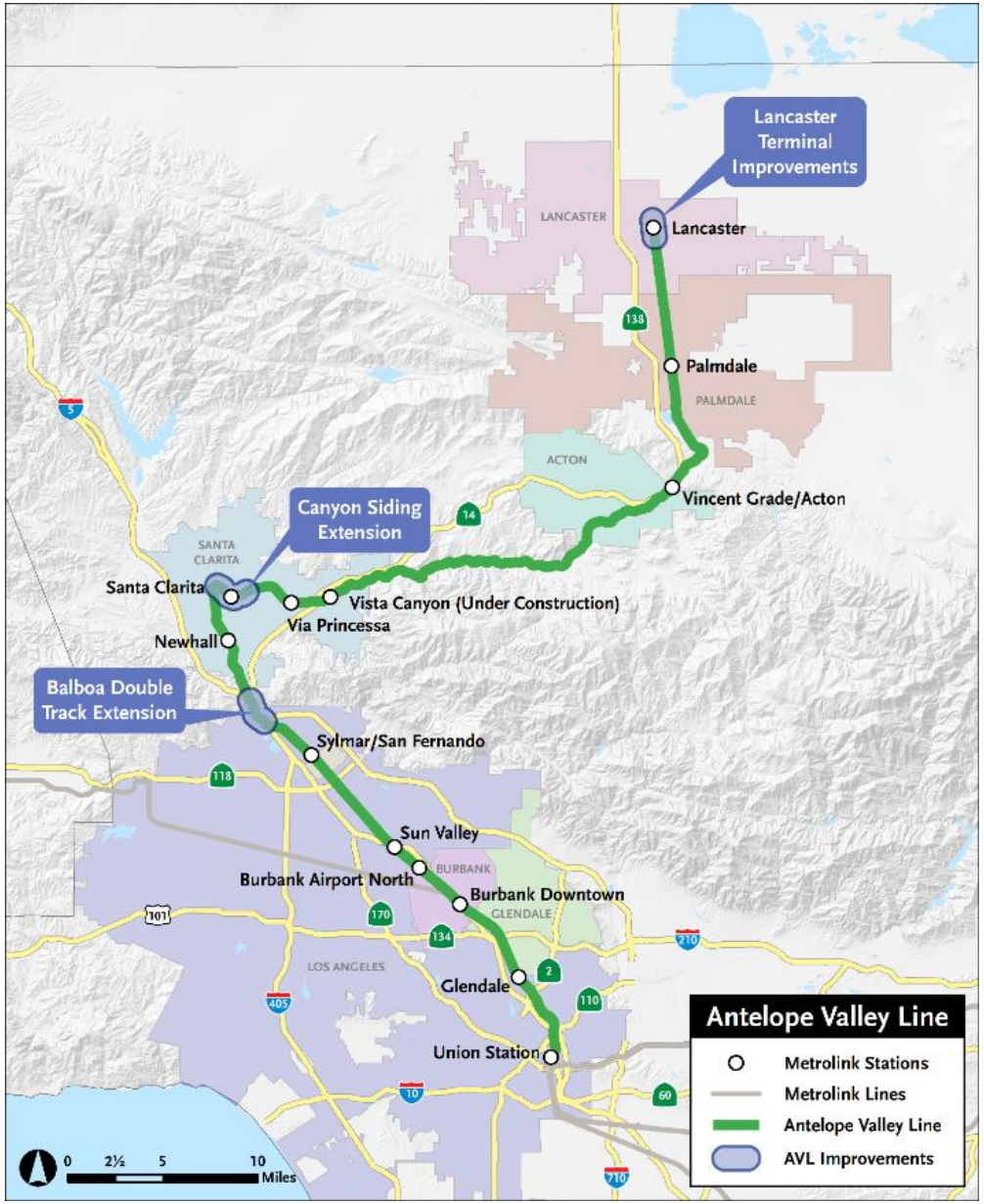
Enable 30-minute bi-directional passenger rail service between LAUS and Santa Clarita Valley and 60-minute bi-directional service between LAUS and Lancaster Station including the infrastructure improvements required to provide the increased passenger rail service are:

> Balboa Double Track Extension

> Canyon Siding Extension

> Lancaster Terminal improvements

> Brighton-McGinley Double Track Extension – *cleared by separate environmental process*



Metro

Environmental Setting

The AVL Project is statutorily exempt from CEQA under Section 21080 (b)(10) of the California Public Resources Code as provided below:

a) *A project for the institution or increase of passenger or commuter services on rail or highway rights-of-way* ***already in use****, including the modernization of existing stations and parking facilities.*

However, to address community concerns regarding environmental impacts (i.e. noise and traffic) along the AVL:

Metro with the support of the NCTC has elected to prepare an EIR study to comprehensively address *the community/stakeholder concerns related to doubling the number of trains in the AVL.*

In addition, this EIR study considers the cumulative impacts of other capital projects having connectivity to the AVL:

Such as: ***LINK US, East San Fernando Valley Corridor, California High Speed Rail Authority Phase 1, Metrolink SCORE Program Phase 1B****, etc.*

Metro

Stakeholder Involvement

Over the project development period, highlights of stakeholders that have been particularly engaged include*:

> North Los Angeles County Transportation Coalition JPA

> Office of LA County Supervisor Kathryn Barger (District 5)

> Offices of LA City Mayor Eric Garcetti and LA City Council President Nury Martinez (District 6)

> Cities of Santa Clarita, Lancaster, Palmdale, Burbank, Glendale and Acton Town Council

> SCRRA/Metrolink, California High Speed Rail Authority and UPRR

> LA County Public Works, CPUC, Caltrans District 7

> California Department of Fish and Wildlife and Regional Hispanic Chamber of Commerce

> Save Our Rural Town, Go Glendale, BTMO, AV EDGE

> Southern California Transit Advocates and Regenerative Community

> Rail PAC, Santa Clarita Valley Bicycle Coalition, Golden State Gateway Coalition

> Local businesses, residents and tribes

Metro

**This is not a comprehensive listing*

Project Benefits

> Improve ability of Antelope Valley Line to meet strong population and employment growth forecast over the next 20 years

> Improve passenger service reliability and efficiency on the AVL rail corridor

> Provide necessary supporting infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.



Metro

Funding

Program is funded:

1. **October 2019** - **North Los Angeles County Transportation Coalition Board committed** up to $113.8M with their Measure M sub-regional funds to kick start the program.

TIRCP GRANT REQUEST	LOCAL MATCH	TOTAL PROJECT COST
$107.05 MILLION	**$113.80** MILLION	**$220.85** MILLION

2. **April 2020** - CalSTA awarded $107.05M in TIRCP grant funds



Metro is partnering with Metrolink in this request for funds to deliver faster and more frequent commuter rail service from Los Angeles to Lancaster, while reducing particulates and greenhouse gas emissions.

Metro

Proposed Project Elements

- Balboa Double Track Extension
- Canyon Siding Extension
- Lancaster Terminal Improvements

Proposed Project Elements – Balboa Double Track Extension

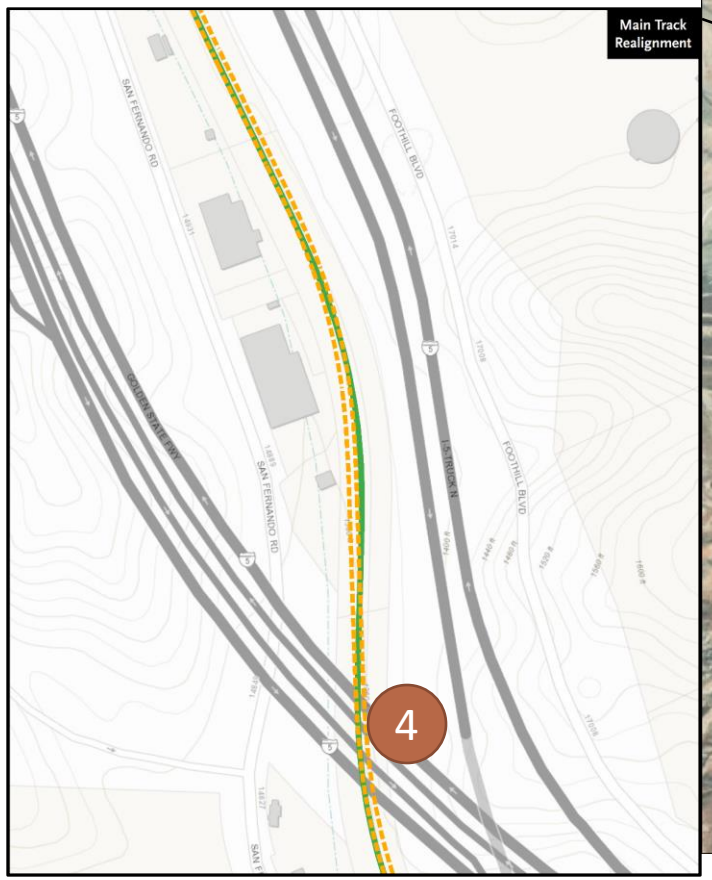
Description of scope of work:

> Extend existing double railroad track approximately 6,300 feet north to Sierra Highway.

> Existing railroad right of way (ROW) would accommodate most of the extension.

> Caltrans encroachment may be required just south of Sierra Highway to re-align an existing spur track.

> Bridge column protection is required for existing I-5 columns.





Metro

Proposed Project Elements – Canyon Siding Extension

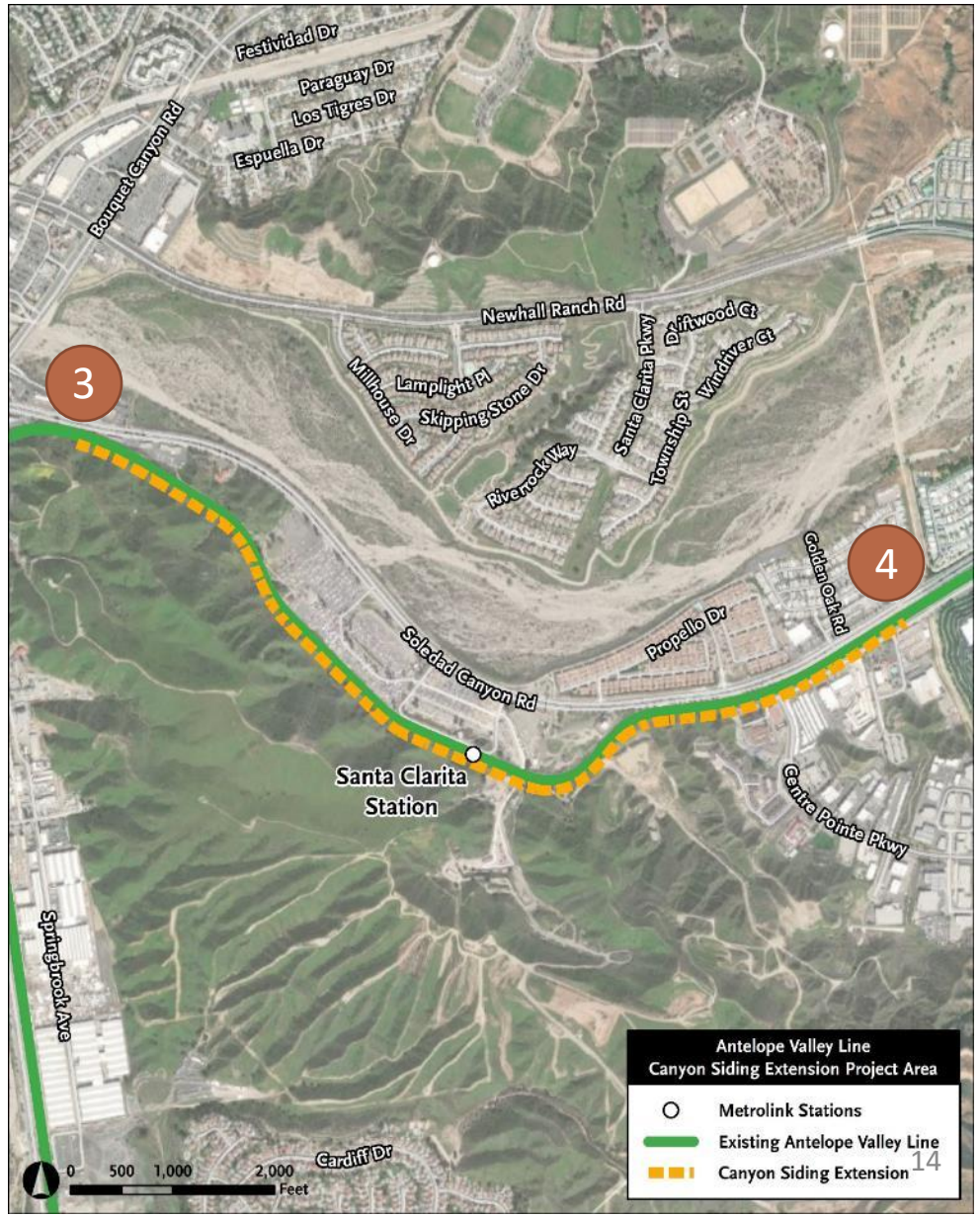
Description of Scope of Work

> Extend existing Saugus Siding approximately 8,400 feet to 500 feet east of Golden Oak Road.

> Existing railroad right of way (ROW) would accommodate additional track throughout the extension.

> Convert existing CP turnout to a crossover track to improve operational flexibility.

> Golden Oak Road would require installation of new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety improvements, installation of new crossing gates, and high visibility crosswalk markings.



Metro

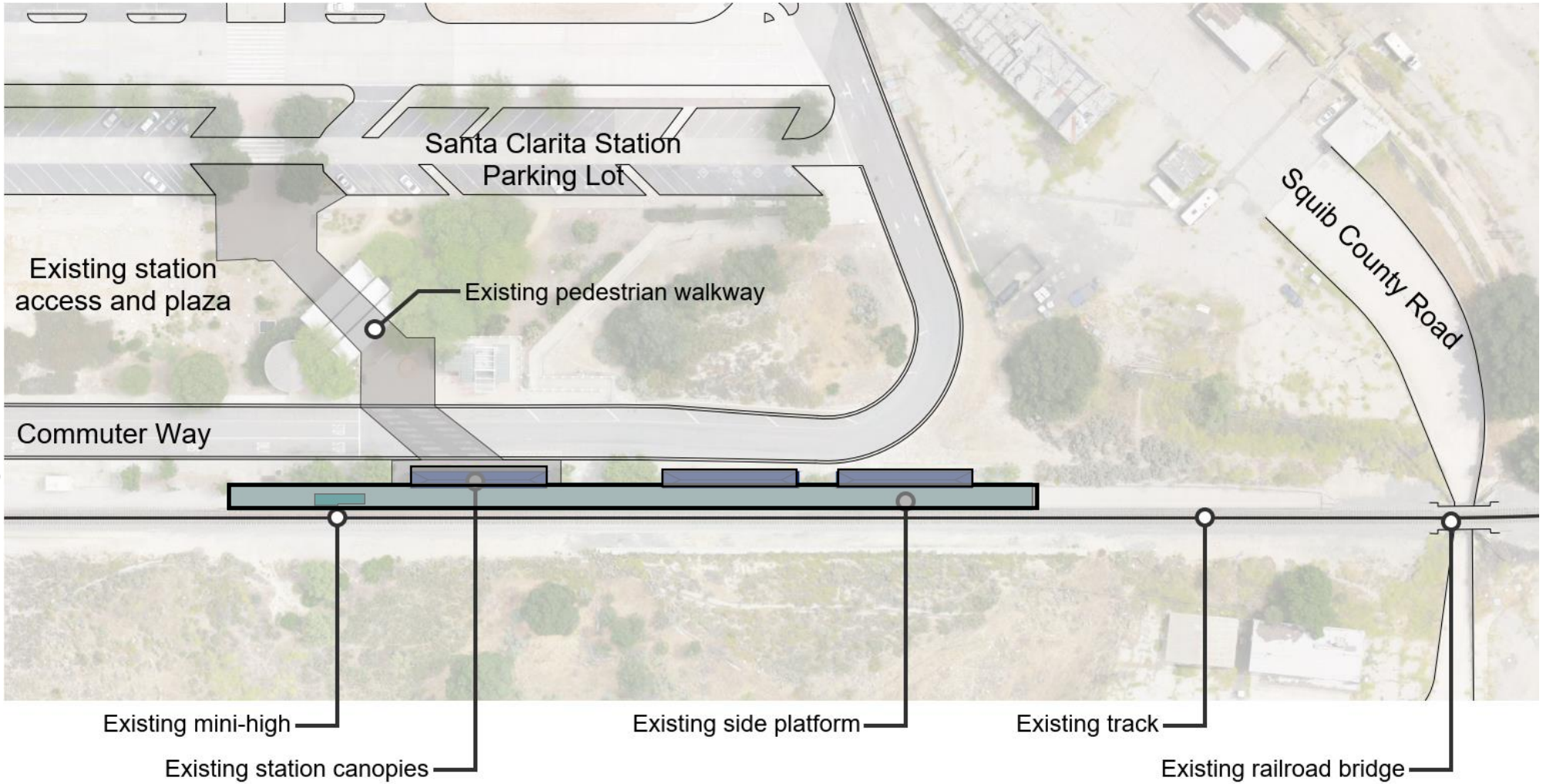
Proposed Project Elements – Canyon Siding Extension Design Options

Existing Condition

> 1 x 500’ long side platform and one railroad track.

> Lower-level parking lot, bus stop and ticketing.

> Upper-level ADA parking stalls, bus stop and car/taxi drop off.



Metro

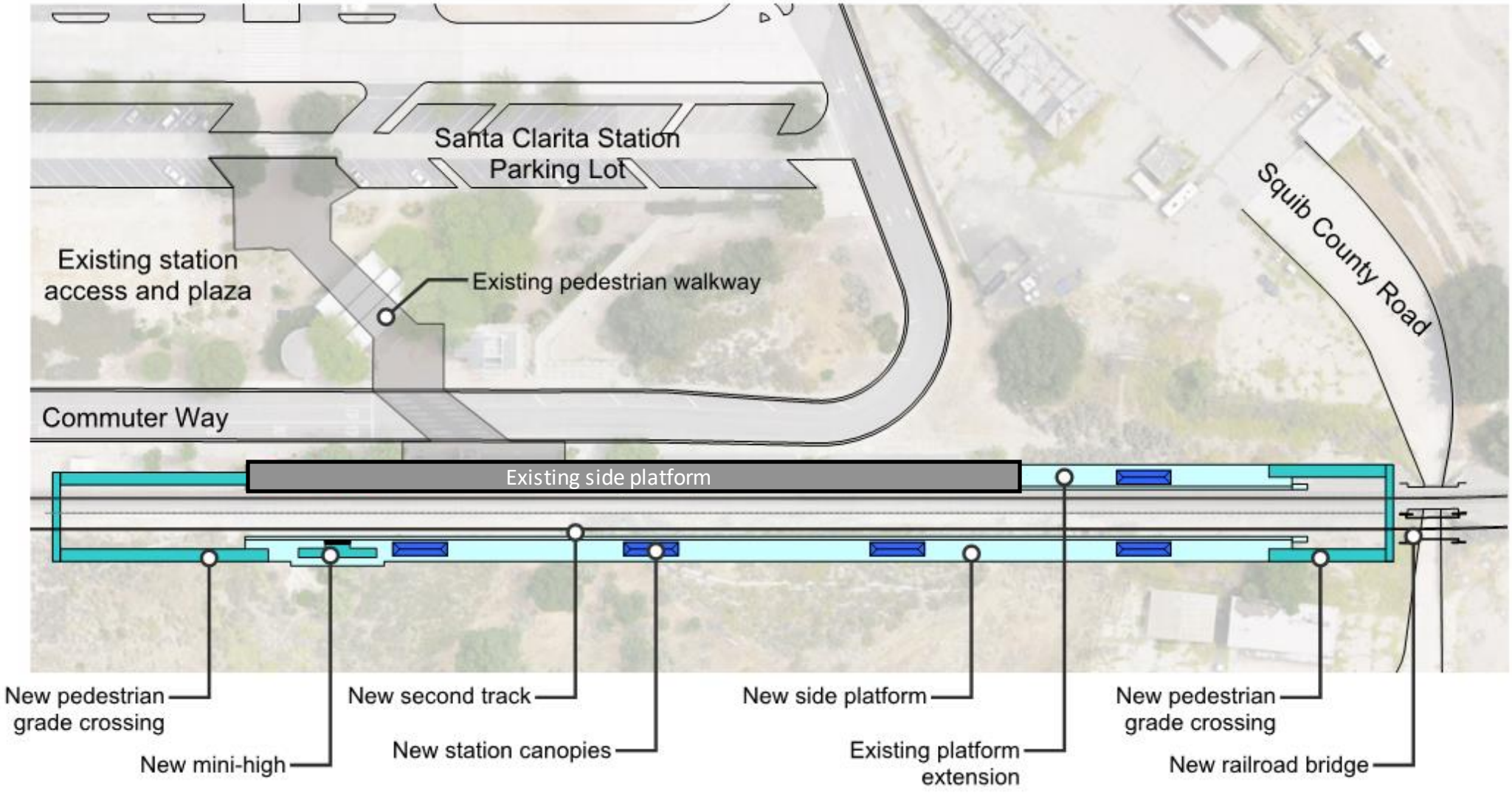
Proposed Project Elements – Canyon Siding Extension Design Options

Base Design

> Add second side platform.

> Extend existing platform.

> Add at-grade pedestrian crossings.



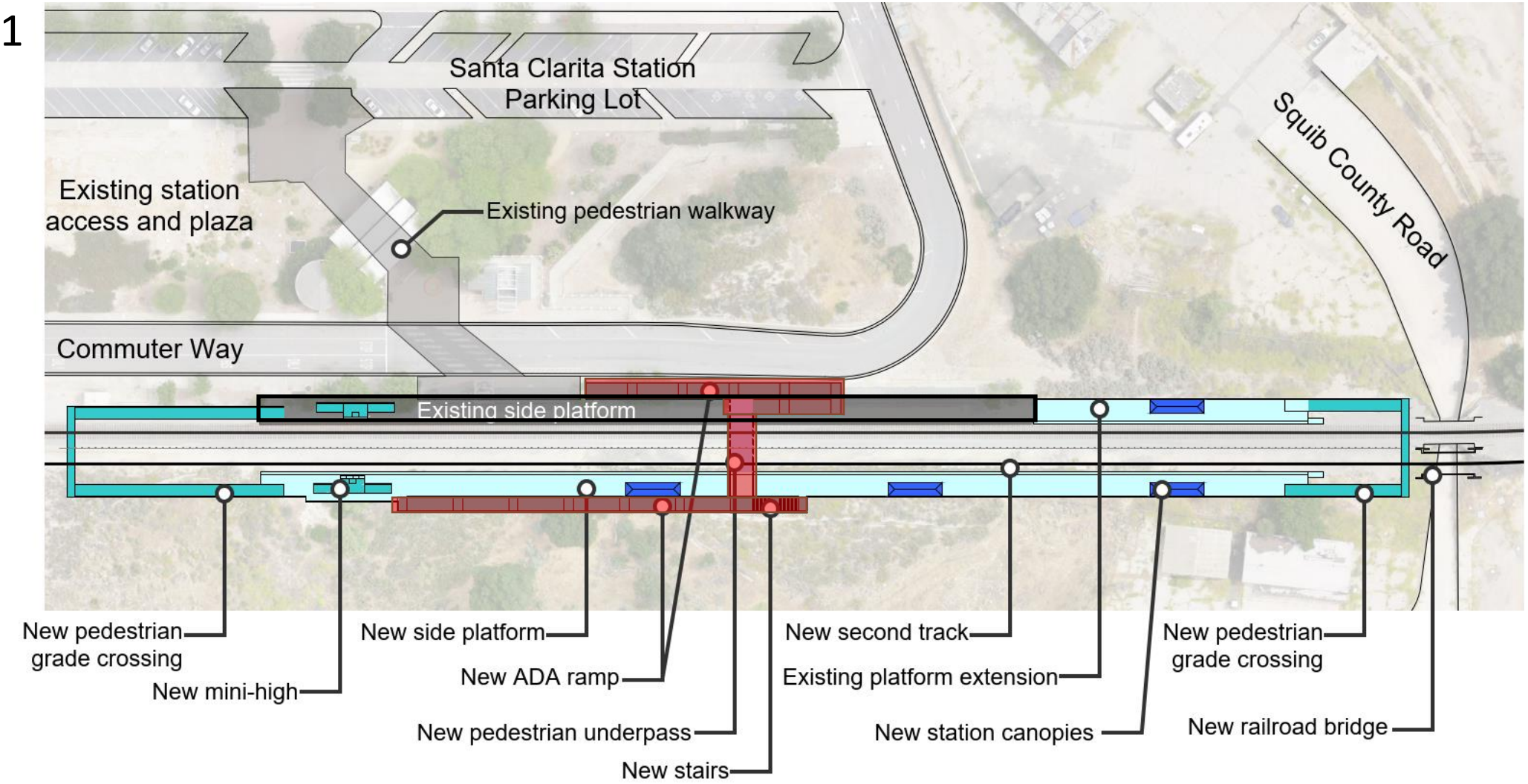
Metro

Proposed Project Elements – Canyon Siding Extension Design Options

Design Option #1

> Add second side platform.

> New pedestrian underpass.



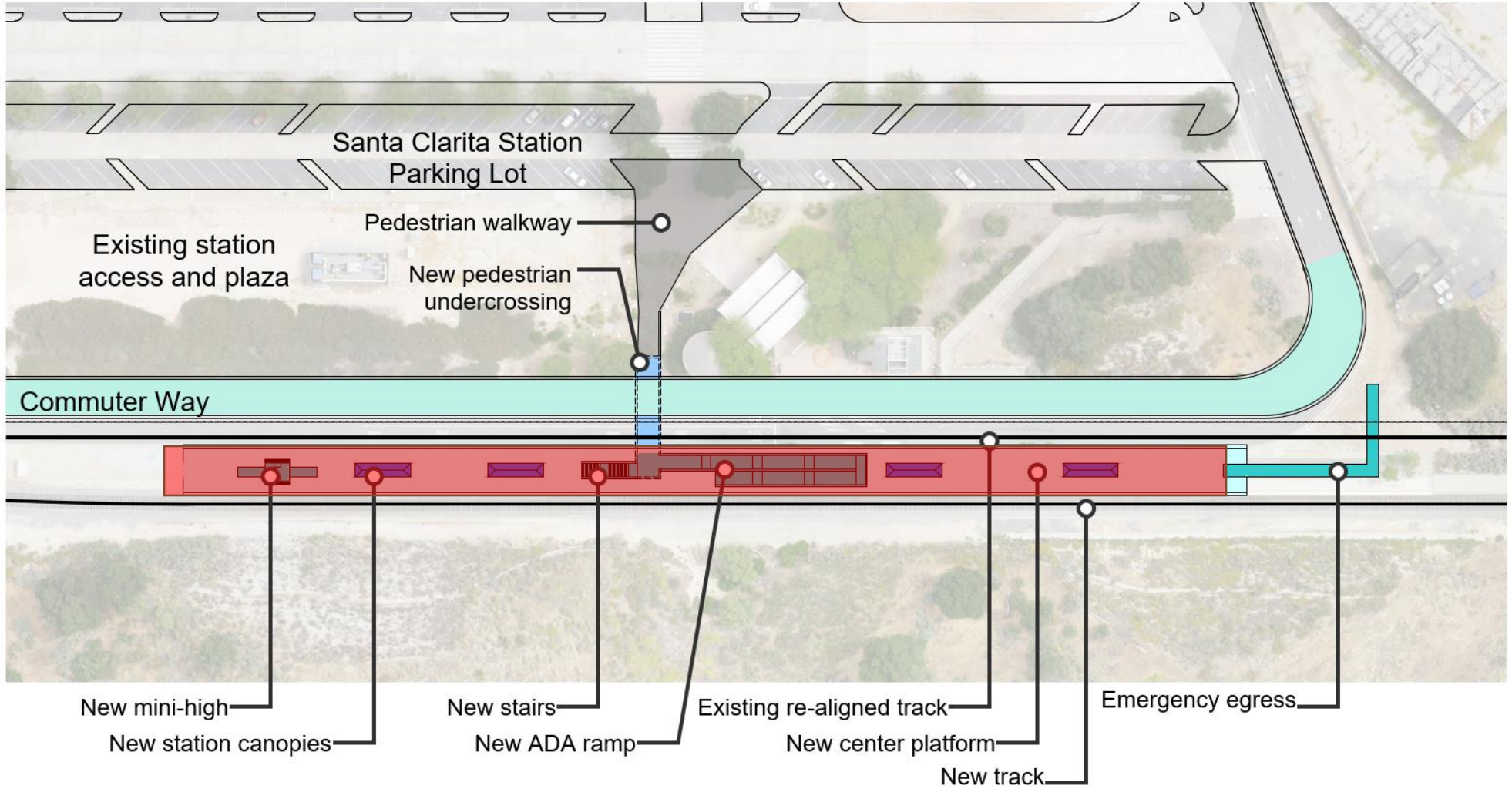
Metro

Proposed Project Elements – Canyon Siding Extension Design Options

Design Option #2

> Replace existing platform with island platform.

> New pedestrian underpass.



Metro

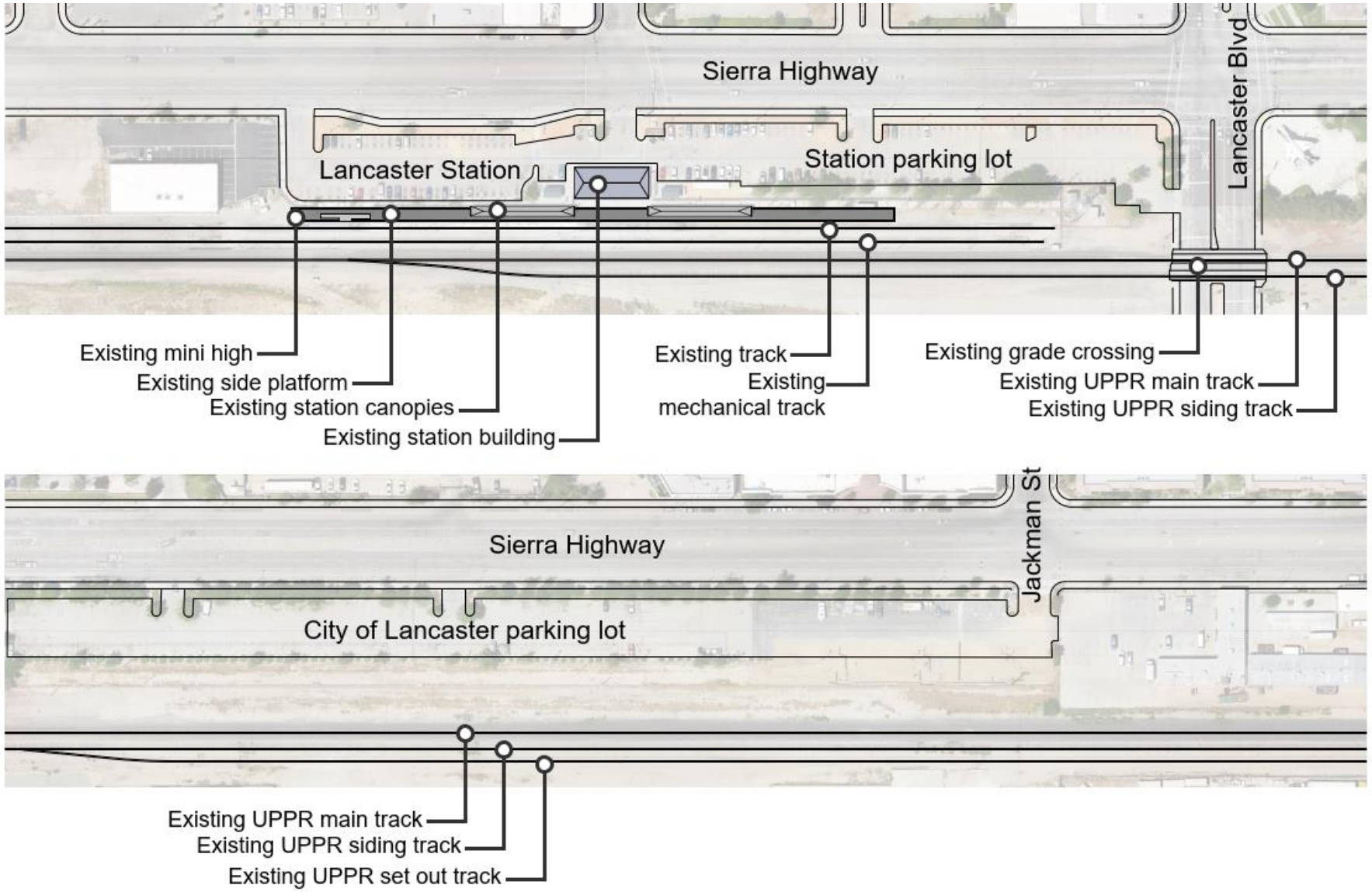
Proposed Project Elements – Lancaster Terminal Improvements

Existing Conditions

> 1 x 680’ long side platform.

> 2 x operational Metrolink tracks.

> Overnight storage for up to 8 Metrolink trains south of the station.

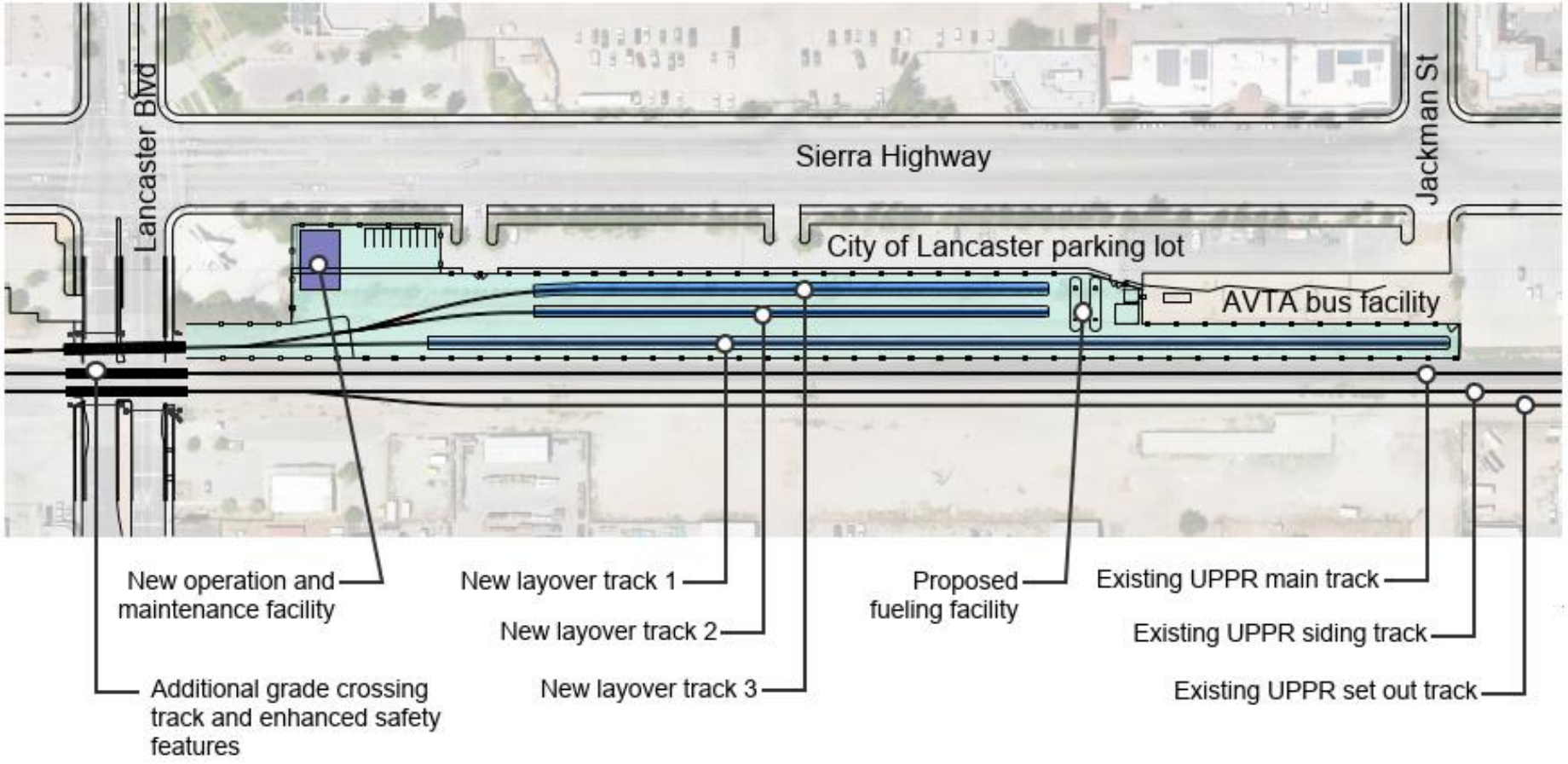


Metro

Proposed Project Elements – Lancaster Terminal Improvements

Base Design

- Expand existing layover facilities by adding 1 x 1000’ and 2 x 500’ storage tracks
- Provision for train fueling
- Provision for operator personnel facilities
- Safety enhancements at Lancaster Blvd grade crossing

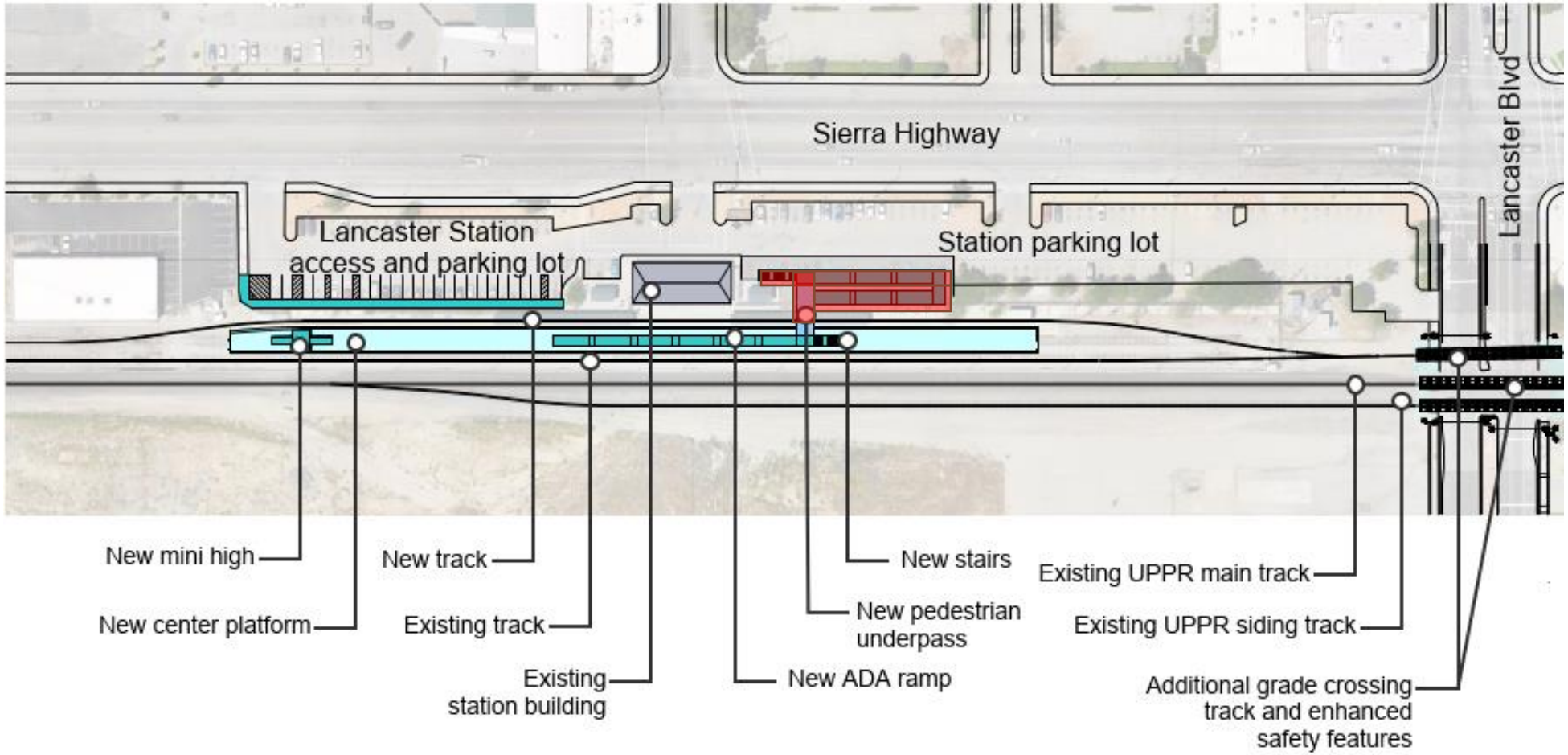


Metro

Proposed Project Elements – Lancaster Terminal Improvements

Design Option #1

- Replace existing platform with island platform
- New pedestrian underpass

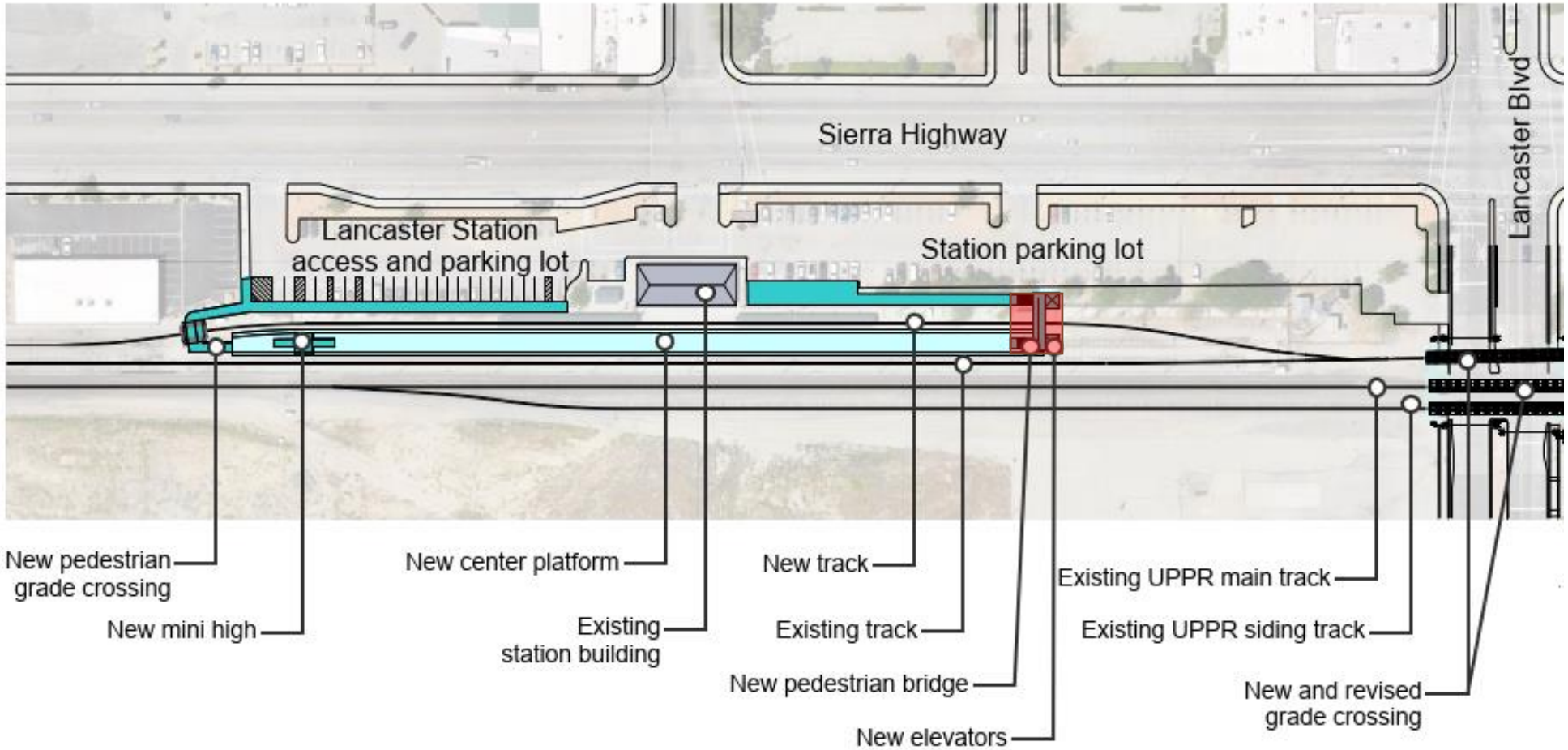


Metro

Proposed Project Elements – Lancaster Terminal Improvements

Design Option #2

- Replace existing platform with island platform
- New pedestrian bridge

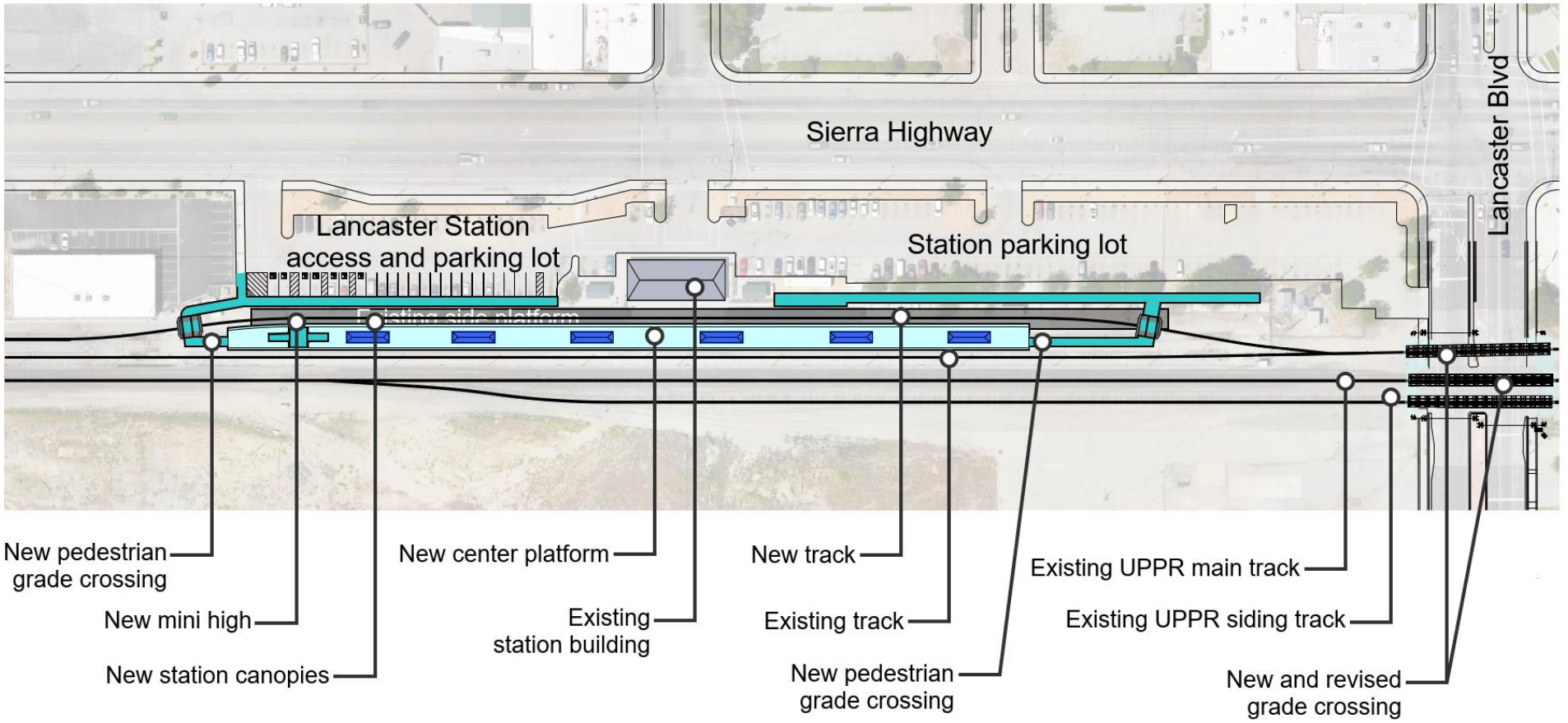


Proposed Project Elements – Lancaster Terminal Improvements

Design Option #3

> Replace existing platform with island platform.

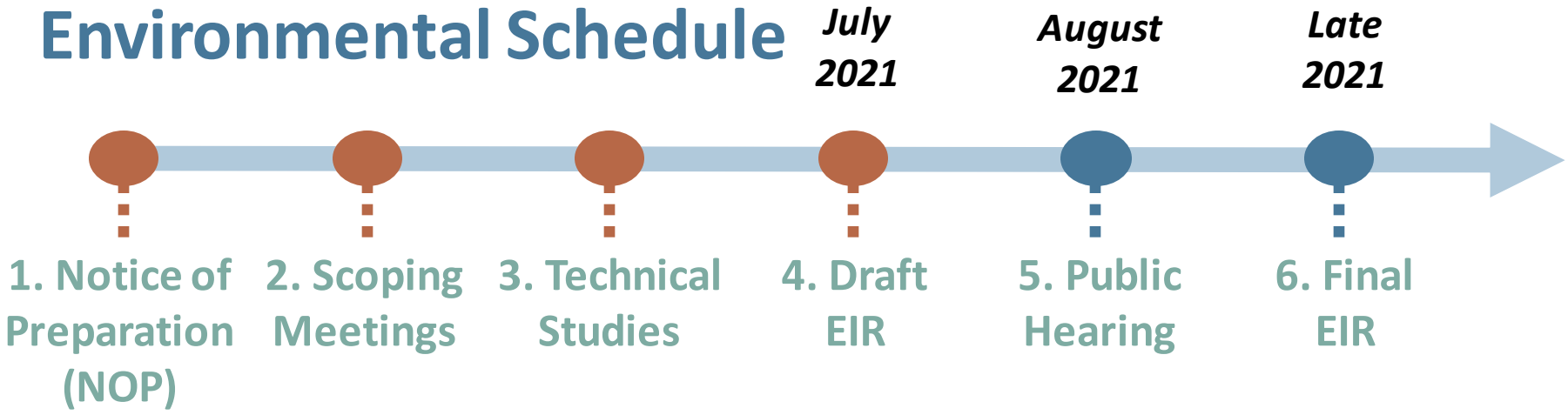
> New at-grade pedestrian crossings at each end of the platform.



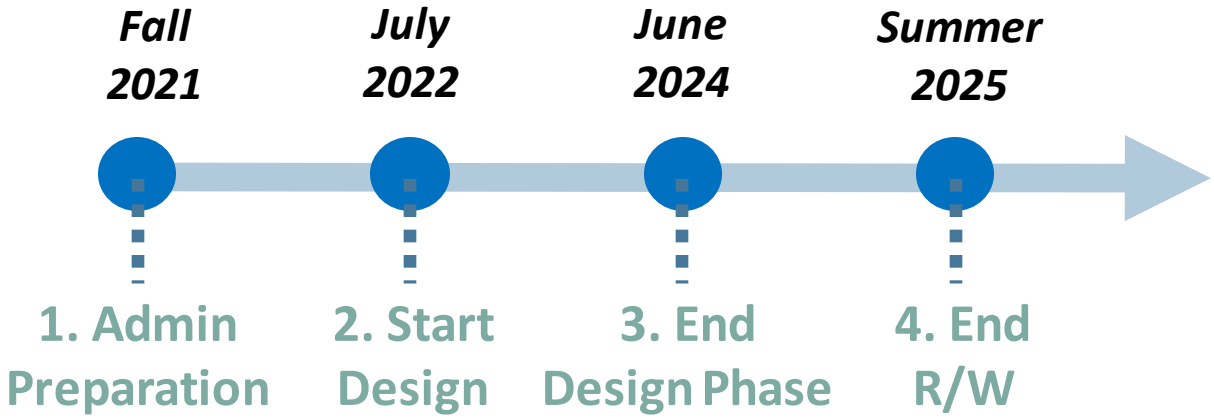
Metro

Timeline

Environmental Schedule



Design Schedule



Construction Schedule

Begin Construction – **Dec 2024**

Metro

Project Impacts Identified in Environmental Study



Metro

Aesthetics

Construction Impacts

> Construction equipment and staging would alter views of undeveloped hillside along the Canyon Siding Extension site.

> Potential nighttime construction would increase nighttime light or glare, temporarily affecting visibility and cause spillover light on adjacent land uses.

Operational Impacts

> Permanent alteration to the hillside along the Canyon Siding Extension site may alter views and impact scenic vistas for residents located to the north.

Mitigation Measures

> Screening of the Canyon Siding Extension construction site.

> Require nighttime construction lighting be screened and directed toward the construction site.

> Provide vegetation along slopes permanently altered by the Project.



View of the AVL corridor in Santa Clarita

Metro

Biological and Water Resources

Construction Impacts

Biological Resources

> Site clearing, vegetation removal, and other construction activities within undeveloped areas that provide habitat for wildlife.

> Construction activities could affect various wildlife and plant species particularly in and around the Balboa Double Track Extension and Canyon Siding Extension sites.

Hydrology and Water Quality

> Water flowing off the construction sites may contain contaminants which can affect the water quality of downstream rivers.

> Potential for contaminated groundwater.

Operational Impacts

> Wastewater generated by wash activities at proposed layover facility in Lancaster.

Mitigation Measures

Biological Resources

> Require preconstruction surveys for wildlife and sensitive species.

> Require biological monitoring during construction.

> Vegetation replacement and avoidance.

Hydrology and Water Quality

> Require compliance with stormwater discharge permits including preparation of stormwater pollution prevention plans.

> Require compliance with dewatering permits.

> Require compliance with stormwater discharge permit for industrial activities.

Metro

Cultural, Tribal Cultural and Paleontological Resources

Construction Impacts

Cultural and Tribal Cultural Resources

> AVL corridor has been identified as a Tribal Cultural Resource by the Gabrieleño Band of Mission Indians-Kizh Nation and within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

> Ground-disturbing activities during construction have the potential to encounter previously undiscovered and undocumented archaeological and tribal cultural resources.

Paleontological Resources

> Ground-disturbing activities during construction also have the potential to uncover unique fossil or geological resources.

Operational Impacts

> No operational impacts.

Mitigation Measures

Cultural and Tribal Cultural Resources

> Prepare an archaeological monitoring program including Native American monitoring in coordination with consulting tribes.

> Prepare a cultural resource monitoring plan to address the procedures required if there is an inadvertent discovery of cultural or tribal cultural resources.

Paleontological Resources

> Require full-time paleontological monitoring in areas where geologic conditions indicate a high likelihood of paleontological resources.

> Prepare a paleontological resources mitigation program.

Metro

Hazards, Hazardous Materials, Geology and Soils

Construction Impacts

Hazards and Hazardous Materials

> Potential accidental release of hazardous materials or wastes.

> Potential for contaminated soil or groundwater.

> Canyon Siding Extension site located on portion of the Whitaker-Bermite site listed on Cortese list of hazardous waste sites.

> Balboa Double Track Site located within City of Los Angeles Methane zone.

Geology and Soils

> Grading and slope stabilization activities could pose seismic hazards.

Operational Impacts

> All operational impacts would be less than significant.

Mitigation Measures

Hazards and Hazardous Materials

> Prepare hazardous Materials Management Plan.

> Prepare soil and groundwater management plans.

> Prepare Phase I and Phase II Environmental Site Assessments.

> Comply with City of LA Building Code methane regulations.

Geology and Soils

> Prepare a geotechnical design report.

Metro

Noise and Vibration

Construction Impacts

> Construction activities would exceed applicable noise limits at sensitive residential and commercial receivers.

- Balboa Double Track Extension (City of Los Angeles) noise limit is 78 decibels.
- Canyon Siding Extension (City of Santa Clarita) noise limits are 75 decibels for residential uses and 85 decibels for sensitive commercial uses.
- Lancaster Terminal Improvements (City of Lancaster) noise limits are 75 decibels for residential uses and 85 decibels for sensitive commercial uses.

> Construction activities would exceed vibration annoyance thresholds (0.2 inch/second) at residential receivers near each capital improvement site.

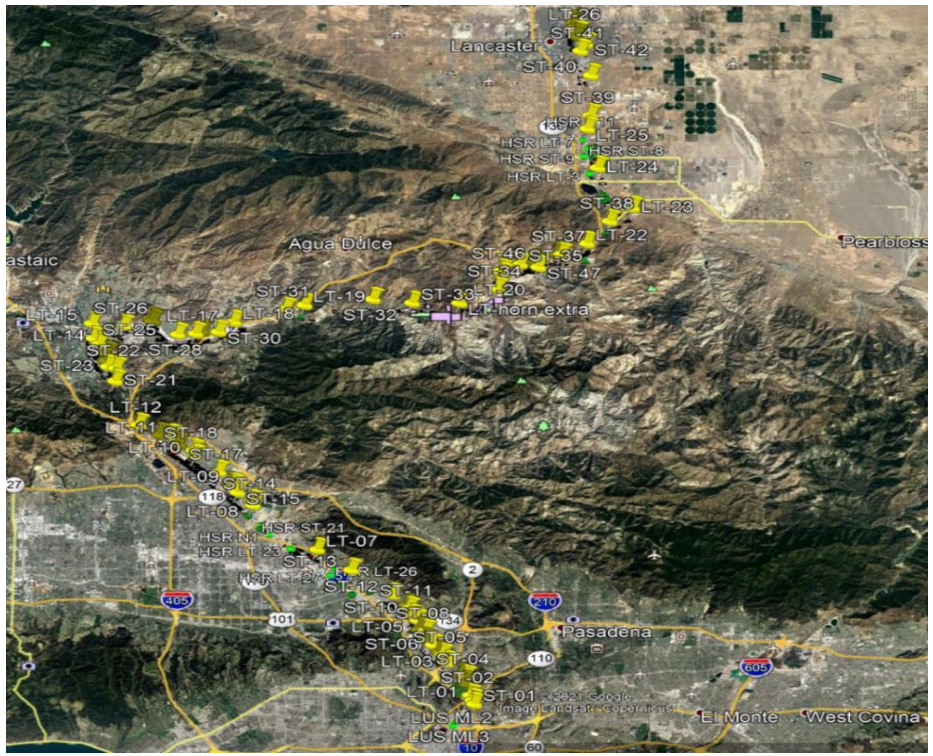
Operational Impacts

> Less-Than-Significant impacts associated with increased train activity.

Mitigation Measures

> Prepare a noise control plan based on applicable local noise limits.

> Prepare a vibration monitoring plan to be included in the noise control plan.



Metro

Transportation and Air Quality/Greenhouse Gases

Construction Impacts

Transportation

> Restrictions on access, lane/road closures, and traffic delays from construction activities.

> Potential for temporary Metrolink service. interruptions and delays.

Operational Impacts

Air Quality/Greenhouse Gases

> Increased Metrolink service would generate NOx emissions that would exceed the SCAQMD regional thresholds, a significant and unavoidable impact.

> Increased commuter rail service would reduce passenger vehicle miles travelled benefitting regional emissions and encouraging transit use.

Mitigation Measures

Transportation

> Prepare construction traffic management plans.

> Potential for temporary Metrolink service interruptions and delays.

> Prepare Metrolink operating and construction service plan.

Air Quality/Greenhouse Gases

> No mitigation available to address locomotive NOx emissions. Metrolink is studying alternative fuel and propulsion technologies with an ultimate goal of zero emission train operations.

Metro

Public Comment Session- DEIR Posting Locations

Draft EIR Locations:

1. Los Angeles Public Library – Los Feliz Branch (1874 Hillhurst Ave, LA, CA 90027)
2. Glendale Central Library (222 E Harvard St, Glendale, CA 91205)
3. Burbank Central Library (110 N Glenoaks Blvd, Burbank, CA 91502)
4. San Fernando Library (217 N Maclay Ave, San Fernando, CA 91340)
5. Old Town Newhall Library (24500 Main St, Santa Clarita, CA 91321)
6. Acton Agua Dulce Library (33792 Crown Valley Rd, Acton, CA 93510)
7. Palmdale City Library (700 E Palmdale Blvd, Palmdale, CA 93550)
8. Lancaster Library (601 W Lancaster Blvd, Lancaster, CA 93534)
9. AVL Project website: *metro.net/avl*



Note – AVL project team confirmed with the libraries that they are open and they can receive documents at these locations.

The DEIR is also on file at Metro Headquarters (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012).

Metro

Public Hearings – Dates and Times

1. **Public Hearings** are scheduled as follows:

   - **First Meeting**:
     Wednesday, August 18, 2021
     6:00 pm – 7:30 pm

   - **Second Meeting**:
     Saturday, August 21, 2021
     11:00 am – 12:30 pm

2. **Meeting Format:**

   - **Virtual meetings via Zoom and telephone call-in options in Spanish and Armenian.**
   - Presentation files are also posted on Metro AVL website to help ensure easy access to the presentation via Metro website and via the Zoom meeting.

Metro

Public Comment Session

Opportunity for Public Comment during Public Hearings

> During the meeting:

- Verbally via phone (call-in participants)
- Verbally via web/Zoom connection via “Raise Hand” function
- In writing via the Zoom Q&A function
- 2-minute Comment Period per speaker

> Duration of 45-day Comment Period

- **Postal mail:** Brian Balderrama, Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop: 99-17-2, Los Angeles, CA 90012
- **Project e-mail:** AVL@metro.net
- **Online Comment Form on Metro AVL project website:** *metro.net/avl*
- **Project Telephone 24-hour Hotline** (verbal): 213.922.4844

Metro

Next Steps After 45-Day Comment Period

> Following the 45-day public review period, Metro will begin preparation of the Final EIR

- Each comment received will be documented in the Final EIR
- Written responses to comments raising significant environmental issues will be provided in the Final EIR.

> The completed Final EIR will go before the Metro Board of Directors prior to approval of the Project.

- All information from the Draft EIR, comments received during public review, and responses to comments will be considered by the Metro Board of Directors prior to approving the Project.

Metro

How to Submit Public Comments

Public Comments

To request to speak:



Zoom App Users: Raise Hand feature

Phone users: Dial *9 to raise your hand

When it is your turn to speak:



Zoom App Users: You will be prompted to unmute your mic

Phone Users: Dial *6 to unmute your mic

Written comments:



Zoom App Users: Use Zoom Q&A function

Zoom/Phone Users Use online form Metro.net/AVL

Metro

Following Today's Meeting

Send public comments via mail, email, phone, or online comment form



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Comments are due by Friday, September 10, 2021, at 11:59pm.

How to Submit Public Comments

Public Comments

To request to speak:

Zoom App Users: Raise Hand feature

Phone users: Dial *9 to raise your hand

When it is your turn to speak:

Zoom App Users: You will be prompted to unmute your mic

Phone Users: Dial *6 to unmute your mic

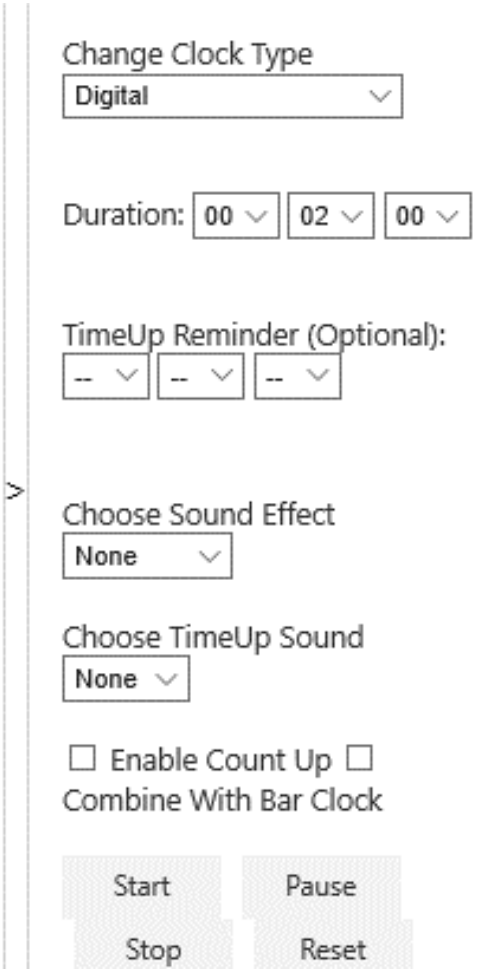
Written comments:

Zoom App Users: Use Zoom Q&A function

Zoom/Phone Users Use online form Metro.net/AVL

Metro

00 : 02 : 00



Two minutes per speaker

Cómo enviar comentarios públicos

Comentarios públicos

Pedir la palabra:



Usuarios de la aplicación Zoom: Elijan la función "Levantar la mano"

Usuarios de teléfono: Marcar *9 para levantar la mano

Cuando sea su turno de hablar:



Usuarios de la aplicación Zoom: Se les pedirá que activen su micrófono

Usuarios de teléfono: Marquen *6 para activar su micrófono

Comentarios por escrito:



Usuarios de la aplicación Zoom: Elijan la función (Q&A) "Preguntas y respuestas" de Zoom

Usuarios de teléfono: Usen el formulario en línea en Metro.net/AVL

Metro

Después de la reunión de hoy

Envíe comentarios públicos por correo postal, correo electrónico, teléfono o en un formulario de comentarios en línea.



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Los comentarios deben enviarse antes del viernes, 10 de septiembre de 2021, a las 11:59 p.m.

Ինչպես հանրային մեկնաբանություններ ներկայացնել

Հանրային մեկնաբանություններ

Արտահայտվելու խնդրանք՝



Zoom հավելվածի օգտվողներ՝ Ձեռք բարձրացնելու գործառույթ

Հեռախոսից օգտվողներ՝ Ձանգահարեք *9՝ ձեռք բարձրացնելու համար

Երբ խոսելու ձեր հերթն է՝



Zoom հավելվածի օգտվողներ՝ Ձեզ հուշում կտրվի, որ միացնեք ձեր բարձրախոսի ձայնը

Հեռախոսից օգտվողներ՝ Ձանգահարեք *6՝ ձեր բարձրախոսի ձայնը միացնելու համար

Գրավոր մեկնաբանություններ՝



Zoom հավելվածի օգտվողներ՝ Օգտվեք Zoom-ի «Հարցեր և պատասխաններ» գործառույթից

Zoom-ից/հեռախոսից օգտվողներ Օգտվեք առցանց ձևաթղթից՝ Metro.net/AVL

Metro

Այսօրվա հանդիպումից հետո

Հանրային մեկնաբանություններ ուղարկեք փոստով, էլ.նամակով, հեռախոսով կամ առցանց մեկնաբանության ձևաթղթով



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Մեկնաբանությունների վերջնաժամկետը ուրբաթ, 2021թ. սեպտեմբերի 10, ժամը 11:59pm է:

How to Submit Public Comments

How to submit comments following today's meeting

- **45-day Comment Period from July 28 to September 10, 2021**
- **Send public comments via mail, email, phone, or online comment form**



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

- **Comments are due by Friday, September 10, 2021, at 11:59pm**

Metro



Estamos creando más servicio ferroviario entre Los Angeles y el Valle de Antelope.

PROGRAMA DE MEJORAS DE SERVICIO Y CAPACIDAD DEL VALLE DE ANTELOPE

Metro

Acceso a la interpretación en español y armenio

Interpretación en español y armenio

> Por Zoom

- Haga clic en el icono “Interpretation"
- Elija el idioma que desee escuchar (español o armenio)
- Las presentaciones traducidas al español y armenio se han publicado en el chat

Interpretación en español

> Vía Zoom

- Haga clic en el icono: “Interpretation"
- Escoja la opción para escuchar en español
- El enlace a la presentación en español está disponible en el chat.



Հայերեն բանավոր թարգմանություն

> Zoom-ի միջոցով

- Սեղմեք «Բանավոր թարգմանություն» կոճակը
- Ընտրեք հայերեն լսելու տարբերակը
- Այս զրուցարանում կարող եք գտնել հայերեն լեզվով պրեզենտացիան

Metro

Gestión

La audiencia pública de hoy se está grabando.



Las cámaras de los asistentes están apagadas y los micrófonos están en silencio



Las preguntas pueden enviarse utilizando la función de preguntas y respuestas



Tras la presentación, comenzarán los comentarios públicos de forma oral. Utilice el ícono “Raise Hand".



Para obtener asistencia técnica, llame al 909.310.2788

Metro

Presentadores de hoy



Brian Balderrama

Vicedirector ejecutivo

Tren regional de Metro



Eric Banghart

Director titular de proyectos

Mott MacDonald



Peter Feldman

Planificador ambiental sénior

Terry A. Hayes Associates



Danielle Valentino

Gerente de relaciones comunitarias

Relaciones con la comunidad de Metro

Objetivo de la reunión

> Descripción general del El Programa de Mejoras de Capacidad y Servicio de Antelope Valley Line
> Explicación del proceso ambiental y de los hallazgos del estudio ambiental
> Recepción de los comentarios públicos

Orden del día

> Descripción general del proyecto
- Mejoras del servicio
- Contexto ambiental
- Participación de las partes interesadas
- Beneficios del proyecto
- Financiación
- Elementos del proyecto propuesto
- Cronograma

> Impactos del proyecto identificados en el estudio ambiental
- Estética
- Recursos biológicos e hídricos
- Recursos culturales, culturales y tribales, y paleontológicos
- Peligros, materiales peligrosos, geología y suelos
- Ruido y vibración
- Transporte y calidad del aire

> Sesión de comentarios públicos

Metro

Descripción general del proyecto

Se apunta a la habilitación del servicio ferroviario de pasajeros bidireccional de 30 minutos entre Los Angeles Union Station (LAUS) y Santa Carita Valley y del servicio bidireccional de 60 minutos entre LAUS y Lancaster Station, incluidas las mejoras necesarias en infraestructura para prestar más servicios ferroviarios. Estos servicios son los siguientes:

> Extensión del carril de doble vía en Balboa

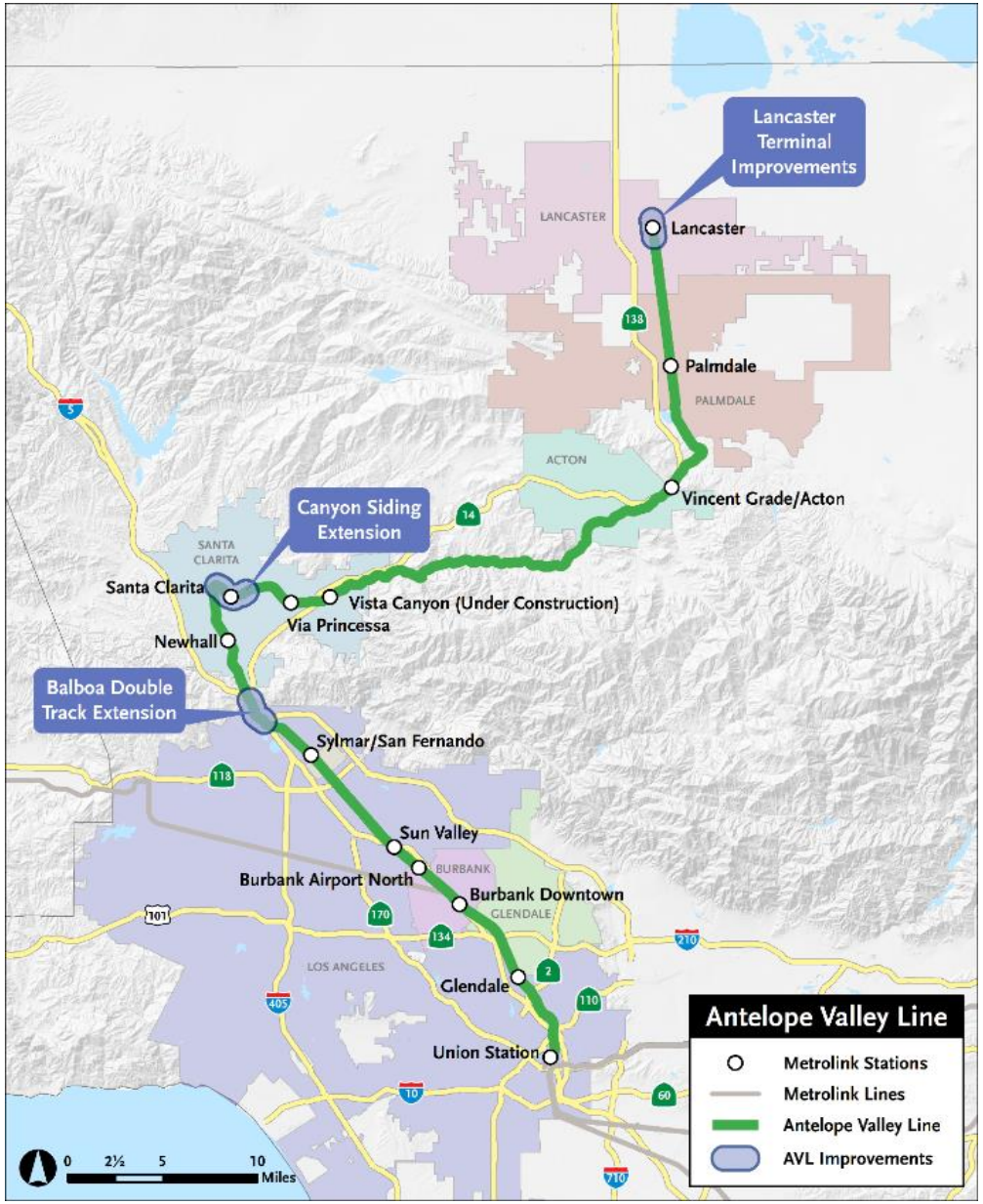
> Extensión del apartadero en Canyon

> Mejoras en Lancaster Terminal

➢ **Extensión del carril de doble vía en Brighton-McGinley**

(*en proceso de limpieza mediante un proceso ambiental por separado)*

Metro



Contexto ambiental

El Proyecto de AVL se encuentra eximido por estatuto de la Ley de Calidad Ambiental de California (CEQA) conforme a la sección 21080 (b)(10) del Código de Recursos Públicos de California según lo dispuesto a continuación:

a) *Un proyecto para la instauración o el aumento de los servicios de pasajeros o de viajeros en los derechos de paso de las autopistas o de las vías que **ya estén en funcionamiento**, incluida la modernización de las estaciones existentes y de las instalaciones de los estacionamientos.*

Sin embargo, a los efectos de subsanar los problemas relativos a los impactos ambientales (por ejemplo, el ruido o el tráfico) junto con AVL:

***Metro, con el apoyo de la Coalición de Transportes del Norte del Condado de Los Ángeles (NCTC), ha decidido elaborar un estudio del Informe de impacto ambiental (EIR) a fin de subsanar plenamente** los problemas de las partes interesadas o a la comunidad relativos a duplicar la cantidad de trenes en AVL.*

Además, en el estudio del EIR, se consideran los impactos acumulativos de otros proyectos de capital que se relacionan con AVL:

*Tales como los siguientes: **Link Union Station (LINK US), Corredor de East San Fernando Valley, la fase 1 del Organismo de Trenes de Gran Velocidad de California, la fase 1B del Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE) de Metrolink**, etc.*

Metro

Participación de las partes interesadas

Durante el período de desarrollo del proyecto, se destacan las siguientes partes interesadas que se han visto particularmente involucradas*:

> La Coalición de Transportes del Norte de Los Ángeles, autoridad de poderes conjuntos (JPA)

> La oficina de la supervisora Kathryn Barger del condado de Los Ángeles (distrito 5)

> Las oficinas del alcalde Eric Garcetti de la ciudad de Los Ángeles y de la presidenta del Consejo de la Ciudad de Los Ángeles Nury Martinez (distrito 6)

> Las ciudades de Santa Clarita, Lancaster, Palmdale, Burbank y Glendale, y el Consejo Municipal de Acton

> El Organismo de Trenes Regionales del Sur de California (SCRRA)/Metrolink, la autoridad Ferroviaria de Alta Velocidad de California y la Union Pacific Railroad (UPRR)

> Obras Públicas del condado de Los Ángeles, la Comisión de Servicios Públicos de California (CPUC) y el distrito 7 del Departamento de Transporte de California (Caltrans)

> Departamento de Pesca y Vida Silvestre de California, y la Cámara de Comercio Hispánica Regional

> Save Our Rural Town, Go Glendale, Burbank's Transportation Management Organization (BTMO) y AV EDGE

> Southern California Transit Advocates and Regenerative Community

> La Asociación de Pasajeros de Tren de California (Rail PAC), la Coalición de Ciclistas de Santa Clarita Valley y la Coalición de Entrada al Estado Dorado

> Negocios locales, residentes y tribus

**La presente lista no es exhaustiva.*

Beneficios del proyecto

> Mejorar la capacidad de Antelope Valley Line para hacerle frente a las predicciones del gran aumento demográfico y laboral durante los próximos 20 años.

> Mejorar la confianza y la eficiencia del servicio de pasajeros en el corredor ferroviario de AVL.

> Implementar las mejoras a la infraestructura de apoyo que sean necesarias para aumentar la flexibilidad operacional y la confianza en el corredor de AVL.



Metro

Financiación

Financiación del programa:

1. **Octubre de 2019** : **La Junta de la Coalición de Transportes del Condado de Los Ángeles asignó** una suma de hasta $113,800,000 proveniente de los fondos subregionales de la Medida M para iniciar el programa.

TIRCP GRANT REQUEST	LOCAL MATCH	TOTAL PROJECT COST
$107.05 MILLION	**$113.80** MILLION	**$220.85** MILLION

2. **Abril de 2020:** la Agencia de Transportes del Estado de California (CalSTA) concedió la suma de $107,050,000 de fondos de subvención del Programa de Capitales para el Tránsito y el Tren Interurbano (TIRCP)



Metro se asocia con Metrolink para esta solicitud de fondos a fin de prestar un servicio ferroviario de viajeros más rápido y frecuente desde Los Ángeles a Lancaster mientras se disminuyen las emisiones de partículas y de gases de efecto invernadero.

Metro

Elementos del proyecto propuesto

> Extensión del carril de doble vía en Balboa

> Extensión del apartadero en Canyon

> Mejoras a Lancaster Terminal

Metro

Elementos del proyecto propuesto: extensión del carril de doble vía en Balboa

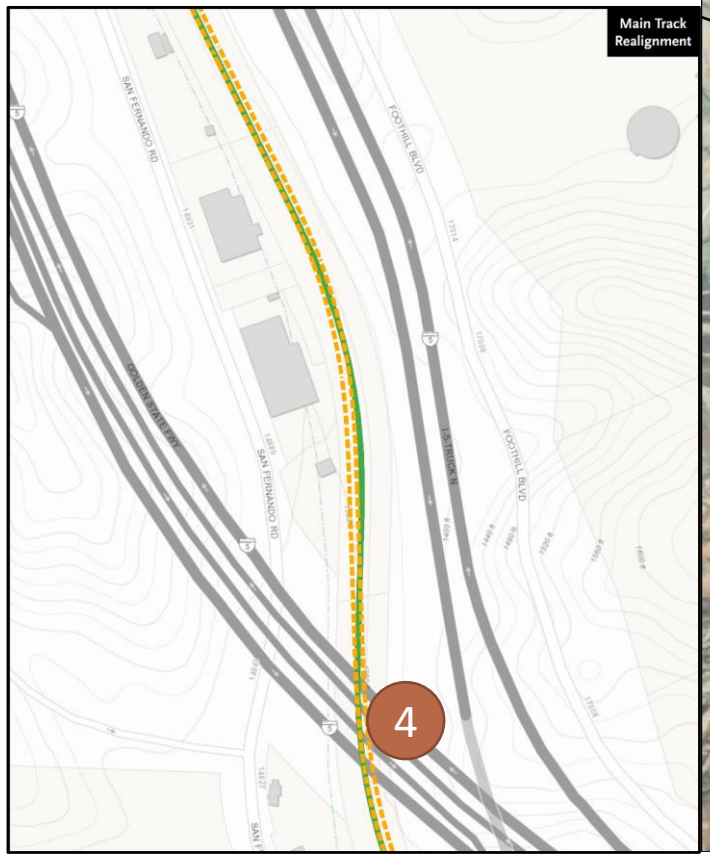
Descripción del alcance del trabajo:

> La extensión de, aproximadamente, 6,300 pies de las vías ferroviarias dobles al norte de Sierra Highway.

> El derecho de paso del ferrocarril (ROW) existente daría cabida a casi toda la extensión.

> Es posible que se requiera la intrusión por parte de Caltrans al sur de Sierra Highway para realinear una espuela de ferrocarril existente.

> Se requiere la protección de las columnas del puente para las columnas I-5 existentes.





Metro

Elementos del proyecto propuesto: extensión del apartadero en Canyon

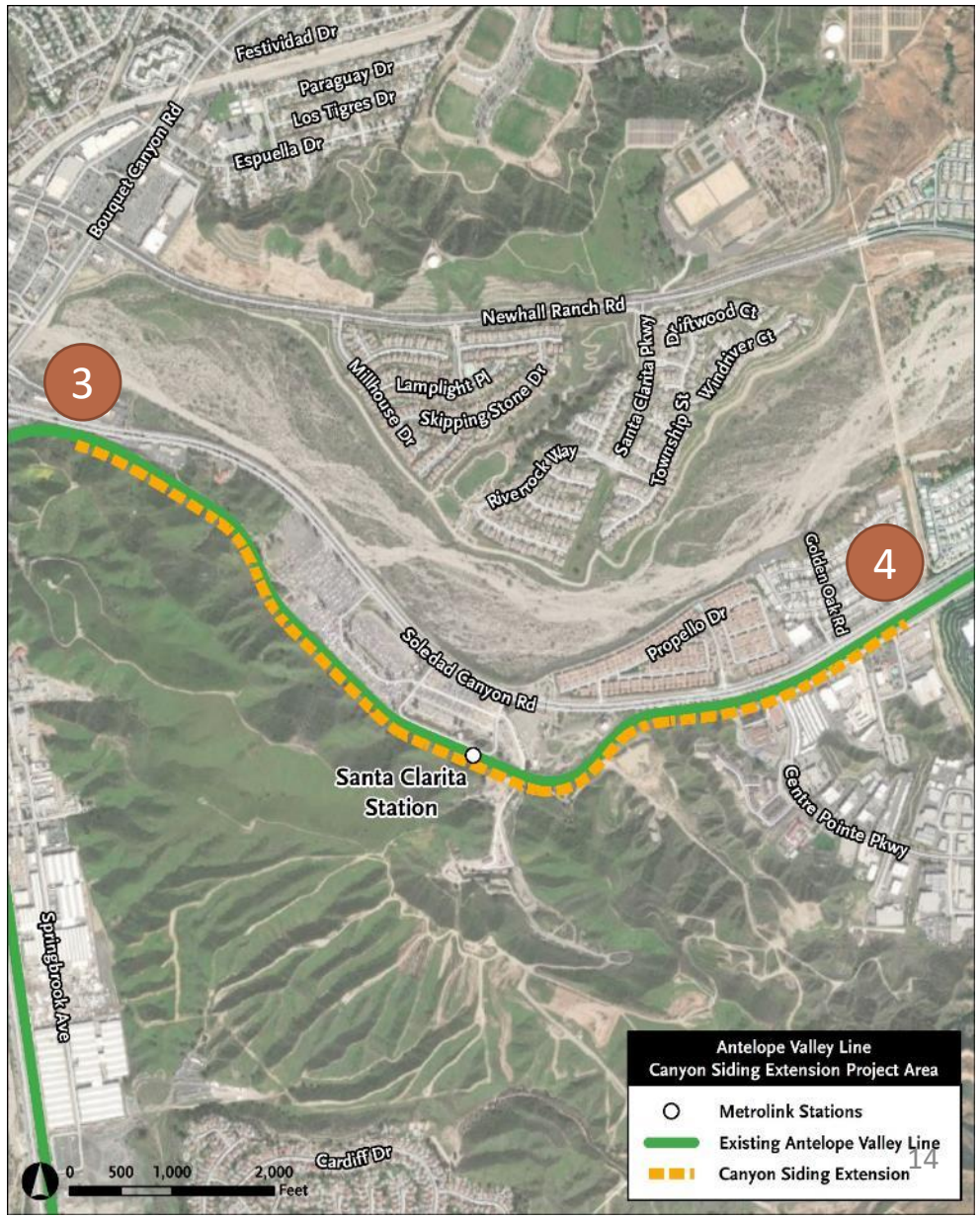
Descripción del alcance del trabajo

> La extensión de, aproximadamente, 8,400 pies del apartadero existente de Saugus a 500 pies al este de Golden Oak Road.

> El derecho de paso del ferrocarril (ROW) existente daría cabida a una vía adicional a lo largo de la extensión.

> La conversión de los desvíos de CP existentes a vías de cruce para mejorar la flexibilidad operacional.

> Para Golden Oak Road, se requeriría la instalación de nuevas señales de tráfico, nuevos marcados a lo largo de la intersección, ajustes de aceras a fin de implementar mejoras de seguridad para los peatones y las bicicletas, la instalación de nuevas puertas de cruce y marcas de cruce peatonales de alta visibilidad.



Metro

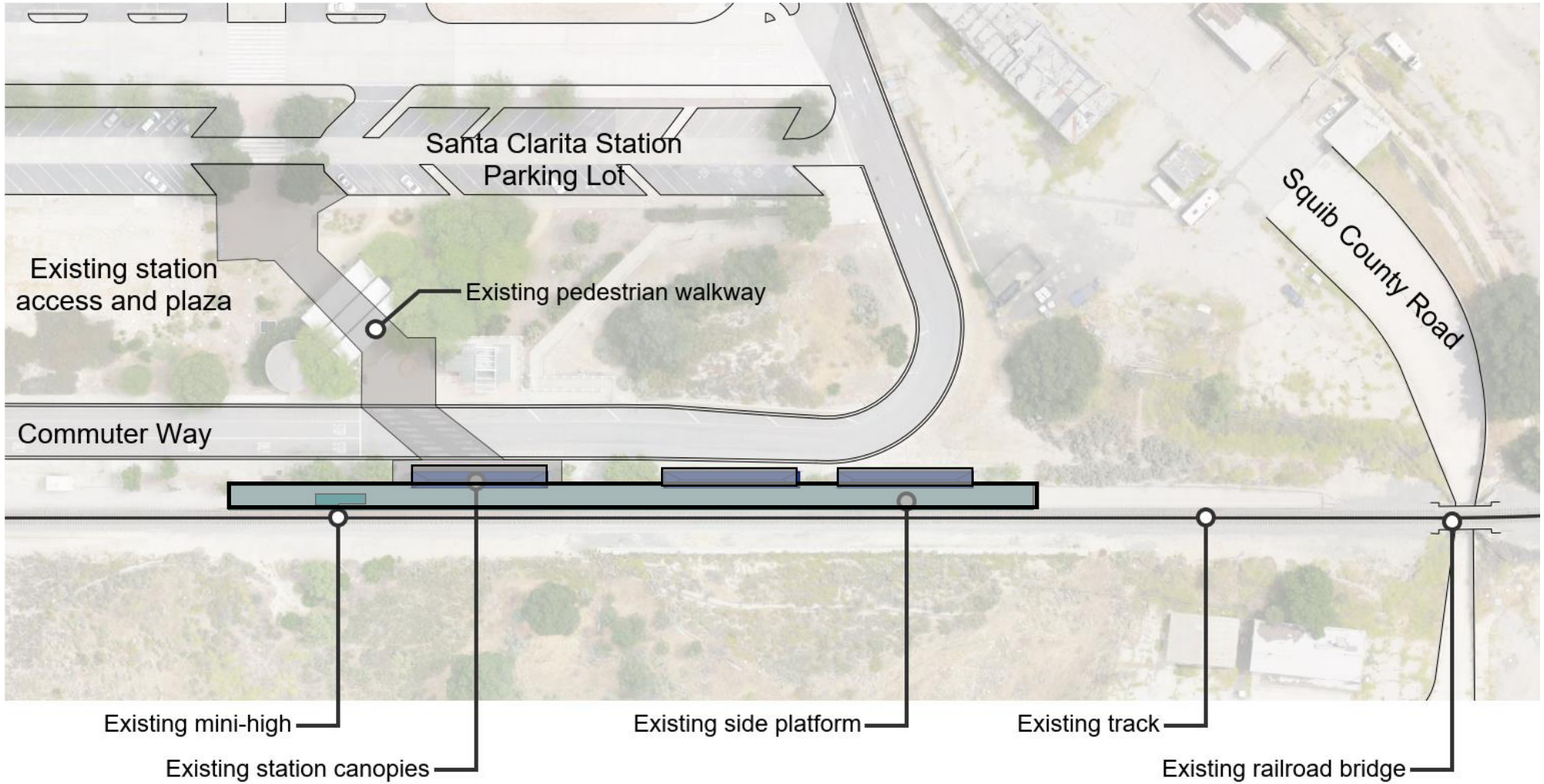
Elementos del proyecto propuesto: opciones de diseño para la extensión del apartadero en Canyon

Condición existente

> Plataforma de 1 x 500 pies de largo y una vía ferroviaria

> Estacionamiento, parada de autobús y estaciones de boletos de un nivel menor

> Espacios de estacionamiento, parada de autobús y entrega de autos y taxis de un nivel mayor según la Ley de Estadounidenses con Discapacidades (ADA)



Metro

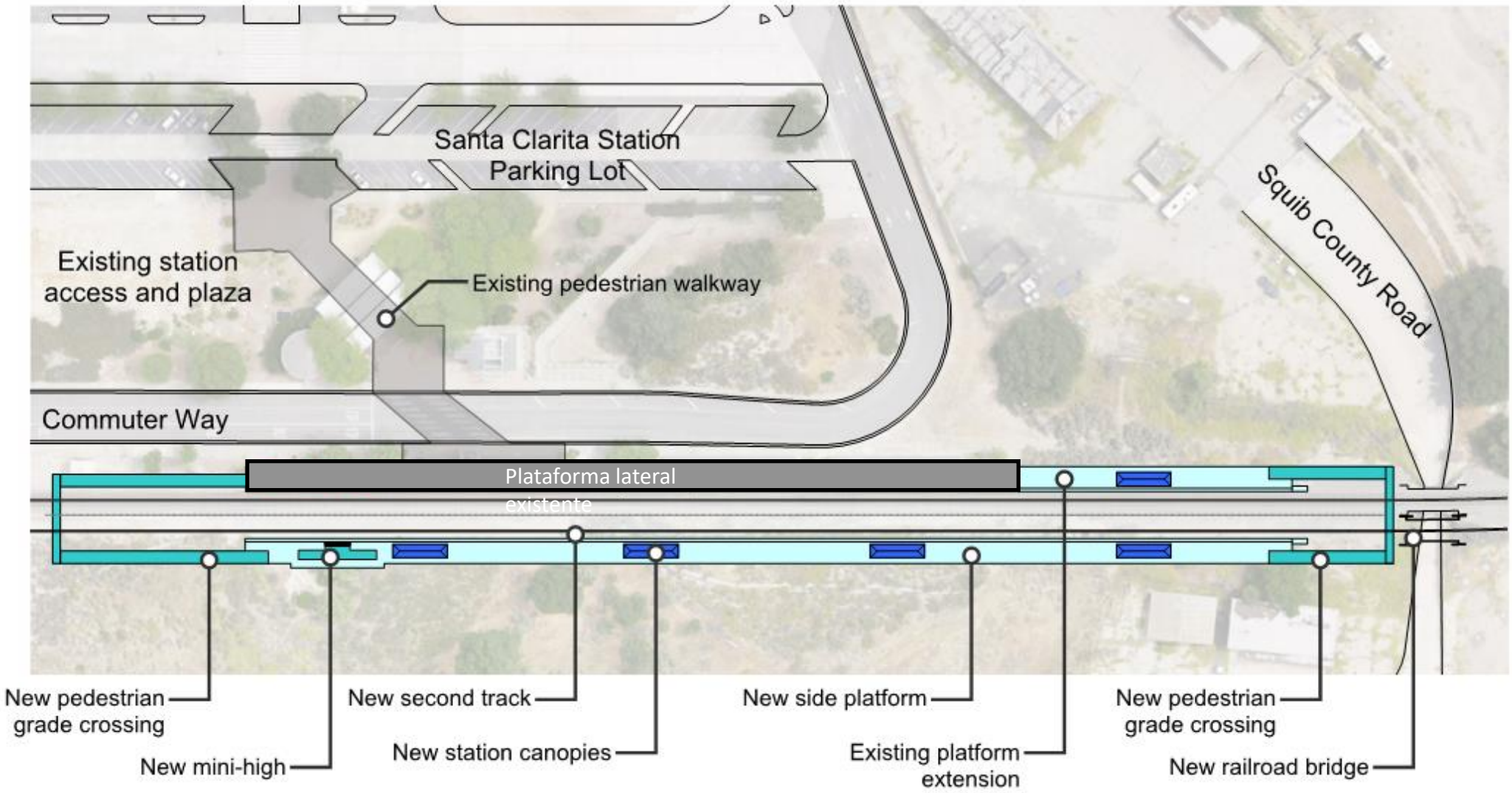
Elementos del proyecto propuesto: opciones de diseño para la extensión del apartadero en Canyon

Diseño de base

> Adición de una segunda plataforma lateral

> Extensión de la plataforma existente

> Adición de cruces peatonales a nivel



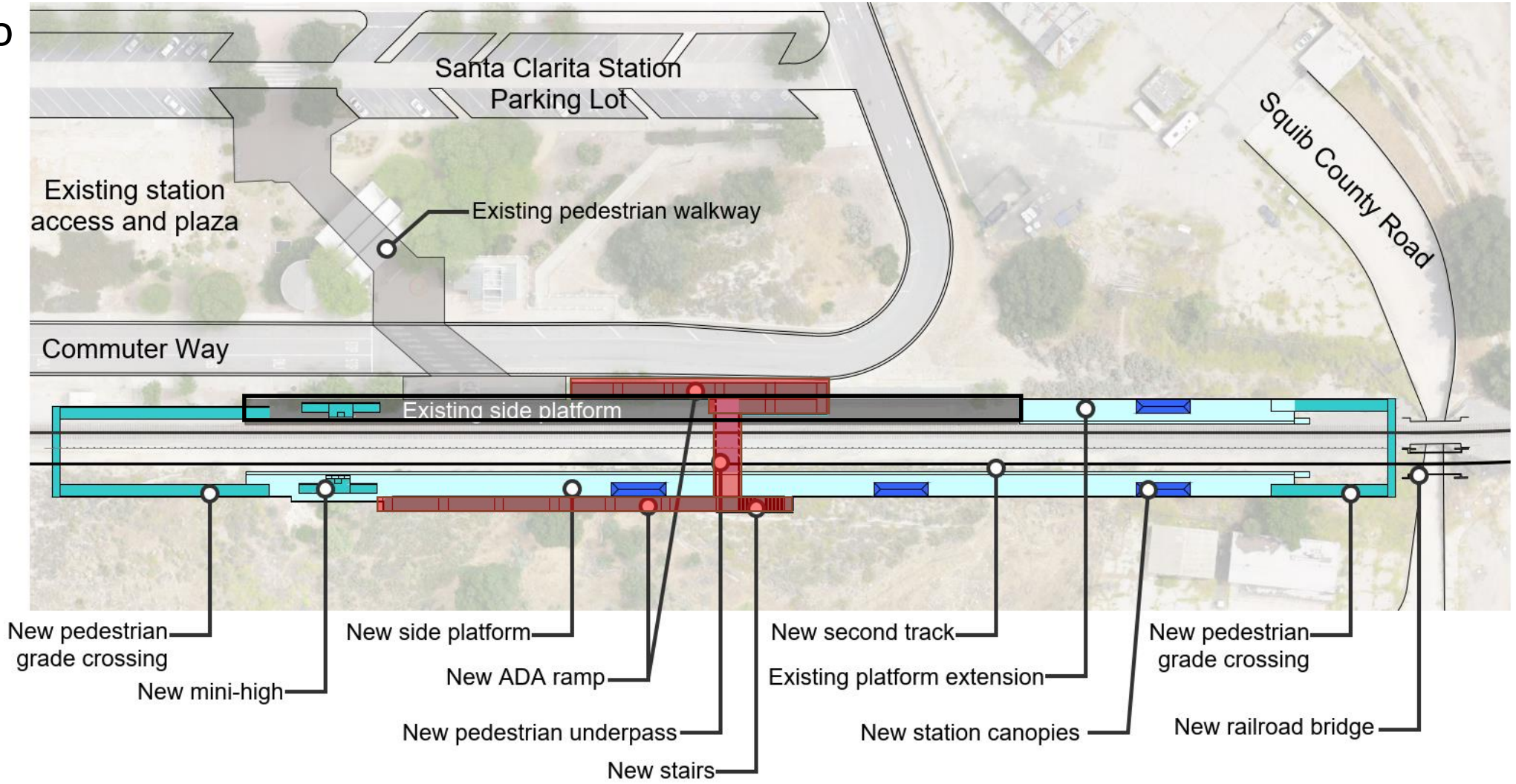
Metro

Elementos del proyecto propuesto: opciones de diseño para la extensión del apartadero en Canyon

Opción de diseño nº. 1

> Adición de una segunda plataforma lateral

> Nuevo paso subterráneo y peatonal

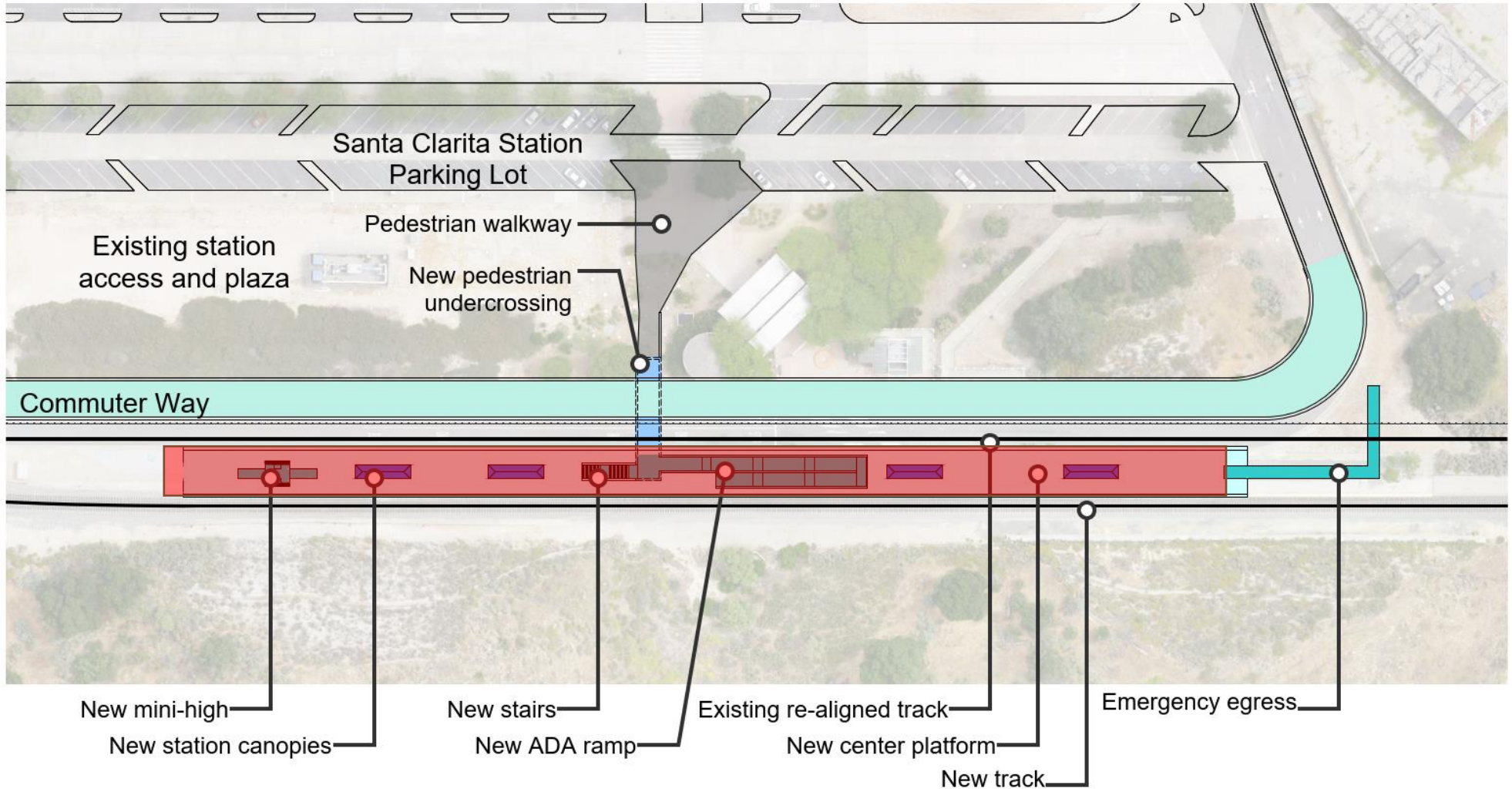


Elementos del proyecto propuesto: opciones de diseño para la extensión del apartadero en Canyon

Opción de diseño nº. 2

> Sustitución de la plataforma existente con la plataforma central

> Nuevo paso subterráneo y peatonal



Metro

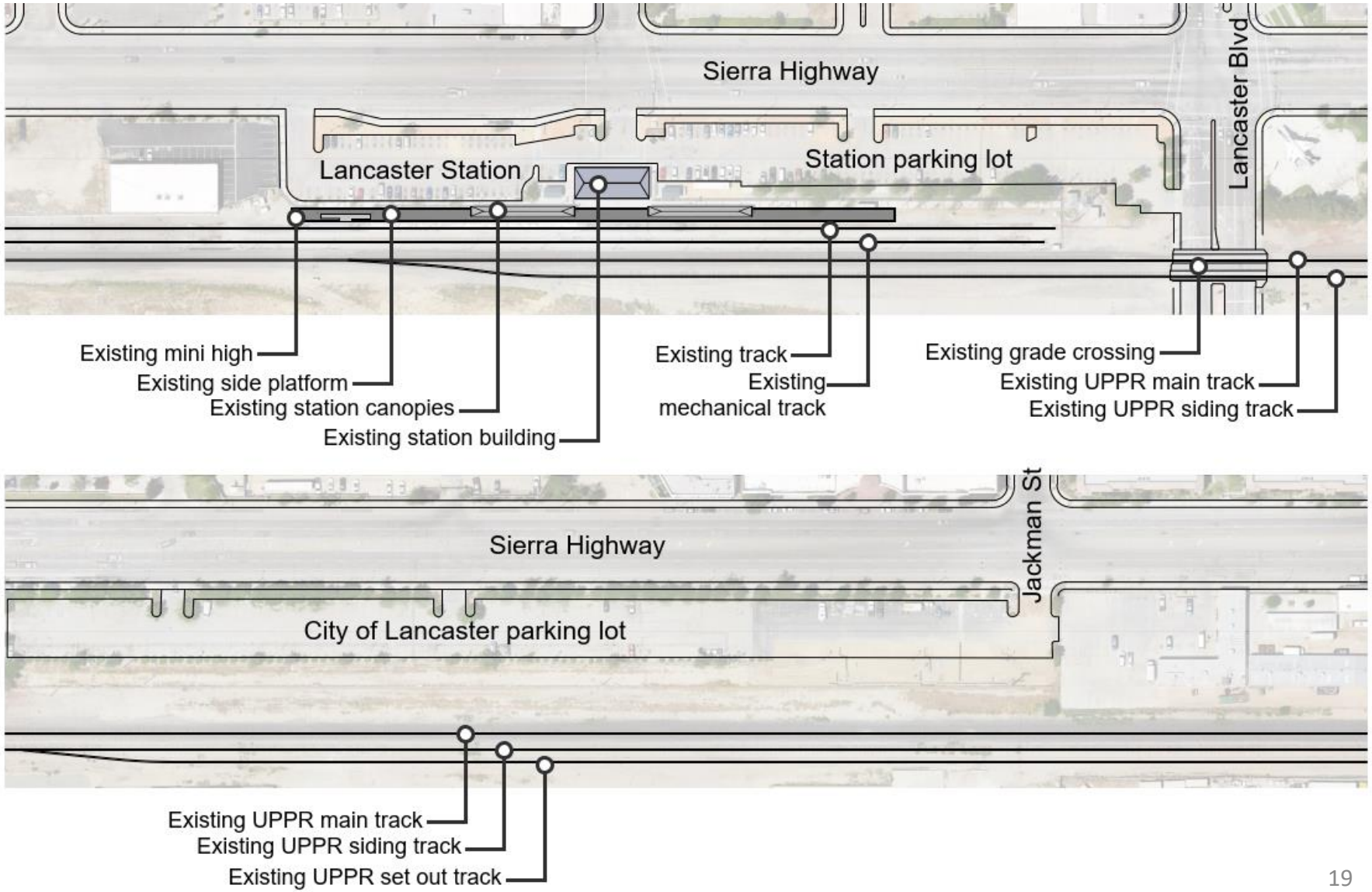
Elementos del proyecto propuesto: mejoras a Lancaster Terminal

Condiciones existentes

> Plataforma de 1 x 680 pies de largo

> 2 x vías operacionales de Metrolink

> Almacenamiento nocturno para un máximo de 8 trenes de Metrolink al sur de la estación



Metro

Elementos del proyecto propuesto: mejoras a Lancaster Terminal

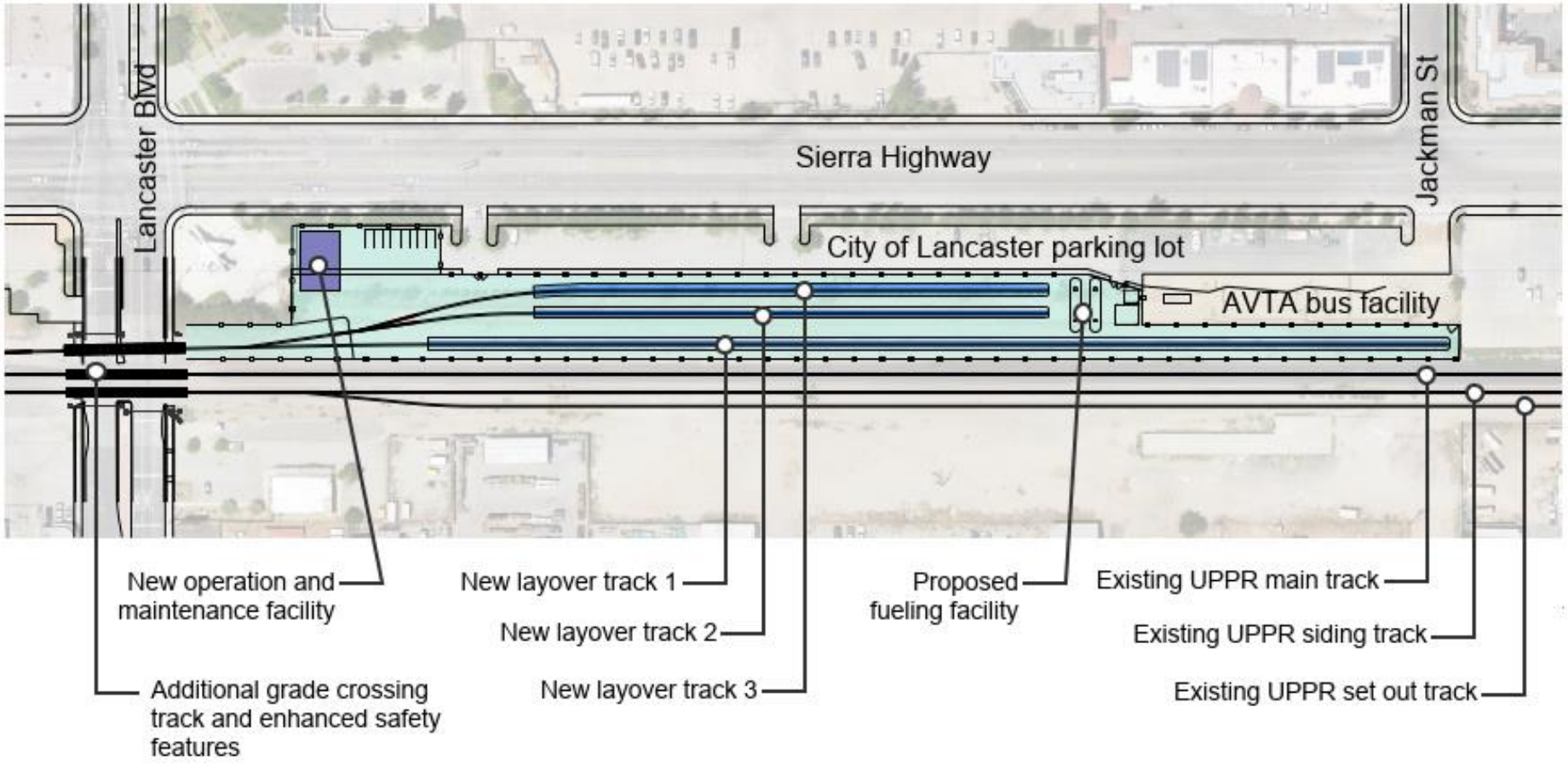
Diseño de base

> Expansión de las instalaciones de escalas existentes agregando vías de almacenamiento de 1 x 1000 pies y de 2 x 500 pies

> Suministro de combustible para los trenes

> Suministro de las instalaciones para el personal del operador

> Mejores a la seguridad en el cruce a nivel de Lancaster Boulevard



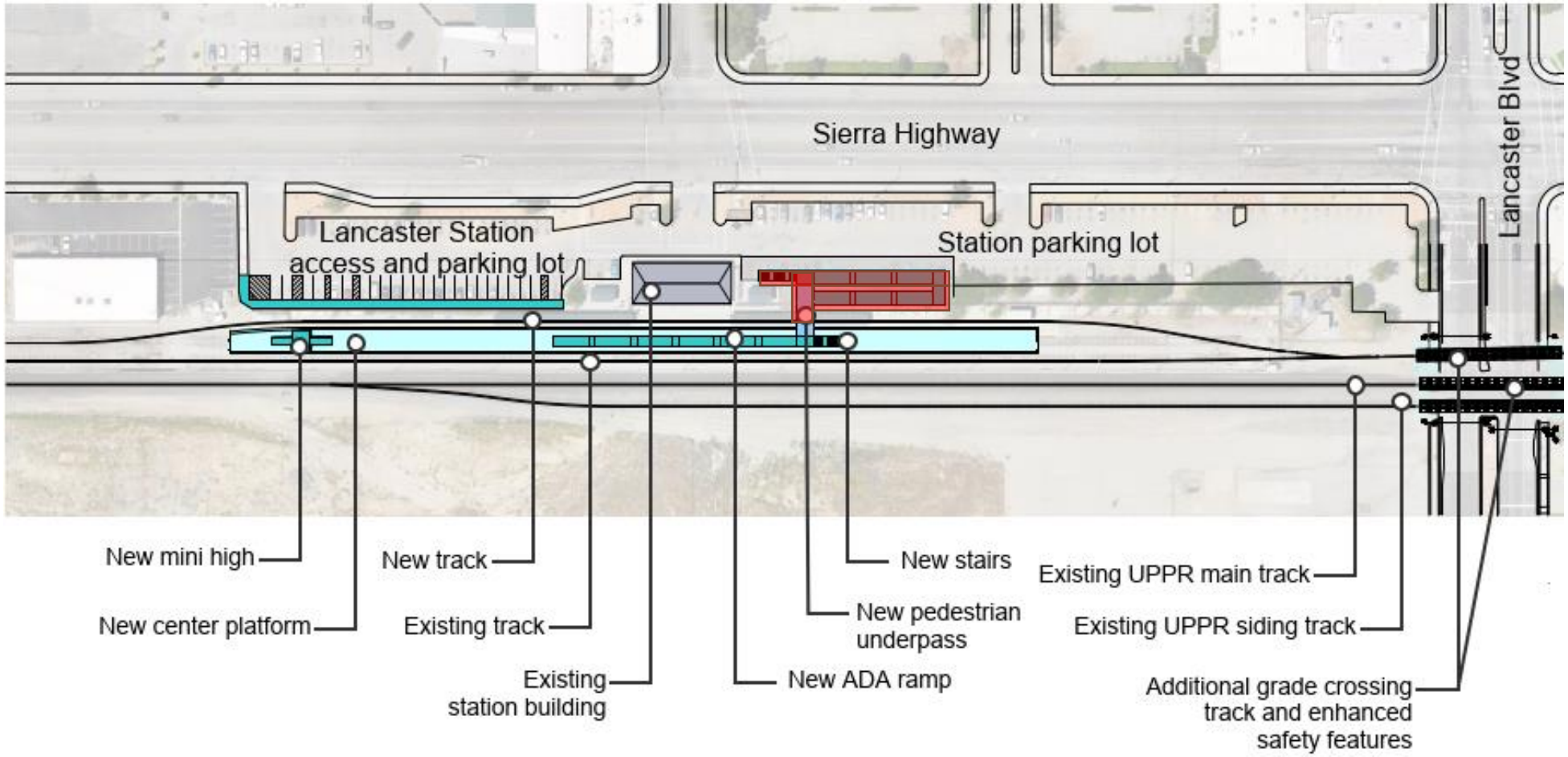
Metro

Elementos del proyecto propuesto: mejoras a Lancaster Terminal

Opción de diseño nº. 1

> Sustitución de la plataforma existente con la plataforma central

> Nuevo paso subterráneo y peatonal



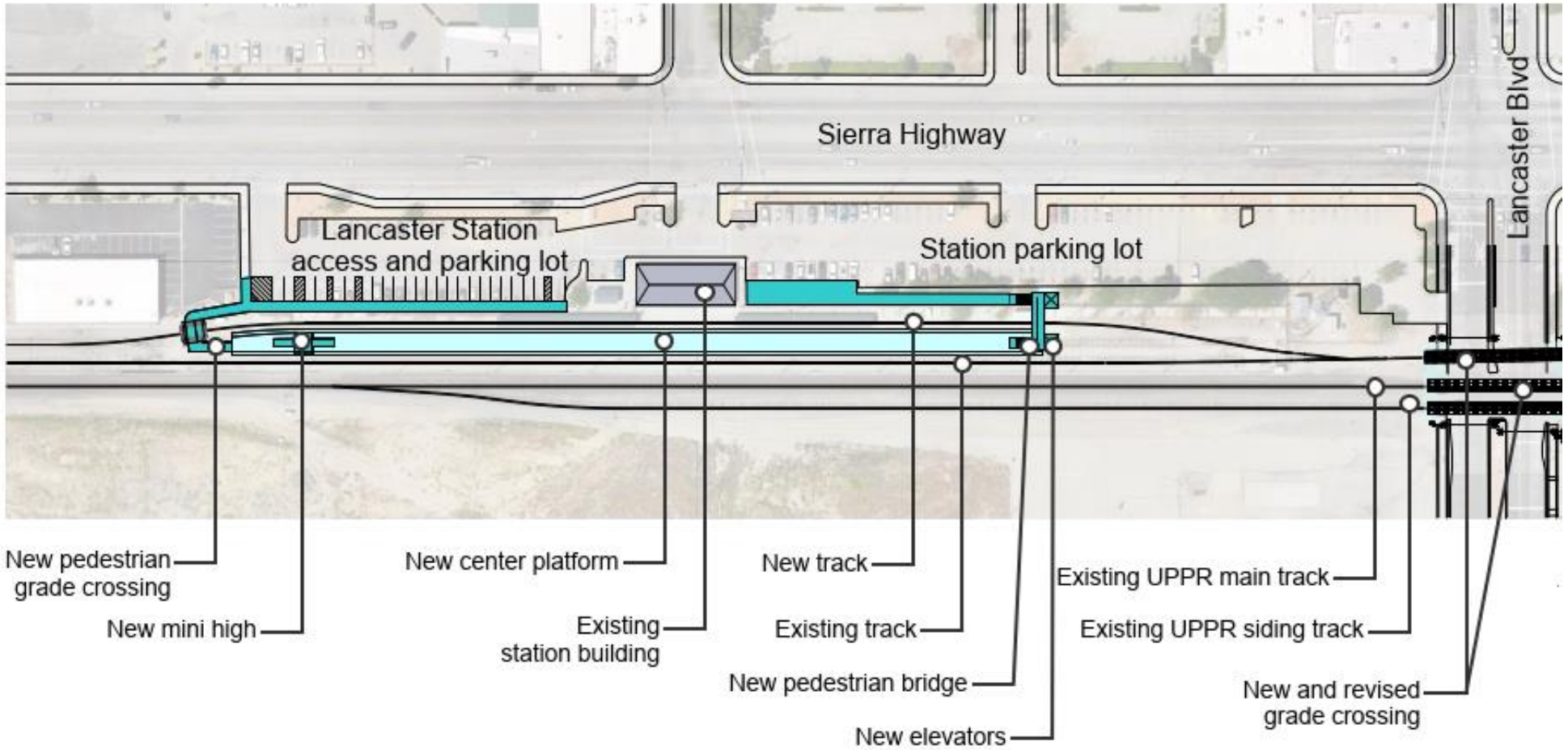
Metro

Elementos del proyecto propuesto: mejoras a Lancaster Terminal

Opción de diseño nº. 2

> Sustitución de la plataforma existente con la plataforma central

> Puente peatonal nuevo



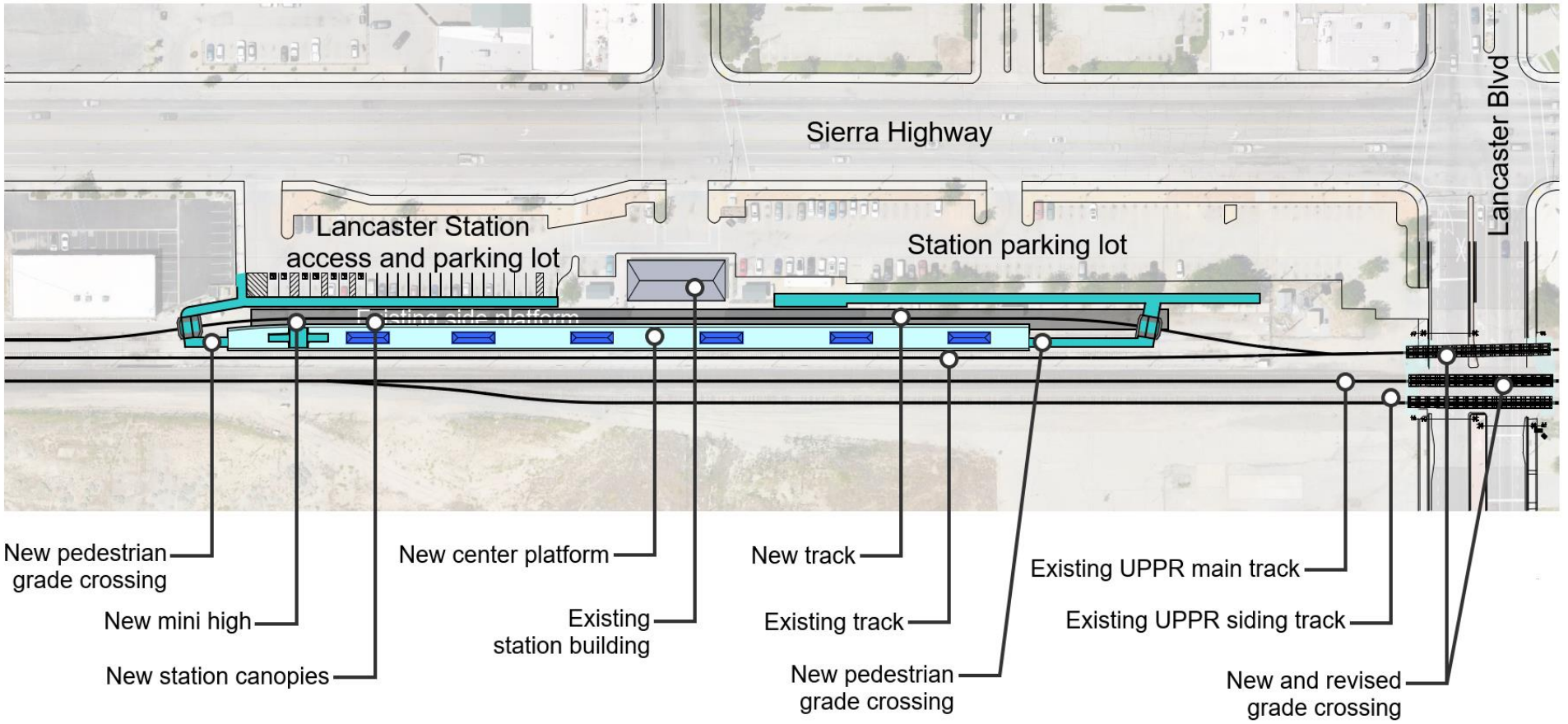
Metro

Elementos del proyecto propuesto: mejoras a Lancaster Terminal

Opción de diseño nº. 3

> Sustitución de la plataforma existente con la plataforma central

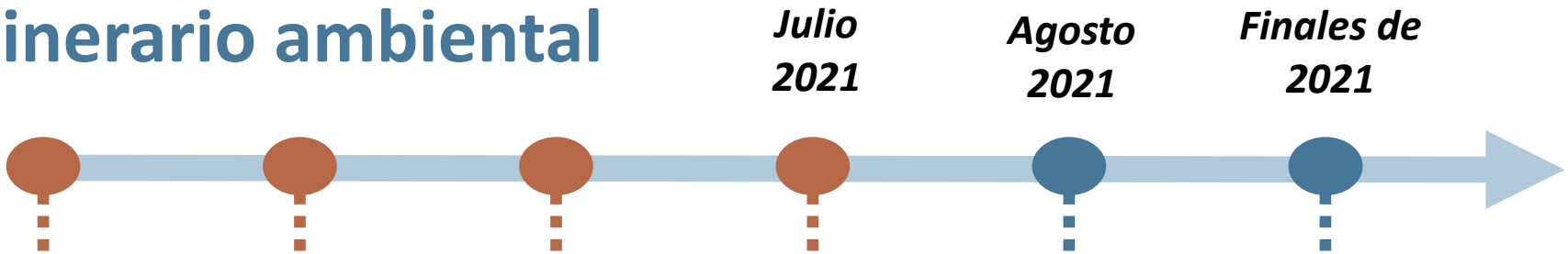
> Nuevos cruces peatonales a nivel en cada extremo de la plataforma



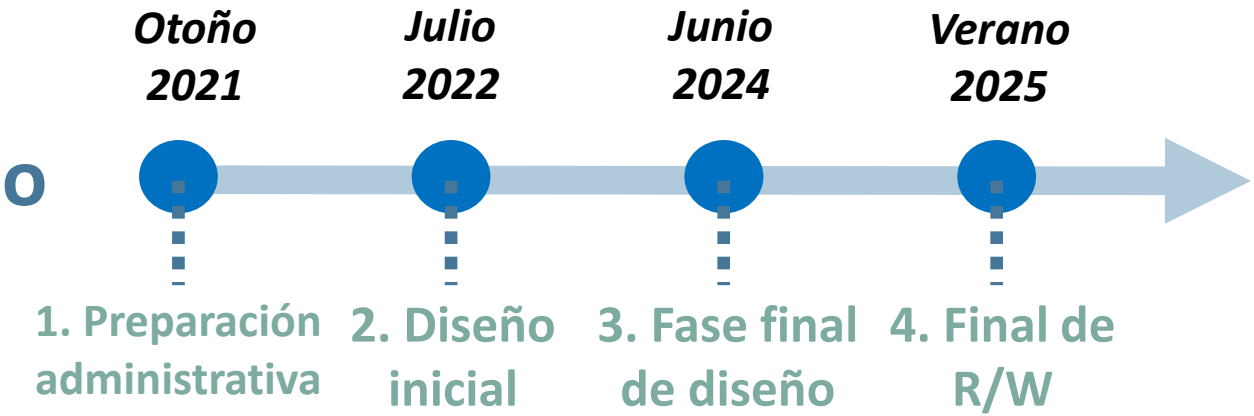
Metro

Cronograma

Itinerario ambiental



Itinerario de diseño



Itinerario de construcción

Inicio de la construcción: **diciembre de 2024**

Metro

Impactos del proyecto identificados en el estudio ambiental



Metro

Estética

Impactos de la construcción

> El equipo y la preparación de la construcción alterarían las vistas de la ladera sin explotar a lo largo de la obra de la extensión del apartadero en Canyon.

> La posible construcción nocturna aumentaría la luz o el resplandor nocturnos, lo que repercutiría en la visibilidad provisoriamente y provocaría un traspaso de luz en los usos de los terrenos adyacentes.

Impactos operativos

> La alteración permanente de la ladera a lo largo de la obra de la extensión del apartadero en Canyon puede alterar las vistas y tener un impacto en las vistas panorámicas para los residentes que se encuentran al norte.

Medidas de mitigación

> Análisis de la obra de construcción de la extensión del apartadero en Canyon.

> Exigir que la iluminación nocturna de la construcción se analice y se disponga hacia la obra de construcción.

> Plantar vegetación a lo largo de las pendientes que se vean alteradas permanentemente debido al proyecto.



Vista del corredor de AVL en Santa Clarita

Metro

Recursos biológicos e hídricos

Impactos de la construcción

Recursos biológicos

> Desbroce en la obra, eliminación de la vegetación y otras actividades de construcción dentro de las áreas sin explotar que proporcionen el hábitat para la vida silvestre.

> Las actividades de construcción podrían afectar diversas especies de vida silvestre y plantas, sobre todo, en las obras de la extensión del carril de doble vía en Balboa y de la extensión del apartadero en Canyon, y en las zonas circundantes a estas.

Hidrología y calidad del agua

> El agua que sale de las obras de construcción puede contener contaminantes que pueden afectar la calidad del agua de los ríos corriente abajo.

> El riesgo de que haya aguas subterráneas contaminadas.

Impactos operativos

> Aguas residuales que se generen a partir de las actividades relativas al lavado en la instalación de escalas propuesta en Lancaster.

Medidas de mitigación

Recursos biológicos

> Exigir encuestas previas a la construcción de especies silvestres y sensibles.

> Exigir un monitoreo biológico durante la construcción.

> Sustituir y evitar de la vegetación.

Hidrología y calidad del agua

> Exigir el cumplimiento de los permisos de descarga de las aguas pluviales, incluida la preparación de planes de prevención de la contaminación por las aguas pluviales.

> Exigir el cumplimiento de los permisos de desagüe.

> Exigir el cumplimiento del permiso de descarga de las aguas pluviales para las actividades industriales.

Metro

Recursos culturales, culturales y tribales, y paleontológicos

Impactos de la construcción

Recursos culturales, y culturales y tribales

> El corredor de AVL ha sido identificado como Recurso cultural y tribal por la Nación Kizh de la Banda gabrieleña de los indios de la misión y dentro del territorio ancestral y tradicional de la Banda de los indios misioneros Fernandeño Tataviam.

> A través de las actividades de perturbación del suelo durante la construcción, es posible que se encuentren recursos culturales y tribales, y arqueológicos que no se hayan descubierto o documentado.

Recursos paleontológicos

> Mediante las actividades de perturbación del suelo durante la construcción, también pueden descubrirse recursos fósiles o geológicos únicos.

Impactos operativos

> Sin impactos operativos.

Medidas de mitigación

Recursos culturales, y culturales y tribales

> Elaborar un programa de monitoreo arqueológico que comprenda el monitoreo de los nativos americanos en coordinación con las tribus consultoras.

> Diseñar un plan de monitoreo de recursos culturales para abordar los procedimientos requeridos si se descubren accidentalmente recursos culturales o culturales y tribales.

Recursos paleontológicos

> Exigir un monitoreo paleontológico de tiempo completo en las áreas donde las condiciones geológicas indiquen una alta probabilidad de que haya recursos paleontológicos.

> Elaborar un programa de mitigación de los recursos paleontológicos.

Metro

Peligros, materiales peligrosos, geología y suelos

Impactos de la construcción

Peligros y materiales peligrosos

> Posible liberación accidental de materiales o de desechos peligrosos.

> El riesgo de que haya aguas subterráneas o suelos contaminados.

> La obra de la extensión del apartadero en Canyon ubicado en una parte de la obra de Whittaker-Bermite que figura en la lista de Cortese de los sitios de desechos peligrosos.

> La obra de la extensión del carril doble vía en Balboa ubicado en la zona de metano de la ciudad de Los Ángeles.

Geología y suelos

> Las actividades de nivelación y estabilización de pendientes podrían presentar peligros sísmicos.

Impactos operativos

> Todos los impactos operativos serían menos que significantes

Medidas de mitigación

Peligros y materiales peligrosos

> Crear el Plan para la Gestión de los Materiales Peligrosos.

> Diseñar planes para la gestión de los suelos y de las aguas subterráneas.

> Realizar las evaluaciones ambientales de las obras de fase I y fase II.

> Cumplir con las reglamentaciones relativas al metano del Código de Construcción de la ciudad de Los Ángeles.

Geología y suelos

> Elaborar un informe de diseño geotécnico.

Metro

Ruido y vibración

Impactos de la construcción

> Las actividades de construcción superarían los límites de ruido aplicables en los receptores residenciales y comerciales sensibles.

- El límite de ruido de la extensión del carril doble vía en Balboa (ciudad de Los Ángeles) es de 78 decibeles.
- Los límites de ruido de la extensión del apartadero en Canyon (ciudad de Santa Clarita) son de 75 decibeles para los usos residenciales y de 85 decibeles para los usos comerciales sensibles.
- Los límites de ruido para las mejoras en Lancaster Terminal (ciudad de Lancaster) son de 75 decibeles para los usos residenciales y de 85 decibeles para los usos comerciales sensibles.

> Las actividades de construcción superarían los umbrales de molestias por vibraciones (0.2 pulgadas por segundo) en los receptores residenciales situados cerca de las obras de mejora del capital.

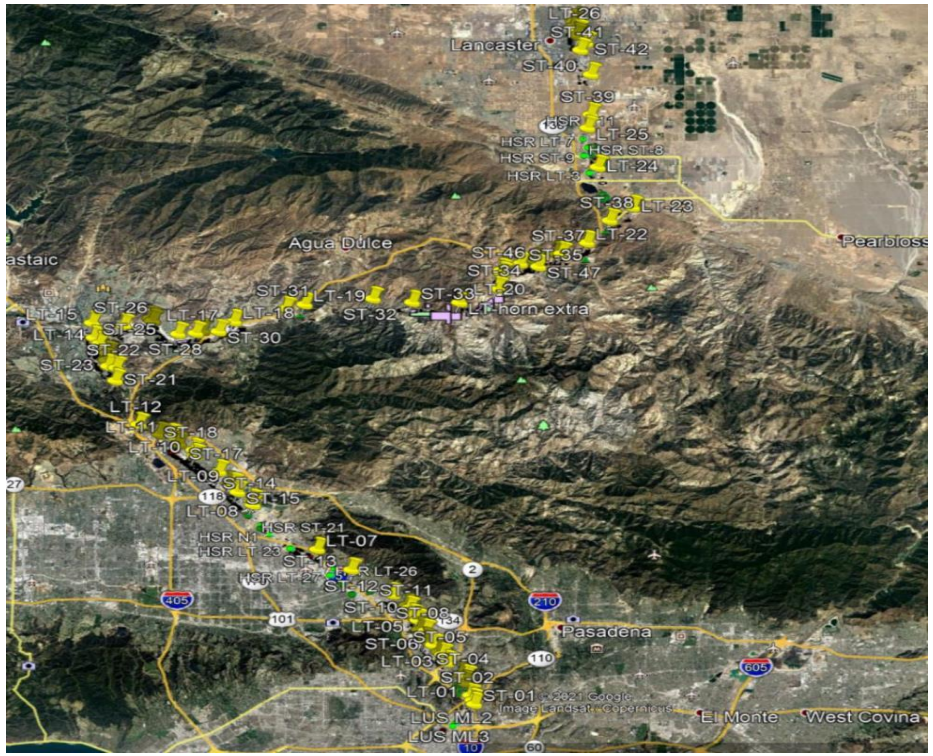
Impactos operativos

> Impactos menos que significantes vinculados con el aumento de la actividad ferroviaria.

Medidas de mitigación

> Preparar un plan de control de ruidos según los límites de ruido locales y aplicables.

> Elaborar un plan de monitoreo de vibraciones que se agregue al plan de control de ruidos.



Metro

Transporte y calidad del aire / Gases de efecto invernadero

Impactos de la construcción

Transporte

> Restricciones en el acceso, cierres de carriles y de carreteras, y demoras en el tráfico a causa de las actividades de construcción.

> El riesgo de que se produzcan interrupciones y demoras en el servicio provisorio de Metrolink.

Impactos operativos

Calidad del aire / Gases de efecto invernadero

> Un aumento del servicio de Metrolink generaría emisiones de óxidos de nitrógeno (NOx) que superarían los umbrales regionales conforme al Distrito para la Administración de la Calidad del Aire de la Costa Sur (SCAQMD). Esto tendría un impacto significativo e inevitable.

> Un aumento del servicio ferroviario de viajeros disminuiría las millas que se recorran en los vehículos de pasajeros. Esto podría beneficiar las emisiones regionales y fomentar el uso del tránsito.

Medidas de mitigación

Transporte

> Preparar planes de gestión del tráfico de construcción.

> La posibilidad de que se produzcan interrupciones y demoras provisorias en el servicio de Metrolink.

> Elaborar el plan de servicio de construcción y de operación de Metrolink.

Calidad del aire / Gases de efecto invernadero

> No hay mitigación disponible para solucionar el tema de las emisiones de NOx de las locomotoras. Actualmente, Metrolink investiga tecnologías de propulsión y de combustibles alternativos con el objetivo final de que se realicen operaciones ferroviarias con cero emisiones.

Metro

Sesión de comentarios públicos
Lugares de publicación del DEIR

Lugares donde se encuentra el borrador del EIR:

1. Biblioteca Pública de Los Ángeles, sucursal Los Feliz (1874 Hillhurst Ave, LA, CA 90027)
2. Biblioteca Central de Glendale Central (222 E Harvard St, Glendale, CA 91205)
3. Biblioteca Central de Burbank (110 N Glenoaks Blvd, Burbank, CA 91502)
4. Biblioteca de San Fernando (217 N Maclay Ave, San Fernando, CA 91340)
5. Biblioteca del Casco Antiguo de Newhall (24500 Main St, Santa Clarita, CA 91321)
6. Biblioteca de Acton Agua Dulce (33792 Crown Valley Rd, Acton, CA 93510)
7. Biblioteca de Palmdale City (700 E Palmdale Blvd, Palmdale, CA 93550)
8. Biblioteca de Lancaster (601 W Lancaster Blvd, Lancaster, CA 93534)
9. Sitio web del Proyecto de AVL: *metro.net/avl*



Observación: el equipo del Proyecto de AVL confirmó, mediante las bibliotecas, que estas están abiertas y que reciben documentos en los lugares antes mencionados.

Además, el DEIR se encuentra en los registros de la sede central de Metro (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012).

Metro

Audiencias públicas: horas y fechas

1. **Las audiencias públicas** están programadas del siguiente modo:

   - **Primera reunión**:
     Miércoles, 18 de agosto de 2021
     De 06:00 p. m. a 07:30 p. m.

   - **Segunda reunión**:
     Sábado, 21 de agosto de 2021
     De 11:00 a. m a 12:30 p. m.

2. **Formato de las reuniones:**

   - **Reuniones virtuales por Zoom y opciones para llamar por teléfono en español y armenio**
   - Los archivos de presentación se publicarán en el sitio web de Metro AVL para garantizar un fácil acceso a la presentación a través del sitio web de Metro y de la reunión por Zoom.

Sesión de comentarios públicos

Momentos para los comentarios públicos durante las audiencias públicas

> Durante la reunión:

- Oralmente por teléfono (para los participantes que llamen)
- Oralmente por la web o Zoom mediante la función “Raise Hand"
- Por escrito mediante la función “Question and Answer" de Zoom
- Un período de comentarios de 2 minutos por presentador

> Duración del período de comentarios de 45 días

- **Correo postal:** Brian Balderrama, Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop: 99-17-2, Los Angeles, CA 90012
- **Correo electrónico del proyecto:** AVL@metro.net
- **Formulario en línea para comentarios en el sitio web del Proyecto de AVL de Metro:** *metro.net/avl*
- **Línea telefónica directa de 24 horas del proyecto**(oral): (213) 922 4844

Metro

Próximos pasos tras el período de comentarios de 45 días

> Luego del período de revisión pública de 45 días, desde Metro, se iniciará la elaboración del EIR definitivo.

- Cada comentario que se reciba se documentará en el EIR definitivo.
- En el EIR definitivo, figurarán las respuestas por escrito a los comentarios mediante los cuales se planteen problemas ambientales relevantes.

> El EIR definitivo y completo se presentará ante la Junta Directiva de Metro antes de que se apruebe el proyecto.

- Antes de que se apruebe el proyecto, la Junta Directiva de Metro tendrá en cuenta toda la información proveniente del Borrador del EIR, de los comentarios que se hayan recibido durante la revisión pública y de las respuestas a los comentarios.

Metro

Cómo enviar comentarios públicos

Comentarios públicos

Para solicitar la palabra:



Usuarios de la aplicación Zoom: Elijan la función "Levantar la mano".

Usuarios de teléfono: Marque *9 para levantar la mano

Cuando llegue su turno de palabra:



Usuarios de la aplicación Zoom: Se les pedirá que activen el micrófono.

Usuarios de teléfono: Marquen *6 para activar el micrófono.

Comentarios por escrito:



Usuarios de la aplicación Zoom: Elijan la función "Preguntas y respuestas" de Zoom.

Usuarios de Zoom y de teléfono: Usen el formulario en línea en Metro.net/AVL

Metro

Después de la reunión de hoy

Envíe los comentarios públicos por correo postal, correo electrónico, teléfono o en un formulario de comentarios en línea.



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Los comentarios deben enviarse antes del viernes, 10 de septiembre de 2021 a las 11:59 p. m.

Cómo enviar comentarios públicos

Comentarios públicos

Para solicitar la palabra:

Usuarios de la aplicación Zoom: Elijan la función "Levantar la mano"

Usuarios de teléfono: Marque *9 para levantar la mano

Cuando llegue su turno de palabra:

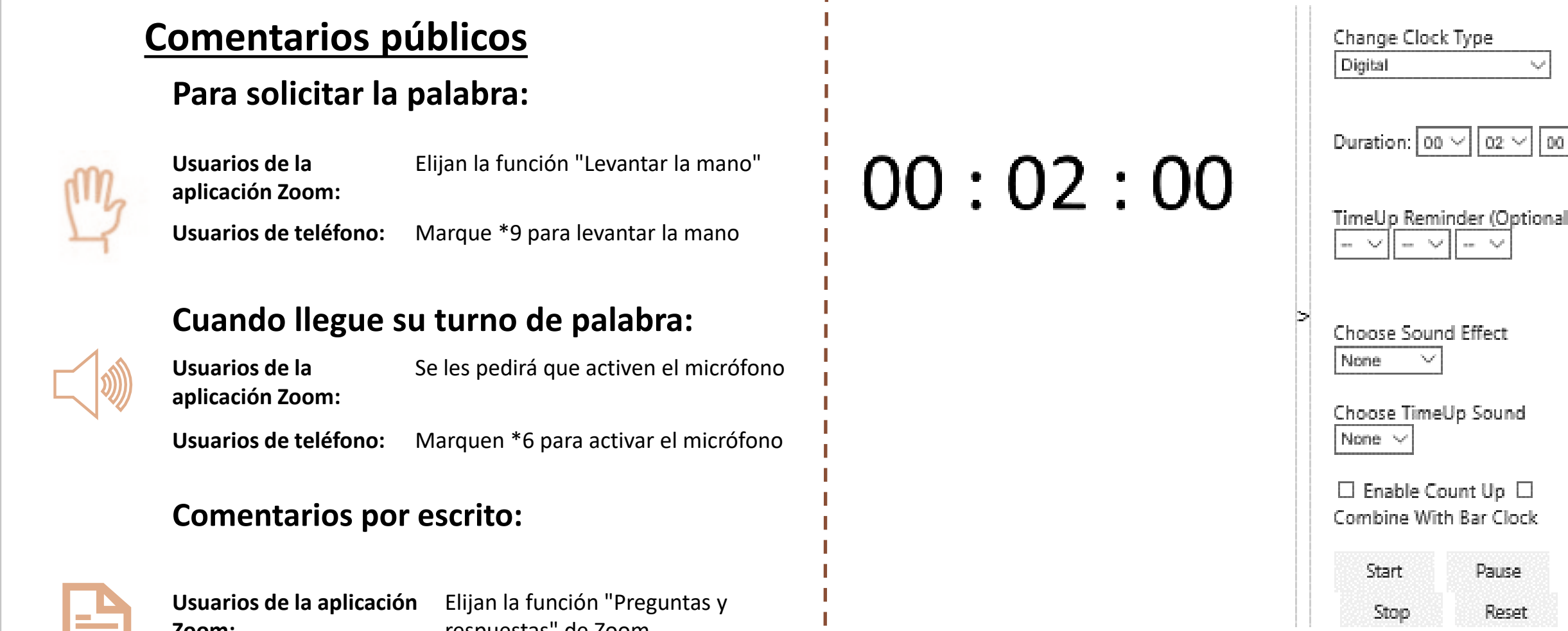
Usuarios de la aplicación Zoom: Se les pedirá que activen el micrófono

Usuarios de teléfono: Marquen *6 para activar el micrófono

Comentarios por escrito:

Usuarios de la aplicación Zoom: Elijan la función "Preguntas y respuestas" de Zoom

Usuarios de Zoom y de teléfono: Usen el formulario en línea en Metro.net/AVL



Dos minutos por presentador

Ինչպես հանրային մեկնաբանություններ ներկայացնել

Հանրային մեկնաբանություններ

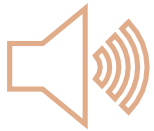
Արտահայտվելու խնդրանք՝



Zoom հավելվածի օգտվողներ՝ Ձեռք բարձրացնելու գործառույթ

Հեռախոսից օգտվողներ՝ Ձանգահարեք *9՝ ձեռք բարձրացնելու համար

Երբ խոսելու ձեր հերթն է՝



Zoom հավելվածի օգտվողներ՝ Ձեզ հուշում կտրվի, որ միացնեք ձեր բարձրախոսի ձայնը

Հեռախոսից օգտվողներ՝ Ձանգահարեք *6՝ ձեր բարձրախոսի ձայնը միացնելու համար

Գրավոր մեկնաբանություններ՝



Zoom հավելվածի օգտվողներ՝ Օգտվեք Zoom-ի «Հարցեր և պատասխաններ» գործառույթից

Zoom-ից/հեռախոսից օգտվողներ Օգտվեք առցանց ձևաթղթից՝ Metro.net/AVL

Metro

Այսօրվա հանդիպումից հետո

Հանրային մեկնաբանություններ ուղարկեք փոստով, էլ.նամակով, հեռախոսով կամ առցանց մեկնաբանության ձևաթղթով



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

Մեկնաբանությունների վերջնաժամկետը ուրբաթ, 2021թ. սեպտեմբերի 10, ժամը 11:59pm է:

Cómo enviar comentarios públicos

Proceso de presentación de los comentarios después de la reunión de hoy

- **El período de comentarios de 45 días corre desde el 28 de julio al 10 de septiembre de 2021.**
- **Envíe los comentarios públicos por correo postal, correo electrónico, teléfono o en un formulario de comentarios en línea.**



Brian Balderrama, Deputy Executive Officer
LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012



avl@metro.net



213.922.4844



metro.net/avl

- **Los comentarios deben enviarse antes del viernes, 10 de septiembre de 2021 a las 11:59 p. m.**

Metro



Մենք ավելի շատ երկաթուղային հաղորդակցություն ենք ստեղծում LA- ի և Antelope Valley- ի միջև:

ANTELOPE VALLEY LINE-Ի ՏԱՐՈՂՈՒՆԱԿՈՒԹՅԱՆ և ՍՊԱՍԱՐԿՄԱՆ ԲԱՐԵԼԱՎՈՒՄՆԵՐԻ ԾՐԱԳԻՐ

Metro

Իսպաներեն ֆ հայերեն բանավոր թարգմանությունից օգտվելու հնարավորություն

Հայերեն և իսպաներեն բանավոր թարգմանություն

> Zoom-ի միջոցով

- Սեղմեք «Բանավոր թարգմանություն» պատկերակին
- Ընտրեք այն լեզուն, որը կցանկանաք լսել (իսպաներեն կամ հայերեն)
- Իսպաներեն և հայերեն թարգմանված պրեզենտացիաները հրապարակվել են զրուցարանում

Interpretación en español

> Vía Zoom

- Haga clic en el icono – «Interpretación»
- Escoja la opción para escuchar en español
- El enlace a la presentación en español está disponible en el «chat»



Հայերեն բանավոր թարգմանություն

> Zoom-ի միջոցով

- Սեղմեք «Բանավոր թարգմանություն» կոճակը
- Ընտրեք հայերեն լսելու տարբերակը
- Այս զրուցարանում կարող եք գտնել հայերեն լեզվով պրեզենտացիան

Metro

Տեխնիկական-կազմակերպչական հարցեր

Այսօրվա հանրային լսումը ձայնագրվում է



Մասնակիցների վիդեոներն անջատված են,
իսկ բարձրախոսները՝ լռեցված



Հարցերը կարող են ներկայացվել՝ օգտվելով «Հարցեր և պատասխաններ» գործառույթից



Պրեզենտացիայից հետո բանավոր հանրային մեկնաբանությունների համար ժամանակ կհատկացվի: Խնդրում ենք օգտվել «Ձեռք բարձրացնել» պատկերակից:



Տեխնիկական աջակցության համար զանգահարեք՝ 909-310-2788 հեռախոսահամարով

Metro

Այսօրվա զեկուցողները



Բրայն Բալդեռամա (Brian Balderrama)

Գործադիր տնօրենի տեղակալ

Metro Regional Rail



Էրիկ Բենգհարթ (Eric Banghart)

Ծրագրի գլխավոր ղեկավար

Mott MacDonald



Փիթեր Ֆելդման (Peter Feldman)

Շրջակա միջավայրի ավագ նախագծող

Terry A. Hayes Associates



Դանիել Վալենտինո (Danielle Valentino)

Համայնքային հարաբերությունների ղեկավար

Metro Community Relations

Metro

Հանդիպման նպատակը

> Antelope Valley համայնքի երկաթգծի հնարավորությունների և ծառայությունների բարելավման ծրագրի ներկայացում
> Բացատրել շրջակա միջավայրին նվիրված գործընթացները և բնապահպանական ուսումնասիրության արդյունքները
> Հանրության կողմից մեկնաբանություններ ստանալ

Հանդիպման օրակարգ

> Ծրագրի ամփոփում
- Ծառայությունների բարելավում
- Շրջակա միջավայր
- Շահագրգիռ կողմերի մասնակցություն
- Ծրագրի առավելությունները
- Ֆինանսավորում
- Առաջարկվող ծրագրի տարրերը
- Ժամանակացույց

> Ծրագրի ազդեցությունները, որոնք բացահայտվել են շրջակա միջավայրի ուսումնասիրության մեջ
- Էսթետիկա
- Կենսաբանական և ջրային ռեսուրսներ
- Մշակութային, ցեղախմբերի մշակութային և հնէաբանական ռեսուրսներ
- Վնասներ, վնասակար նյութեր, երկրաբանություն և հողեր
- Աղմուկ և վիբրացիա
- Փոխադրում և օդի որակ

> Հանրային մեկնաբանությունների աշխատաշրջան

Metro

Ծրագրի ամփոփում

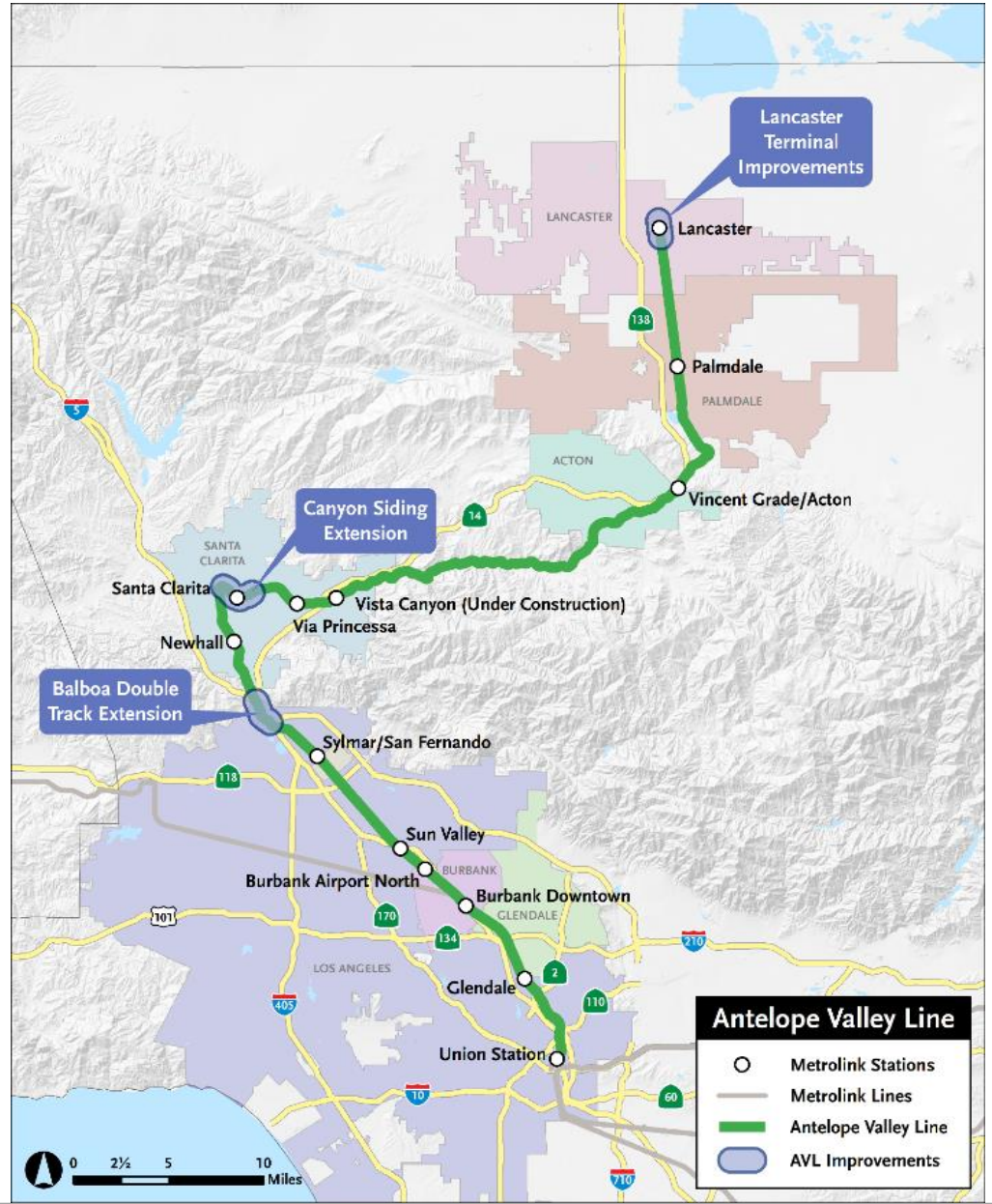
30 րոպե տևողությամբ, երկկողմանի, մարդատար երկաթուղու ծառայության հնարավորություն LAUS-ի և Santa Clarita Valley-ի միջև, ինչպես նաև 60 րոպե տևողությամբ երկկողմանի ծառայության հնարավորություն LAUS-ի և Lancaster կայարանի միջև, այդ թվում ենթակառուցվածքների բարելավումներ, որոնք պահանջվում են՝ մարդատար երկաթուղու ավելացված ծառայություններ տրամադրելու համար.

> Balboa երկակի ուղեգծի ընդլայնում

> Canyon-ի օժանդակ գծի ընդլայնում

> Lancaster տերմինալի բարեփոխումներ

> Brighton-McGinley երկակի ուղեգծի ընդլայնում – *իրականացվում է առանձին բնապահպանական գործընթացով*



Շրջակա միջավայր

AVL ծրագիրն օրենքով սահմանված կարգով ազատված է CEQA-ից՝ Կալիֆորնիայի հանրային ռեսուրսների մասին օրենսգրքի 21080 (բ)(10) հոդվածի, ինչպես ներկայացված է ստորև՝

*ա) Ծրագիր, որը նախատեսված է երկաթգծում կամ մայրուղիների անցման կետերում ուղևորների կամ մերձքաղաքային փոխադրման ծառայությունների հաստատման կամ ավելացման համար, **արդեն գործում է**, ներառյալ արդեն գոյություն ունեցող կայարանների և կայանման շինությունների արդիականացումը:*

Սակայն շրջակա միջավայրի վրա ունեցած ազդեցությունների առնչությամբ համայնքի մտահոգություններով զբաղվելու համար (այսինքն՝ աղմուկ և երթևեկության խճողում) AVL-ի հետ միասին.

***«Metro» ընկերությունը՝ NCTC-ի օժանդակությամբ, ընտրվել է՝ շրջակա միջավայրի վրա ազդեցության գնահատման (EIR) ուսումնասիրություն իրականացնելու համար, որը համապարփակ ձևով կզբաղվի** համայնքի/շահագրգիռ կողմերի մտահոգություններով, որոնք առնչվում են AVL-ում գնացքների քանակը կրկնապատկելուն:*

Բացի այդ, շրջակա միջավայրի վրա ազդեցության այս ուսումնասիրությունը դիտարկում է այլ հիմնական ծրագրերի միասնական ազդեցությունները, որոնք կապ ունեն AVL-ի հետ.

*Ինչպիսիք են՝ **«LINK US»-ը, «East San Fernando Valley Corridor»-ը, «California High Speed Rail Authority Phase 1»-ը, «Metrolink SCORE Program Phase 1B»-ն** և այլն:*

Metro

Շահագրգիռ կողմերի մասնակցություն

Ծրագրի մշակման ժամանակահատվածում հիմնական շահագրգիռ կողմերը, որոնք հատուկ մասնակցություն են ունեցել, ներառում են*՝

> North Los Angeles County Transportation Coalition JPA

> LA County Supervisor Kathryn Barger (District 5) գրասենյակ

> LA City Mayor Eric Garcetti և LA City Council President Nury Martinez (District 6) գրասենյակներ

> Santa Clarita, Lancaster, Palmdale, Burbank, Glendale քաղաքներ և Acton-ի քաղաքային խորհուրդ

> SCRRA/Metrolink, California High Speed Rail Authority և UPRR

> LA County Public Works, CPUC, Caltrans District 7

> California Department of Fish and Wildlife and Regional Hispanic Chamber of Commerce

> Save Our Rural Town, Go Glendale, BTMO, AV EDGE

> Southern California Transit Advocates and Regenerative Community

> Rail PAC, Santa Clarita Valley Bicycle Coalition, Golden State Gateway Coalition

> Տեղական բիզնեսներ, բնակիչներ և ցեղախմբեր

Metro

*Ցանկը սպառիչ չէ

Ծրագրի առավելությունները

> Բարելավել Antelope Valley-ի երկաթգծի հնարավորությունները՝ դիմակայելու բնակչության և զբաղվածության զգալի աճի կանխատեսմանը՝ հաջորդ 20 տարվա ընթացքում

> Բարելավել ուղևորների ծառայությունների հուսալիությունը և արդյունավետությունը AVL երկաթգծի միջանցքում

> Տրամադրել անհրաժեշտ օժանդակող ենթակառուցվածքների բարելավումներ՝ հզորացնելու AVL միջանցքի երկայնքով աշխատանքային ճկունությունը և հուսալիությունը:



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Ֆինանսավորում

Ծրագիրը ֆինանսավորվում է հետևյալ կերպ.

1. **Հոկտեմբեր, 2019թ.** - **North Los Angeles վարչաշրջանի փոխադրման դաշինքի խորհուրդը պարտավորվել է մինչև** 113.8 միլիոն դոլար ֆինանսական միջոցներ տրամադրել՝ իրենց Measure M-ի ենթատարածաշրջանային ֆինանսական միջոցներով՝ ծրագրի մեկնարկին աջակցելու համար:

TIRCP GRANT REQUEST	LOCAL MATCH	TOTAL PROJECT COST
$107.05 MILLION	**$113.80** MILLION	**$220.85** MILLION

2. **Ապրիլ, 2020թ.** - CalSTA-ն 107.05 միլիոն դոլար է շնորհել TIRCP դրամաշնորհային ֆինանսական միջոցներով



«Metro»-ն համագործակցում է «Metrolink»-ի հետ ֆինանսական միջոցների այս հայցի շուրջ՝ ավելի արագ և հաճախակի մերձքաղաքային երկաթուղային ծառայություններ տրամադրելու Los Angeles-ից Lancaster՝ միևնույն ժամանակ կրճատելով մասնիկավոր նյութերի և ջերմոցային գազերի արտանետումները:

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Առաջարկվող ծրագրի տարրերը

- Balboa երկակի ուղեգծի ընդլայնում
- Canyon-ի օժանդակ գծի ընդլայնում
- Lancaster տերմինալի բարեփոխումներ

Metro

Առաջարկվող ծրագրի տարրեր– Balboa երկակի ուղեգծի ընդլայնում

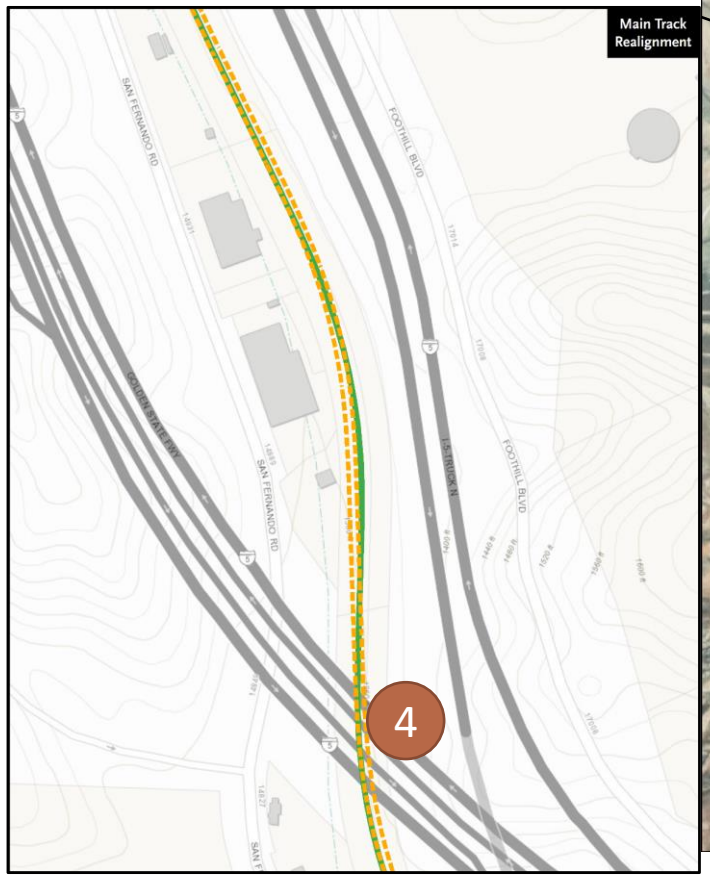
Աշխատանքային գործունեության շրջանակի նկարագրություն.

> Գոյություն ունեցող երկակի երկաթգծի ուղեգիծն ընդլայնել մոտավորապես 6,300 ոտնաչափ հյուսիս՝ դեպի Sierra մայրուղի:

>Գոյություն ունեցող երկաթգծի անցակետերը (ROW) կբավարարեն ընդլայնումների մեծ մասը:

> Caltrans-ի առաջխաղացում կարող է պահանջվել անմիջապես Sierra մայրուղու հարավից՝ վերադիրքավորելու գոյություն ունեցող մերձատար երկաթուղին:

> Կամրջի սյուների պաշտպանություն է պահանջվում գոյություն ունեցող I-5 սյուների համար:





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Առաջարկվող ծրագրի տարրեր - Canyon-ի օժանդակ գծի ընդլայնում

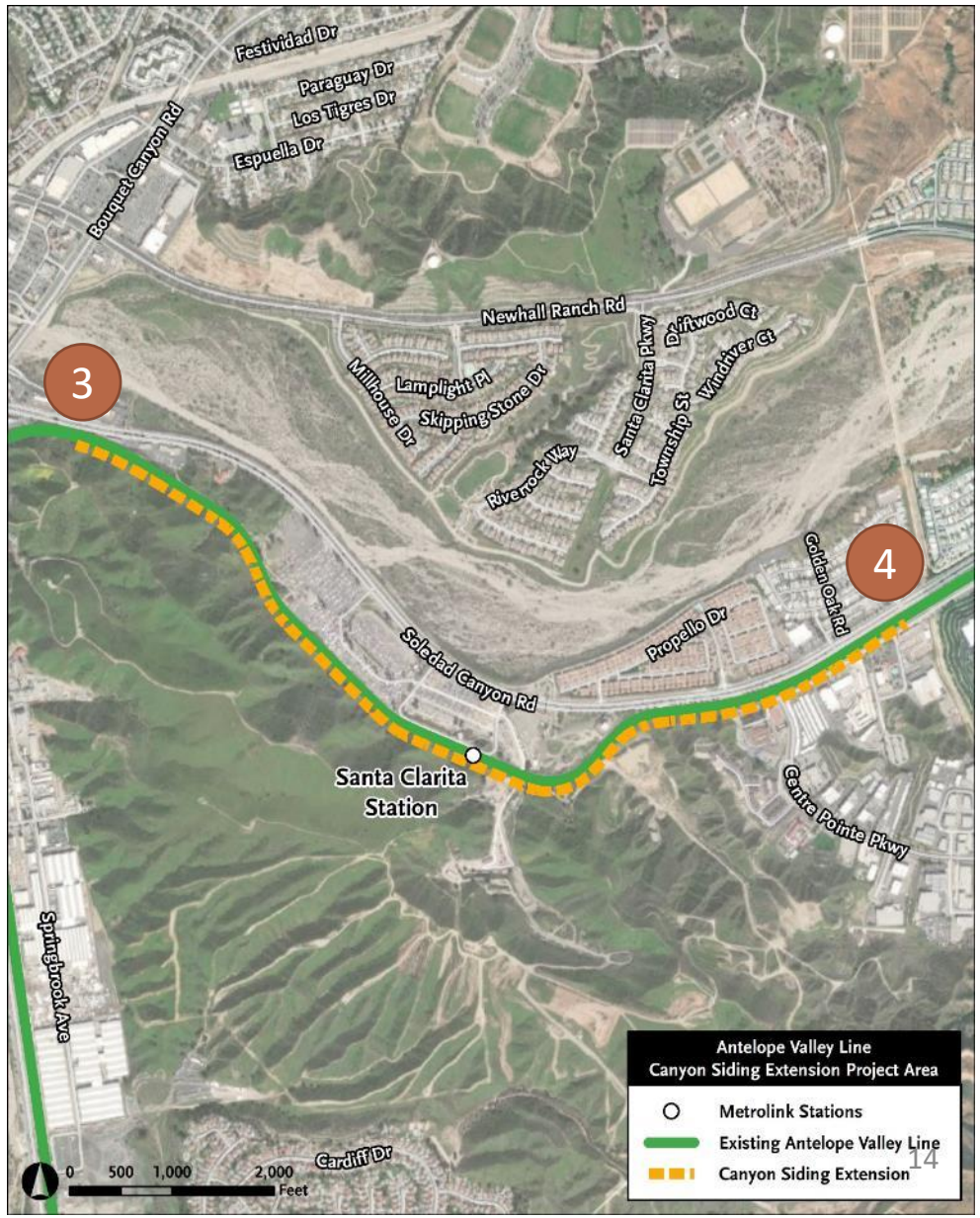
Աշխատանքային գործունեության շրջանակի նկարագրություն

> Ընդլայնել գոյություն ունեցող Saugus-ի օժանդակ գիծը մոտավորապես 8,400 ոտնաչափ՝ Golden Oak Road-ից 500 ոտնաչափ դեպի արևելք:

> Գոյություն ունեցող երկաթգծի անցակետերը (ROW) կբավարարեն լրացուցիչ երկաթուղին՝ ընդլայնումների ողջ տարածքում:

> Գոյություն ունեցող CP ոլորանը փոխել անցակետային երկաթուղու՝ բարելավելու աշխատանքային ճկունությունը:

> Golden Oak Road-ը կպահանջի հետևյալը՝ ճանապարհային երթևեկության նոր ազդանշանների տեղադրում, հատման կետերում նոր ճանապարհային գծերի առկայություն, մայթեզրերի հարմարեցումներ՝ հետիոտների և հեծանիվների անվտանգության առնչվող բարեփոխումների ապահովման համար, ճանապարհային անցումների նոր շարժական դարպասների տեղադրում և բարձր տեսանելիությամբ նշաններ հետնիոտների անցումներում:



Metro

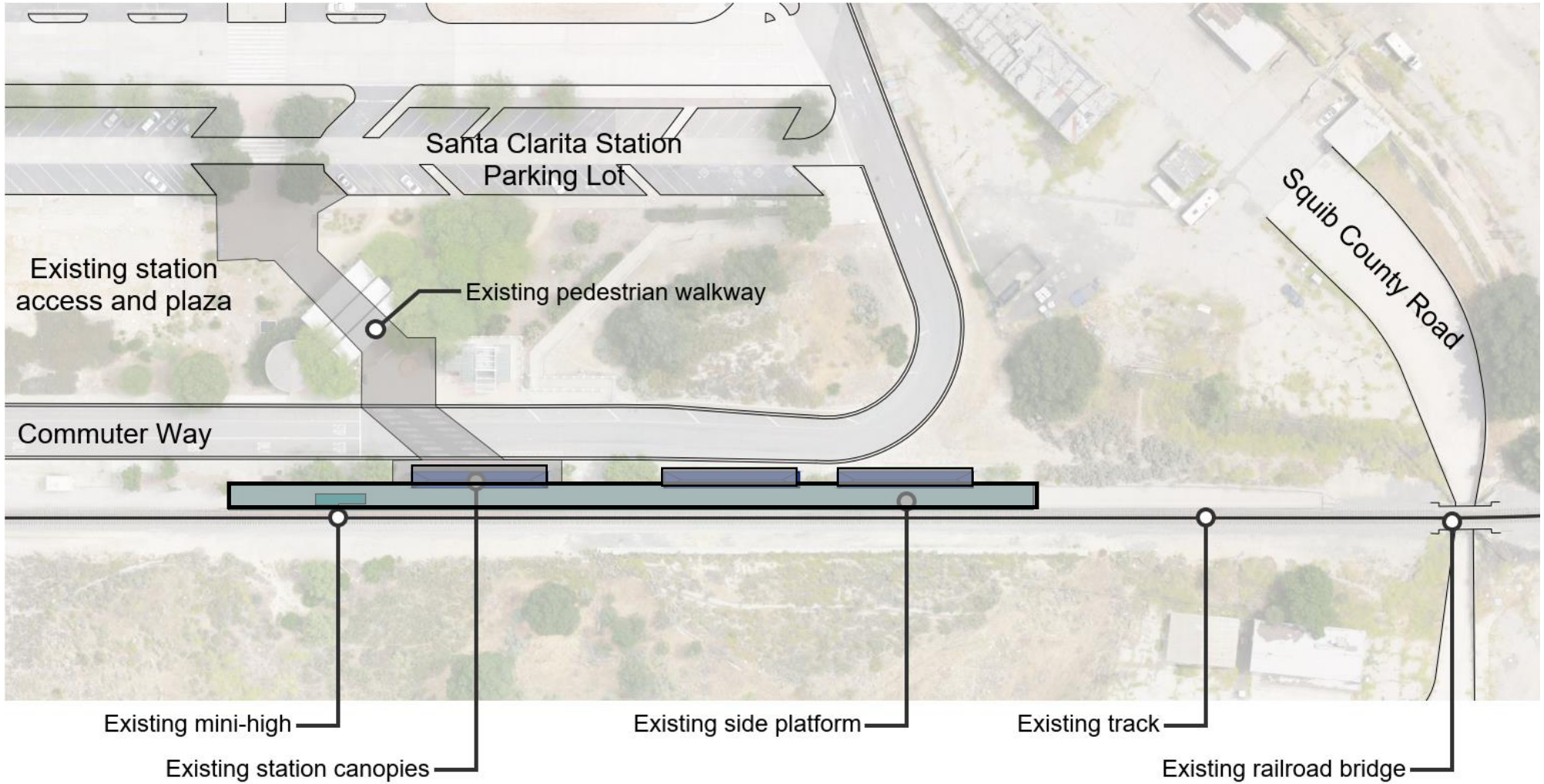
Առաջարկվող ծրագրի տարրեր -
Canyon-ի օժանդակ գծի ընդլայնում Նախագծման ընտրանքներ

Առկա վիճակը

> 1 x 500’ երկարությամբ կողմնային հարթակ և մեկ երկաթուղի:

> Ցածր մակարդակի կայանման տեղանք, ավտոբուսի կանգառ և տոմսարկղ:

> Ավելի բարձր մակարդակի ADA կայանման տաղավարներ, ավտոբուսի կանգառ և մեքենայի/տաքսու կանգառի կետ:



Metro

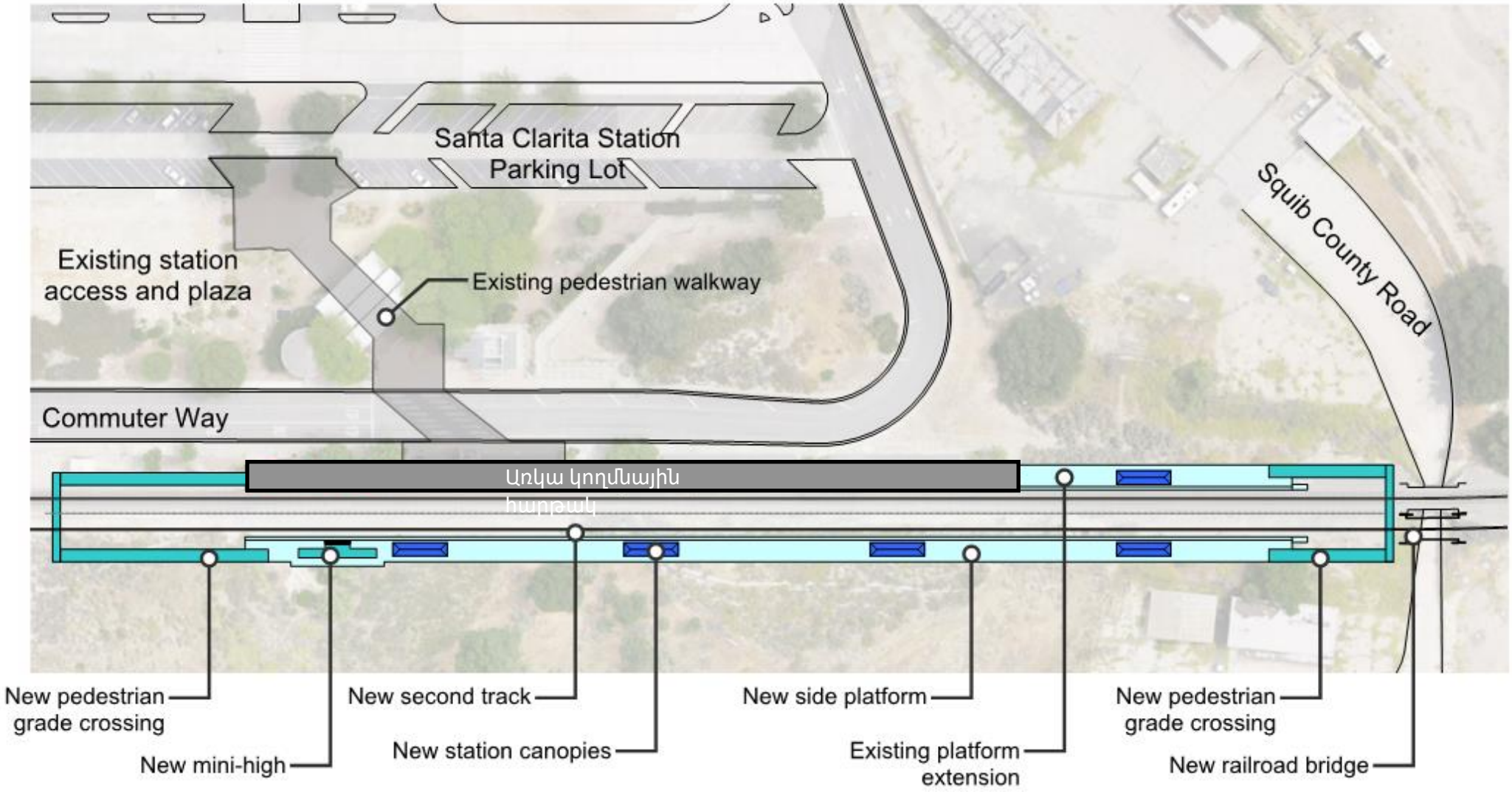
Առաջարկվող ծրագրի տարրեր - Canyon-ի օժանդակ գծի ընդլայնում Նախագծման ընտրանքներ

Հիմնական նախագծում

> Ավելացնել երկրորդ կողմնային հարթակ:

> Ընդլայնել գոյություն ունեցող հարթակը:

> Միևնույն մակարդակի հետնիոտների անցումներ ավելացնել:



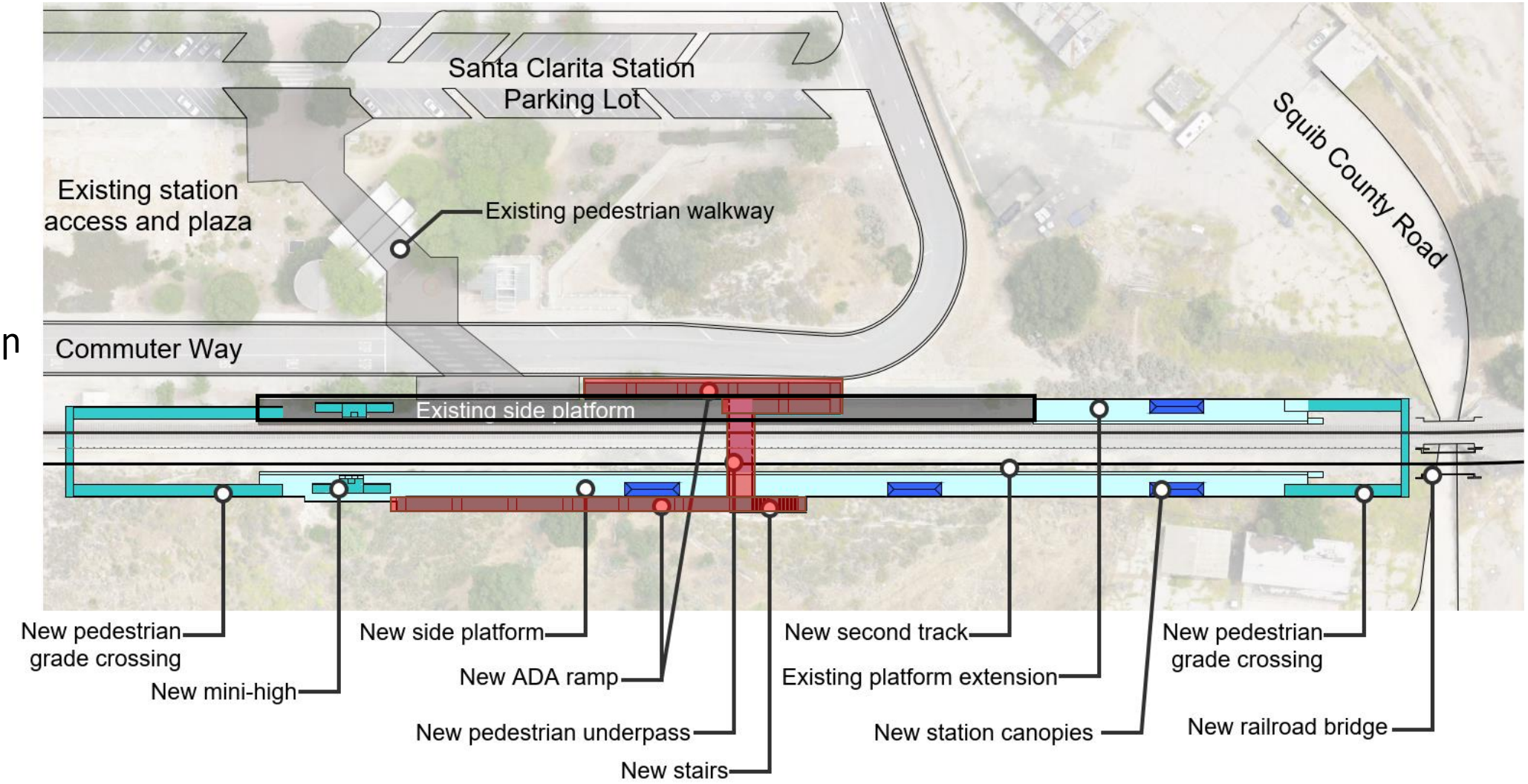
Metro

Առաջարկվող ծրագրի տարրեր - Canyon-ի օժանդակ գծի ընդլայնում Նախագծման ընտրանքներ

Նախագծման ընտրանք #1

> Ավելացնել երկրորդ կողմնային հարթակ:

> Հետիոտների նոր գետնանցում:



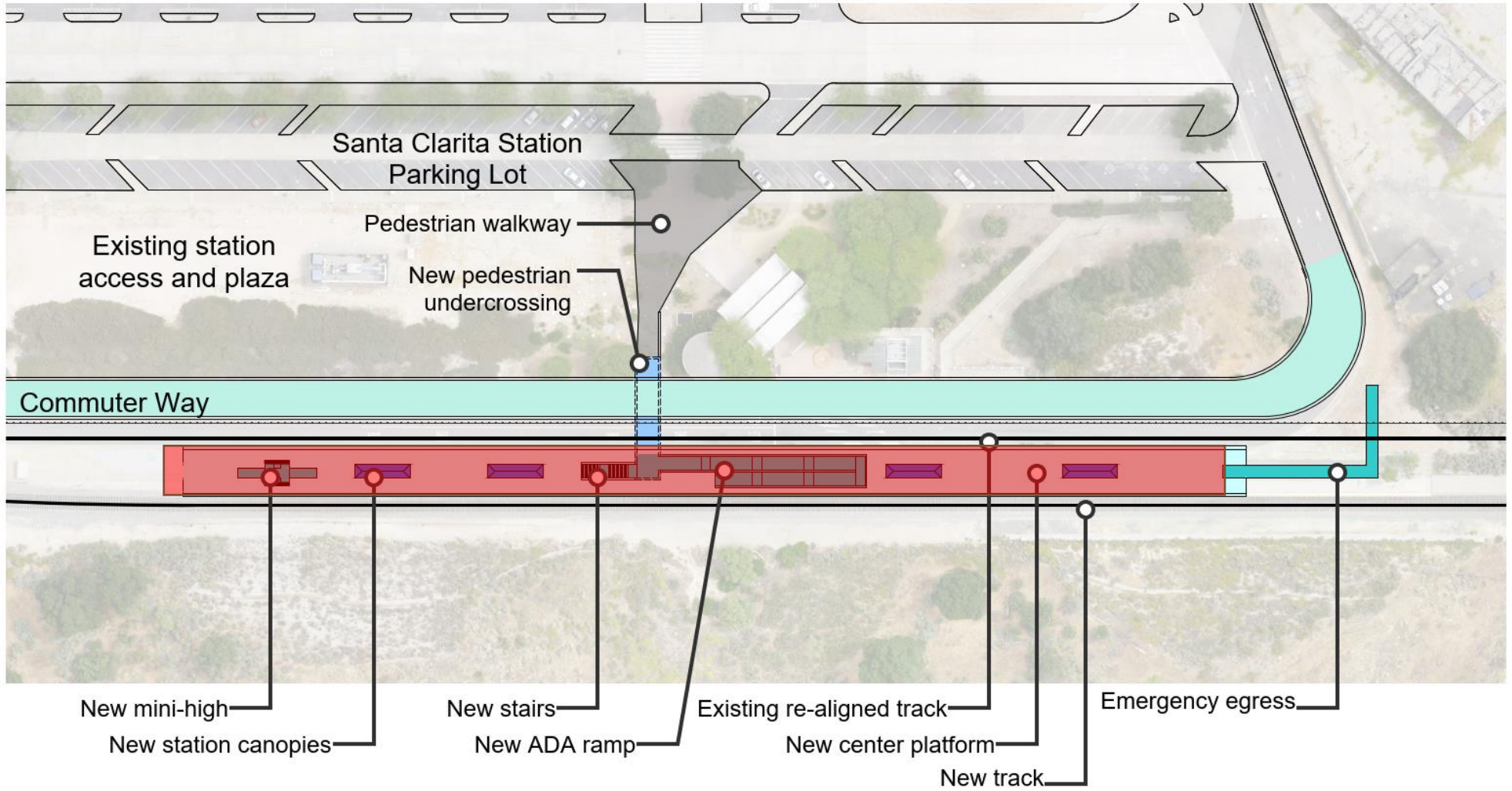
Metro

1.f. Առաջարկվող ծրագրի տարրեր - Canyon-ի օժանդակ գծի ընդլայնում Նախագծման ընտրանքներ

Նախագծման ընտրանք #2

> Առկա հարթակը փոխարինել կենտրոնական հարթակով:

> Հետիոտների նոր գետնանցում:



Metro

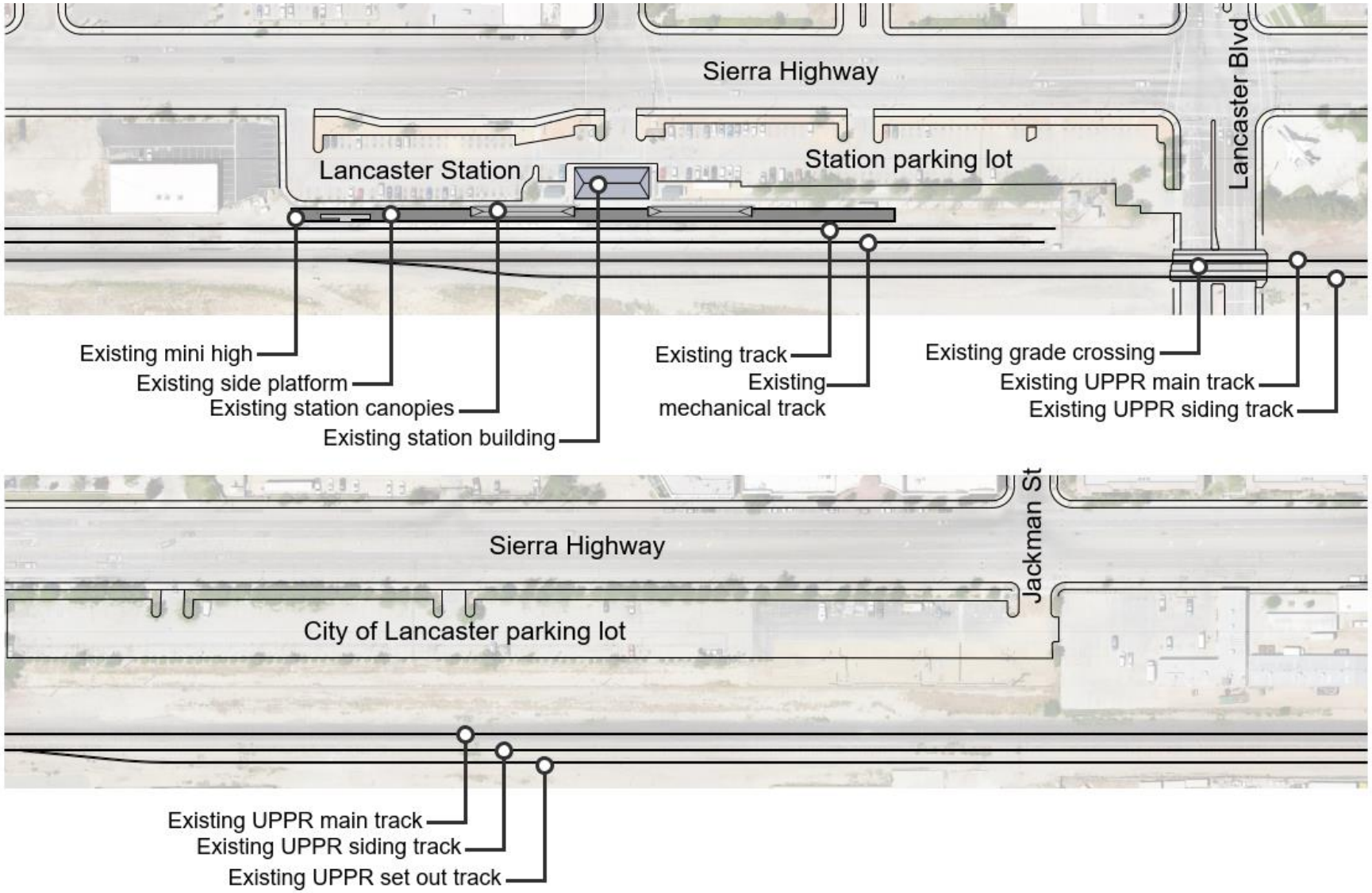
1.f. Առաջարկվող ծրագրի տարրեր – Lancaster-ի տերմինալի բարեփոխումներ

Առկա վիճակը

> 1 x 680’ երկարությամբ կողմնային հարթակ:

> 2 x գործող «Metrolink» երկաթուղի:

> Կայարանի հարավում «Metrolink»-ի մինչև 8 գնացքի կայանում գիշերվա ընթացքում:



Metro

Առաջարկվող ծրագրի տարրեր – Lancaster-ի տերմինալի բարեփոխումներ

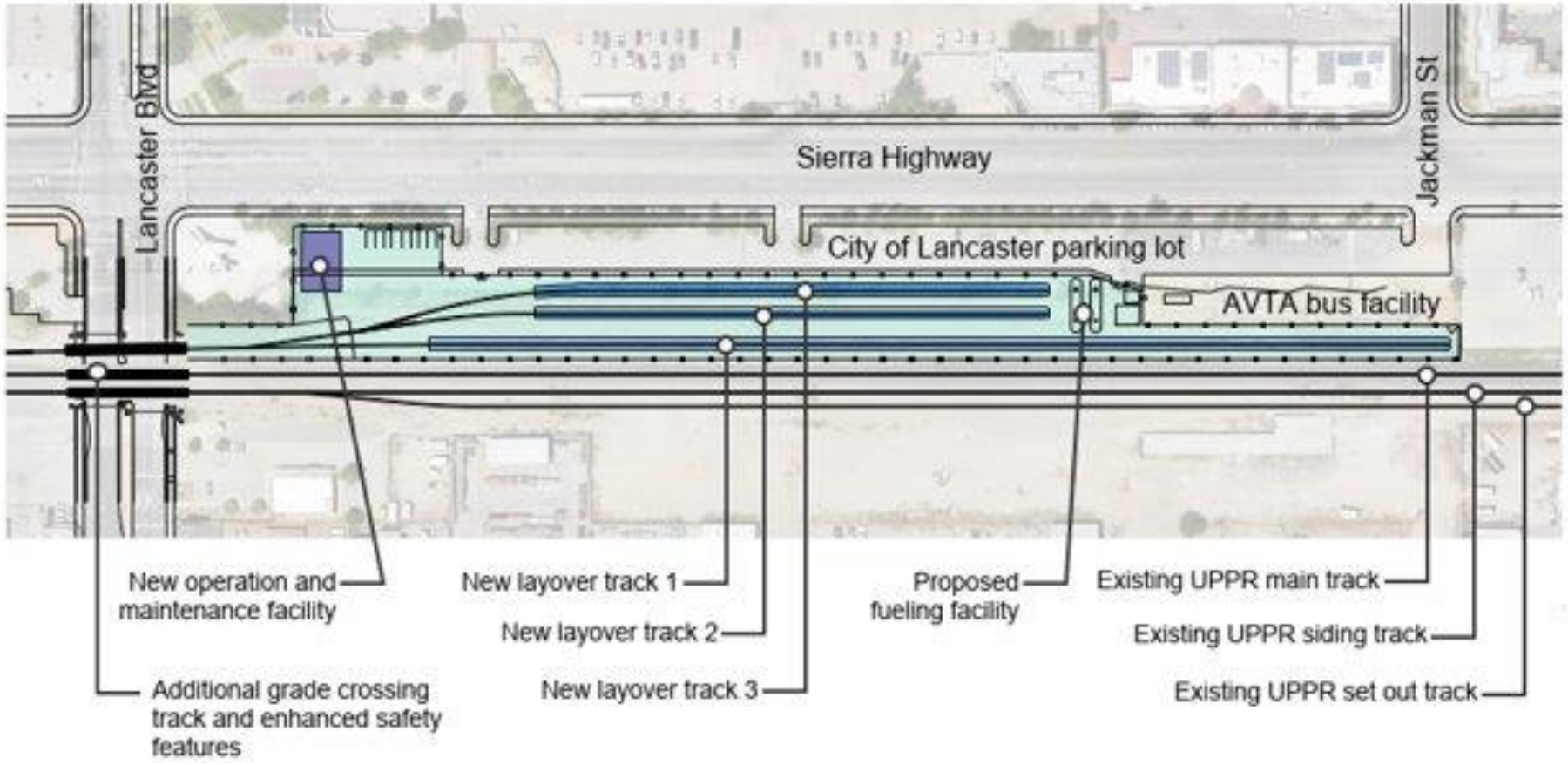
Հիմնական նախագծում

> Ընդլայնել կայանման համար նախատեսված առկա շինությունների քանակը՝ ավելացնելով 1 x 1000’ և 2 x 500’ կայանման երկաթուղիներ:

> Գնացքների վառելանյութի մատակարարում:

> Գործող անձնակազմի համար շինությունների ապահովում:

> Անվտանգության մակարդակի բարձրացում Lancaster Blvd-ի անցումներում:



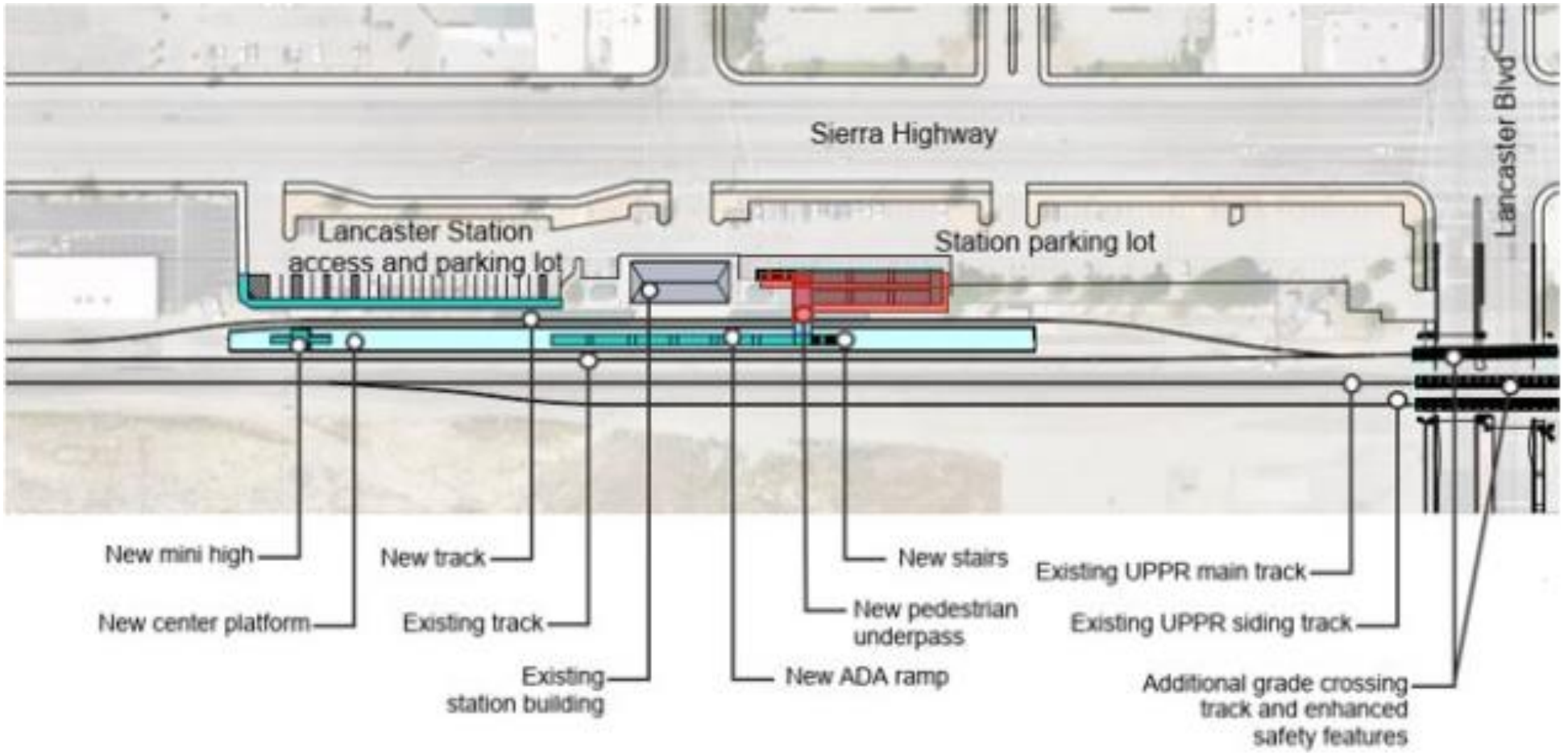
Metro

Առաջարկվող ծրագրի տարրեր – Lancaster-ի տերմինալի բարեփոխումներ

Նախագծման ընտրանք #1

> Առկա հարթակը փոխարինել կենտրոնական հարթակով:

> Հետիոտների նոր գետնանցում:



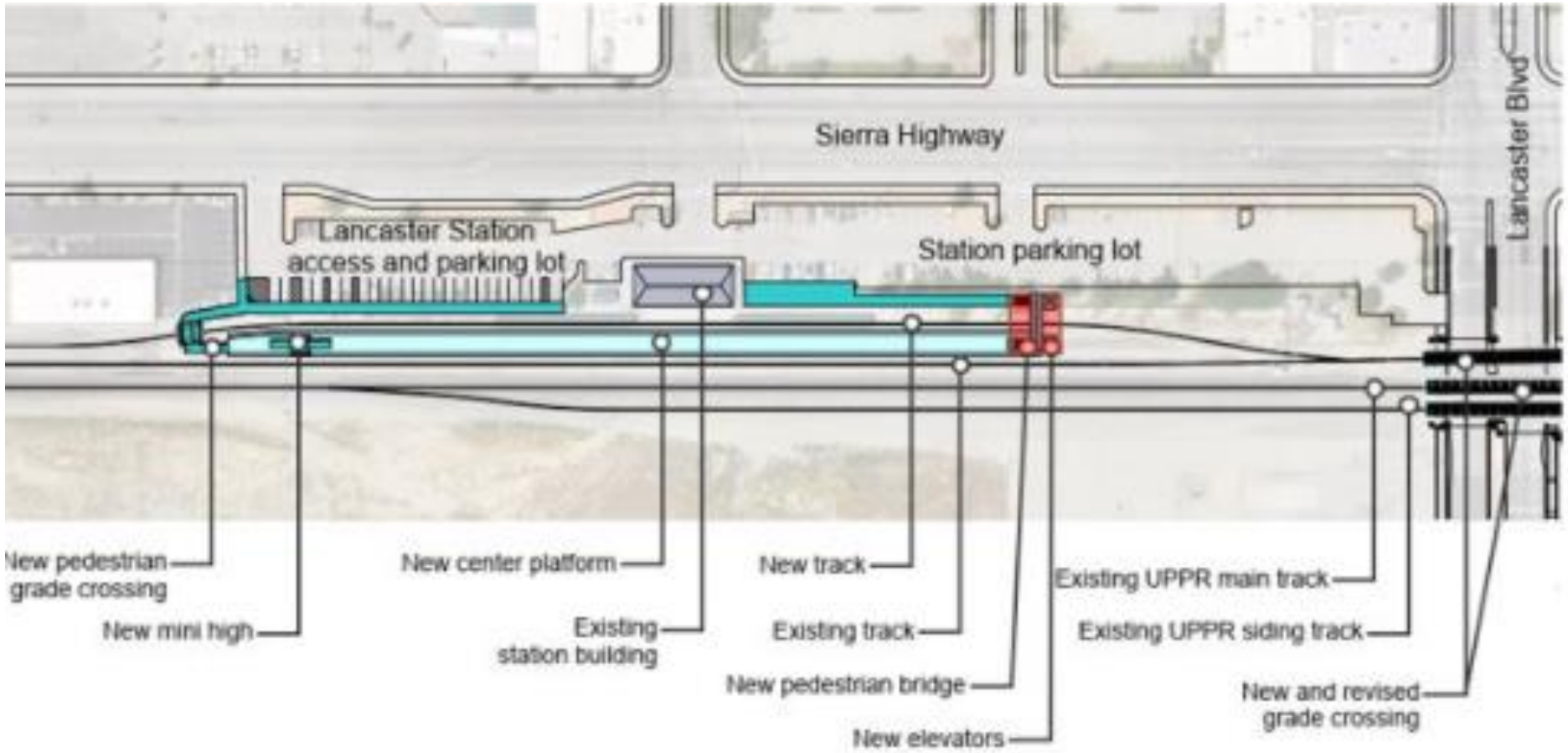
Metro

Առաջարկվող ծրագրի տարրեր – Lancaster-ի տերմինալի բարեփոխումներ

Նախագծման ընտրանք #2

> Առկա հարթակը փոխարինել կենտրոնական հարթակով:

> Հետիոտների նոր կամուրջ:



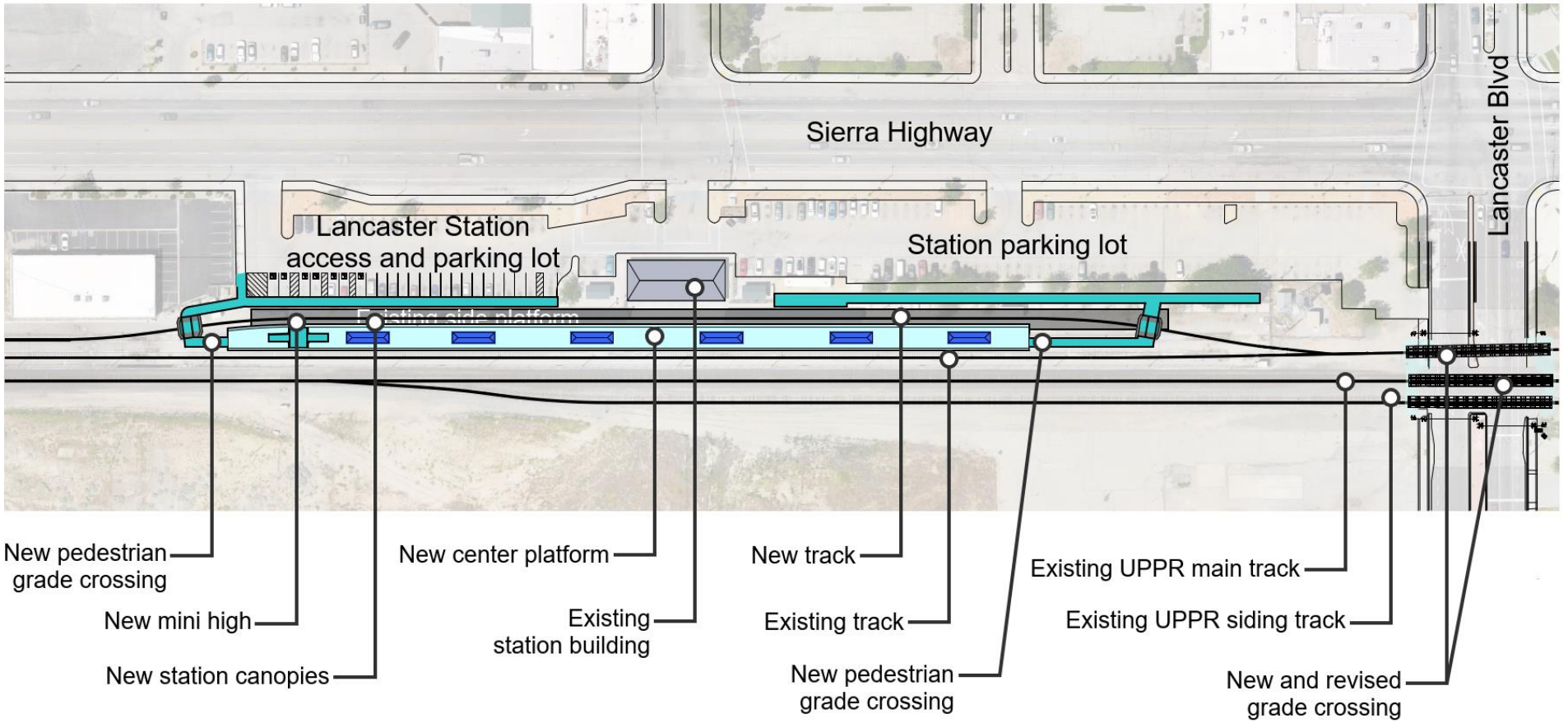
Metro

Առաջարկվող ծրագրի տարրեր – Lancaster-ի տերմինալի բարեփոխումներ

Նախագծման ընտրանք #3

> Առկա հարթակը փոխարինել կենտրոնական հարթակով:

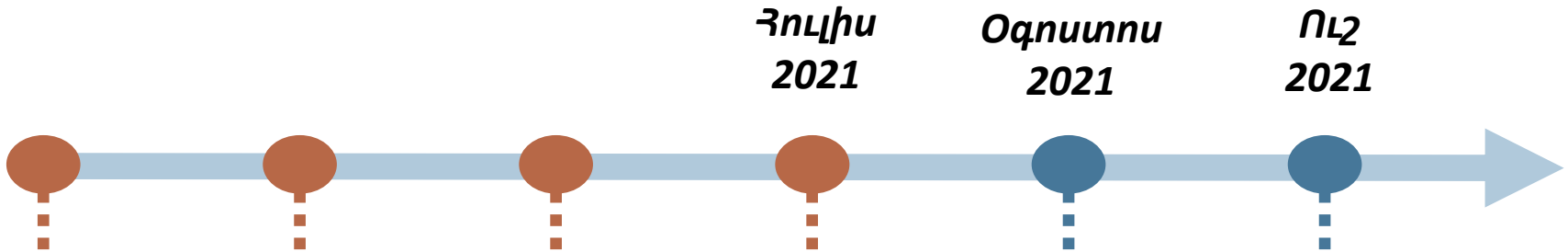
> Հետիոտների միևնույն մակարդակի նոր անցումներ հարթակի յուրաքանչյուր ծայրին:



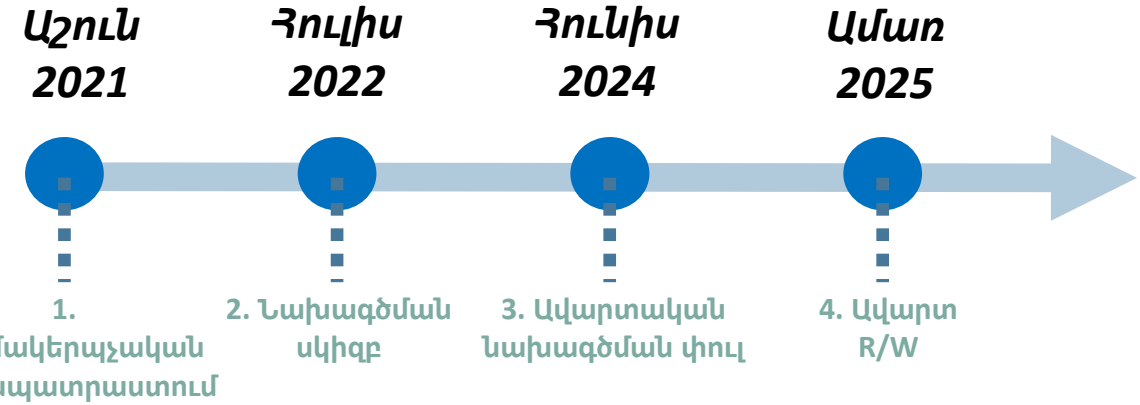
Metro

Ժամանակացույց

Շրջակա միջավայրի ժամանակացույց



Նախագծման ժամանակացույց



Կառուցման ժամանակացույց

Սկսել կառուցումը –

դեկտեմբեր, 2024թ.

Ծրագրի ազդեցությունները, որոնք բացահայտվել են շրջակա միջավայրի ուսումնասիրության մեջ



Metro

Էսթետիկա

Շինարարության ազդեցությունները

> Շինարարական սարքավորումները և աշխատանքային հարթակները կփոփոխեն չմշակված լանջերի տեսարանները՝ Canyon-ի օժանդակ գծի ընդլայնման տեղում:

> Հավանական գիշերային ժամերի շինարարությունը կավելացնի գիշերային ժամերի լուսավորությունը կամ փայլատակումը՝ ժամանակավորապես ազդելով տեսանելիության վրա և լրացուցիչ լույս տարածելով մոտակա հողատարածքների վրա:

Շահագործման ազդեցություններ

> Canyon-ի օժանդակ գծի ընդլայնման տարածքի բլուրների մշտական փոփոխությունները կարող են փոխել տեսարանները և ազդել հյուսիսի բնակիչների գեղատեսիլ տեսարանների վրա:

Մեղմացման միջոցառումներ

> Canyon-ի օժանդակ գծի ընդլայնման շինարարական տարածքի նախնական ստուգում:

> Պահանջվում է, որ գիշերային շինարարության լուսավորությունը նախապես ստուգվի և ուղղորդվի դեպի շինհրապարակ:

> Ապահովել բուսածածկույթ ծրագրի իրականացման հետևանքով ընդմիշտ փոփոխված լանջերի երկայնքով:



AVL միջանցքի տեսքը Santa Clarita-ում

Metro

Կենսաբանական ֆ ջրային ռեսուրսներ

Շինարարության ազդեցությունները

Կենսաբանական ռեսուրսներ

> Տարածքի մաքրում, բույսերի հեռացում և այլ շինարարական գործողություններ չմշակված տարածքներում, որոնք կենդանական աշխարհի համար բնական միջավայր են ստեղծում:

> Շինարարական աշխատանքները կարող են ազդել կենդանական և բուսական աշխարհի տարբեր տեսակների վրա, հատկապես Balboa-ի երկակի երկաթուղու ընդլայնման և Canyon-ի օժանդակ գծի ընդլայնման հատվածներում և դրանց շուրջը:

Հիդրոլոգիա ֆ ջրի որակ

> Շինհրապարակից դուրս հոսող ջրերը կարող են աղտոտող նյութեր պարունակել, որոնք կարող են ազդել դեպի վար հոսող գետերի ջրի որակի վրա:

> Աղտոտված ստորերկրյա ջրերի հավանականություն:

Շահագործման ազդեցություններ

> Լվացման գործողություններից առաջացած մնացորդային ջրերը Lancaster-ի՝ կայանման համար առաջարկվող շինությունում:

Մեղմացման միջոցառումներ

Կենսաբանական ռեսուրսներ

> Նախաշինարարական հետազոտություններ պահանջել՝ կենդանական աշխարհի և զգայուն տեսակների համար:

> Շինարարության ընթացքում կենսաբանական մոնիթորինգ պահանջել:

> Բուսական աշխարհի փոխարինում և շրջանցում:

Հիդրոլոգիա ֆ ջրի որակ

> Պահանջել համապատասխանություն հեղեղաջրերի բաց թողնման թույլտվություններին, ներառյալ հեղեղաջրերի աղտոտման կանխարգելման ծրագրերի նախապատրաստում:

> Պահանջել համապատասխանություն ջրազրկման թույտվություններին:

> Պահանջել համապատասխանություն արդյունաբերական աշխատանքներում հեղեղաջրերի բաց թողնման թույլտվությանը:

Metro

Մշակութային, ցեղախմբերի մշակութային ֆ հնէաբանական ռեսուրսներ

Շինարարության ազդեցությունները

Մշակութային ֆ ցեղախմբերի մշակութային ռեսուրսներ

> AVL միջանցքը ճանաչվել է որպես ցեղախմբերի մշակութային ռեսուրս Gabrieleño Band of Mission Indians-Kizh Nation-ի կողմից և Fernandeño Tataviam Band of Mission Indians-ի ավանդական տոհմական տարածք:

> Շինարարության ընթացքում հողը տեղաշարժելու գործողությունների ժամանակ հավանական է, որ նախկինում չհայտնաբերված և չփաստաթղթավորված հնագիտական և ցեղային մշակույթի ռեսուրսներ բացահայտվեն:

Հնէաբանական ռեսուրսներ

> Շինարարության ընթացքում հողը տեղաշարժելու գործողությունների ժամանակ նաև հավանական է, որ եզակի բրածոներ կամ երկրաբանական ռեսուրսներ հայտնաբերվեն:

Շահագործման ազդեցություններ

> Շահագործման ոչ մի ազդեցություն:

Մեղմացման միջոցառումներ

Մշակութային ֆ ցեղախմբերի մշակութային ռեսուրսներ

> Նախապատրաստել հնագիտական մոնիթորինգի ծրագիր, ներառյալ «Native American» մոնիթորինգը՝ խորհրդակցող ցեղախմբերի հետ համագործակցությամբ:

> Մշակութային ռեսուրսների մոնիթորինգի ծրագիր նախապատրաստել՝ զբաղվելու այն ընթացակարգերով, որոնք պահանջվում են, եթե մշակութային կամ ցեղախմբի մշակութային ռեսուրսների պատահական հայտնաբերում գրանցվի:

Հնէաբանական ռեսուրսներ

> Ամբողջական հնէաբանական մոնիթորինգ պահանջել այն տարածքներում, որտեղ երկրաբանական պայմանները հնէաբանական ռեսուրսների բարձր հավանականություն են նշում:

> Հնէաբանական ռեսուրսների մեղմացման ծրագիր պատրաստել:

Metro

Վնասներ, վնասակար նյութեր, երկրաբանություն ֆ հողեր

Շինարարության ազդեցությունները

Վնասներ և վնասակար նյութեր

> Վնասակար նյութերի կամ թափոնների հավանական պատահական բացթողում:

> Աղտոտված հողի կամ ստորերկրյա ջրերի հավանականություն:

> Canyon-ի օժանդակ գծի ընդլայնման հատվածը տեղակայված է Whitaker-Bermite տարածքում, որը նշված է Cortese-ի վնասակար թափոնների տարածքների ցանկում:

> Balboa երկակի երկաթուղու տարածքը տեղակայված է Los Angeles քաղաքի մեթանի գոտում:

Երկրաբանություն և հողեր

> Աստիճանագծման և թեքությունների կայունացման գործողությունները կարող են սեյսմիկ վնասներ առաջացնել:

Շահագործման ազդեցություններ

> Շահագործման բոլոր ազդեցությունները էական չեն լինի:

Մեղմացման միջոցառումներ

Վնասներ և վնասակար նյութեր

> Վնասակար նյութերի կառավարման ծրագիր պատրաստել:

> Հողի և ստորերկրյա ջրերի կառավարման ծրագրեր պատրաստել:

> Շրջակա միջավայրի I և II փուլի գնահատումներ պատրաստել:

> Համապատասխանել LA-ի շինարարական օրենսգրքի՝ մեթանին առնչվող կանոնակարգերին:

Երկրաբանություն և հողեր

> Գեոտեխնիկական նախագծման զեկույց պատրաստել:

Metro

Աղմուկ ֈ վիբրացիա

Շինարարության ազդեցությունները

> Շինարարական աշխատանքները կարող են գերազանցել աղմուկի թույլատրված սահմանները՝ բնակչության և առևտրային զգայուն հատվածներում:

- Balboa երկակի երկաթուղու ընդլայնման (Los Angeles քաղաք) աղմուկի սահմանը 78 դեցիբել է:
- Canyon-ի օժանդակ գծի ընդլայնման (Santa Clarita քաղաք) աղմուկի սահմանները 75 դեցիբել են՝ բնակչության օգտագործման համար, և 85 դեցիբել՝ զգայուն առևտրային օգտագործման համար:
- Lancaster-ի տերմինալի բարեփոխումներում (Lancaster քաղաք) աղմուկի սահմանները 75 դեցիբել են՝ բնակչության օգտագործման համար, և 85 դեցիբել՝ զգայուն առևտրային օգտագործման համար:

> Շինարարական աշխատանքները կարող են գերազանցել վիբրացիայի պատճառով անհանգստության շեմը (0.2 մատնաչափ/վայրկյան) բնակավայրային հատվածներում, որոնք մոտ են յուրաքանչյուր հիմնական բարելավման տարածքին:

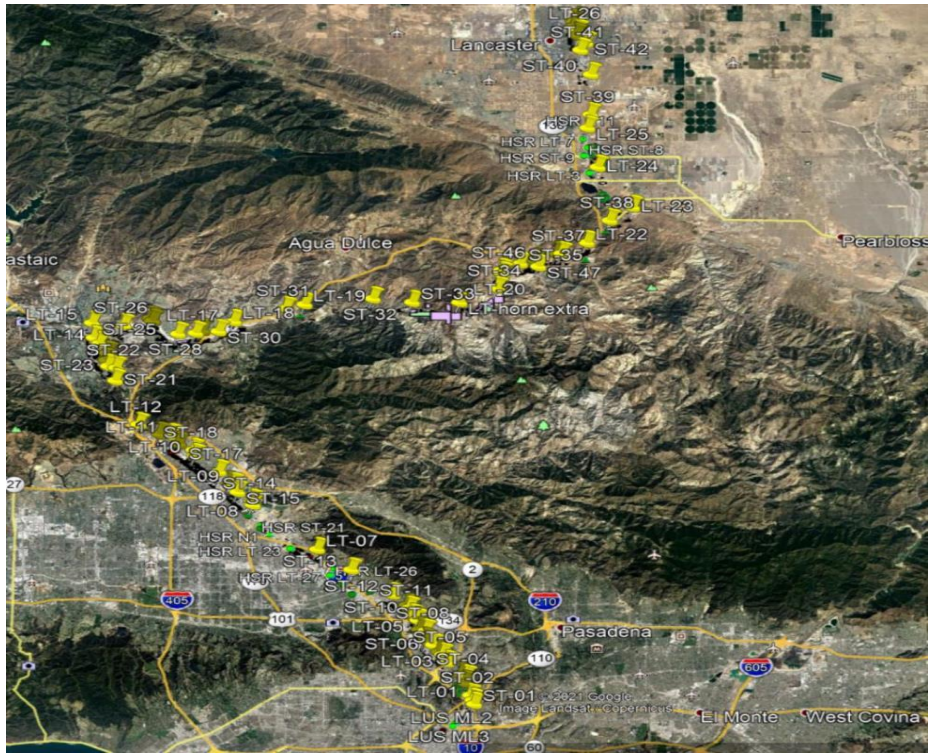
Շահագործման ազդեցություններ

> Գնացքների ավելացված երթևեկության պատճառով առաջացող ոչ էական ազդեցություններ:

Մեղմացման միջոցառումներ

> Աղմուկի վերահսկման ծրագիր պատրաստել, որը հիմնված է աղմուկի՝ տեղական թույլատրված սահմանաչափերի վրա:

> Վիբրացիայի մոնիթորինգի ծրագիր պատրաստել, որը կներառվի աղմուկի վերահսկման ծրագրում:



Metro

Փոխադրում ֈ օդի որակ / Ջերմոցային գազեր

Շինարարության ազդեցությունները

Փոխադրում

> Մուտքի սահմանափակումներ, ուղիների/ճանապարհների փակում և երթևեկության ուշացումներ՝ շինարարական աշխատանքների հետևանքով:

> «Metrolink»-ի ծառայությունների հավանական ժամանակավոր ընդհատումներ և ուշացումներ:

Շահագործման ազդեցություններ

Օդի որակ / Ջերմոցային գազեր

> «Metrolink»-ի ավելացված ծառայությունը NOx արտանետումներ կառաջացնի, որոնք կգերազանցեն SCAQMD-ի տարածաշրջանային շեմը, որն էական և անխուսափելի ազդեցություն է:

> Մերձքաղաքային ավելացված երկաթուղային ծառայությունները կնվազեցնեն ուղևորների ավտոմեքենաներով երթևեկությունը, որի շնորհիվ տարածաշրջանային արտանետումները կպակասեն և կխրախուսեն օգտվել տրանզիտից:

Մեղմացման միջոցառումներ

Փոխադրում

> Շինարարական երթևեկության կառավարման ծրագրեր պատրաստել:

> «Metrolink»-ի ծառայությունների հավանական ժամանակավոր ընդհատումներ և ուշացումներ:

> «Metrolink»-ի շահագործման և շինարարական ծառայությունների ծրագիր պատրաստել:

Օդի որակ /Ջերմոցային գազեր

> Ոչ մի մեղմացում հասանելի չէ՝ շարժվող NOx արտանետումների խնդրի լուծման համար: «Metrolink»-ը վառելիքի և շարժիչ ուժի այլընտրանքային տեխնոլոգիաներ է ուսումնասիրում՝ զրոյական արտանետումներով գնացքների շահագործման վերջնանպատակ ունենալով:

Metro

Հանրային մեկնաբանությունների աշխատաշրջան DEIR հրապարակման տեղանքներ

EIR-ի նախագծի տեղանքներ՝

1. Los Angeles-ի հանրային գրադարան, Los Feliz Branch (1874 Hillhurst Ave, LA, CA 90027)
2. Glendale-ի կենտրոնական գրադարան (222 E Harvard St, Glendale, CA 91205)
3. Burbank-ի կենտրոնական գրադարան (110 N Glenoaks Blvd, Burbank, CA 91502)
4. San Fernando-ի գրադարան (217 N Maclay Ave, San Fernando, CA 91340)
5. Old Town Newhall-ի գրադարան (24500 Main St, Santa Clarita, CA 91321)
6. Acton Agua Dulce-ի գրադարան (33792 Crown Valley Rd, Acton, CA 93510)
7. Palmdale City-ի գրադարան (700 E Palmdale Blvd, Palmdale, CA 93550)
8. Lancaster-ի գրադարան (601 W Lancaster Blvd, Lancaster, CA 93534)
9. AVL ծրագրի կայքէջ՝ *metro.net/avl*



Ծանոթագրություն. AVL ծրագրի թիմը գրադարանների հետ ճշտել է, որ դրանք բաց են ֆ կարող են փաստաթղթեր ստանալ նշված տեղանքներում:

DEIR-ը նաև գտնվում է «Metro»-ի գլխամասային գրասենյակում (One Gateway Plaza, 13th Floor, Los Angeles, CA 90012):

Metro

Հանրային մեկնաբանությունների աշխատաշրջան
Հանրային լսումներ՝ ամսաթվեր ֆ ժամեր

1. <u>Հանրային լսումները պլանավորված են</u> հետևյալ կերպ՝

   - <u>**Առաջին հանդիպում**</u>.
     Չորեքշաբթի, 2021թ. օգոստոսի 18-ին
     6:00 pm – 7:30 pm

   - <u>**Երկրորդ հանդիպում**</u>.
     Շաբաթ, 2021թ. օգոստոսի 21-ին
     11:00 am – 12:30 pm

2. <u>Հանդիպման ձևաչափը՝</u>

   - **Վիրտուալ հանդիպումներ Zoom-ի միջոցով ֆ հեռախոսով զանգահարելու ընտրանքներ իսպաներենի ֆ հայերենի համար:**
   - Պրեզենտացիաները հրապարակվում են «Metro AVL»-ի կայքէջում՝ օգնելու երաշխավորել, որ պրեզենտացիաները դյուրությամբ մատչելի լինեն «Metro»-ի կայքէջի և Zoom հանդիպման միջոցով:

Metro

Հանրային մեկնաբանությունների աշխատաշրջան

Հանրային մեկնաբանությունների հնարավորություն՝ հանրային լսումների ընթացքում

> Հանդիպման ընթացքում.

- Բանավոր, հեռախոսով (զանգահարելով միացած մասնակիցներ)
- Բանավոր՝ վեբի/Zoom-ով կապվելու միջոցով՝ «Ձեռք բարձրացնել» գործառույթն օգտագործելով
- Գրավոր՝ Zoom-ի «Հարցեր և պատասխաններ» գործառույթի միջոցով
- 2-րոպե տևողությամբ մեկնաբանության ժամանակահատված՝ յուրաքանչյուր ելույթ ունեցողի համար

> 45-օրյա մեկնաբանությունների ժամանակահատված

- **Փոստային հասցե՝** Brian Balderrama, Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop: 99-17-2, Los Angeles, CA 90012
- **Ծրագրի էլ.փոստ՝** AVL@metro.net
- **Առցանց մեկնաբանության ձյաթուղթ «Metro AVL» ծրագրի կայքէջում՝** *metro.net/avl*
- **Ծրագրի հեռախոսահամարի շուրջօրյա (24 ժամ) թեժ գիծ** (բանավոր)՝ (213) 922 4844

Metro

Հանրային մեկնաբանությունների աշխատաշրջան 45-օրյա մեկնաբանությունների ժամանակահատվածից հետո հաջորդող քայլերը

> 45-օրյա հանրային վերանայման ժամանակահատվածից հետո «Metro»-ն կսկսի վերջնական EIR-ի նախապատրաստումը

- Ստացված յուրաքանչյուր մեկնաբանություն կարձանագրվի վերջնական EIR-ում
- Մեկնաբանություններին տրված գրավոր պատասխանները, որոնք նշանակալից բնապահպանական խնդիրներ են վեր հանում, կտրամադրվեն վերջնական EIR-ում:

> Ավարտված վերջնական EIR-ը նախքան ծրագրի հաստատումը կվերանայվի «Metro»-ի տնօրենների խորհրդի կողմից:

- EIR-ի նախնական տարբերակի ողջ տեղեկատվությունը, հանրային վերանայումների ընթացքում ստացված մեկնաբանությունները և մեկնաբանություններին տրված պատասխանները հաշվի կառնվեն «Metro»-ի տնօրենների խորհրդի կողմից՝ նախքան ծրագրի հաստատումը:

Metro

Ինչպես հանրային մեկնաբանություններ ներկայացնել

Հանրային մեկնաբանություններ

Արտահայտվելու խնդրանք՝



Zoom հավելվածի օգտվողներ՝ Ձեռք բարձրացնելու գործառույթ

Հեռախոսից օգտվողներ՝ Ձանգահարեք *9՝ ձեռք բարձրացնելու համար

Երբ խոսելու ձեր հերթն է՝



Zoom հավելվածի օգտվողներ՝ Ձեզ հուշում կտրվի, որ միացնեք ձեր բարձրախոսի ձայնը

Հեռախոսից օգտվողներ՝ Ձանգահարեք *6՝ ձեր բարձրախոսի ձայնը միացնելու համար

Գրավոր մեկնաբանություններ՝



Zoom հավելվածի օգտվողներ՝ Օգտվեք Zoom-ի «Հարցեր և պատասխաններ» գործառույթից

Zoom-ից/հեռախոսից օգտվողներ Օգտվեք առցանց ձևաթղթից՝ Metro.net/AVL

Metro

Այսօրվա հանդիպումից հետո

Հանրային մեկնաբանություններ ուղարկեք փոստով, էլ.նամակով, հեռախոսով կամ առցանց մեկնաբանության ձևաթղթով



Brian Balderrama, Deputy Executive Officer
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metro.net/avl

Մեկնաբանությունների վերջնաժամկետը ուրբաթ, 2021թ. սեպտեմբերի 10, ժամը 11:59pm է:

Ինչպես հանրային մեկնաբանություններ ներկայացնել

Հանրային մեկնաբանություններ

Արտահայտվելու խնդրանք՝



Zoom հավելվածի օգտվողներ՝ Ձեռք բարձրացնելու գործառույթ

Հեռախոսից օգտվողներ՝ Ձանգահարեք *9՝ ձեռք բարձրացնելու համար

Երբ խոսելու ձեր հերթն է՝



Zoom հավելվածի օգտվողներ՝ Ձեզ հուշում կտրվի, որ միացնեք ձեր բարձրախոսի ձայնը

Հեռախոսից օգտվողներ՝ Ձանգահարեք *6՝ ձեր բարձրախոսի ձայնը միացնելու համար

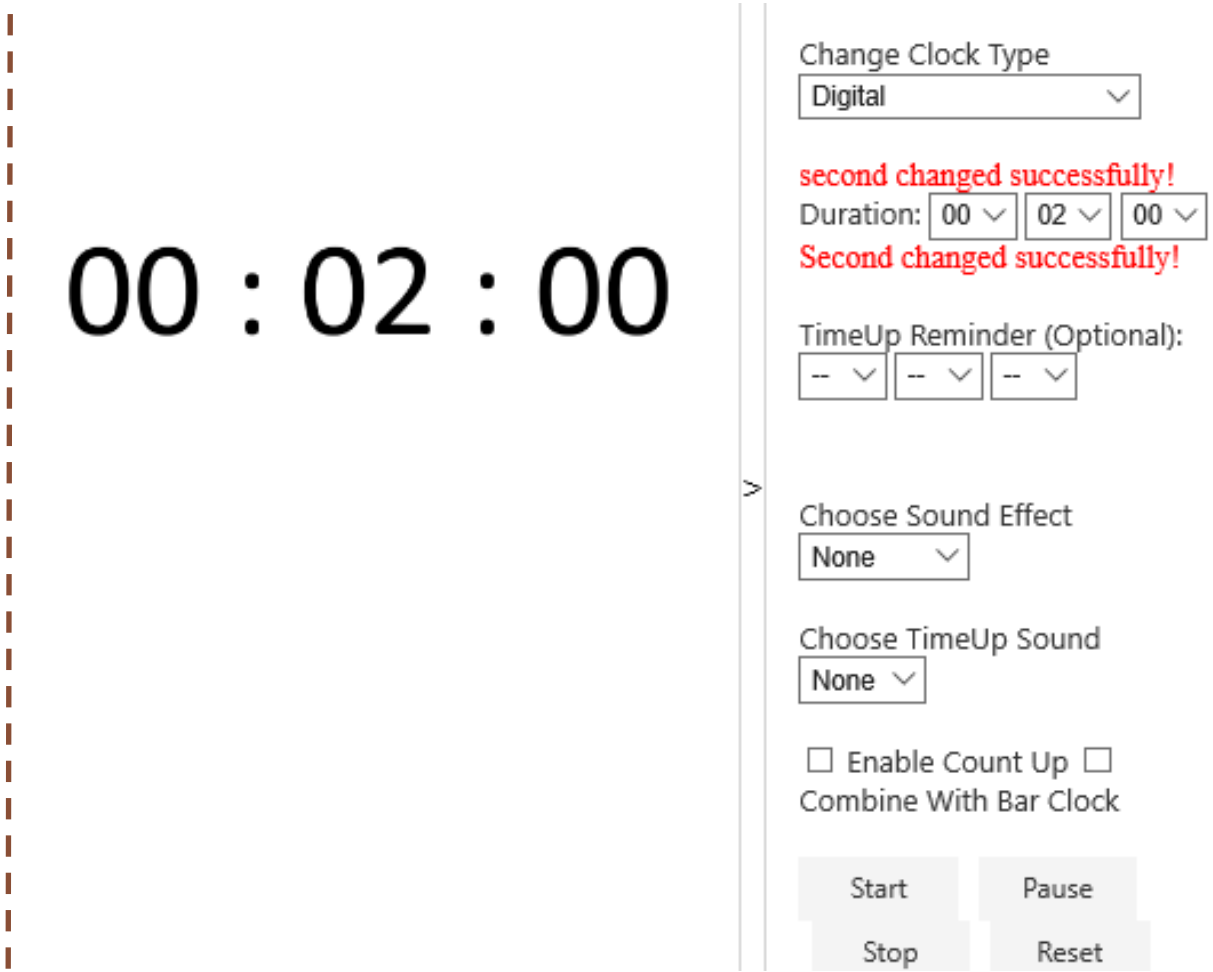
Գրավոր մեկնաբանություններ՝



Zoom հավելվածի օգտվողներ՝ Օգտվեք Zoom-ի «Հարցեր և պատասխաններ» գործառույթից

Zoom-ից/հեռախոսից օգտվողներ Օգտվեք առցանց ձևաթղթից՝ Metro.net/AVL

Metro



Երկու րոպե՝ յուրաքանչյուր ելույթ ունեցողի համար

Cómo enviar comentarios públicos

Comentarios públicos

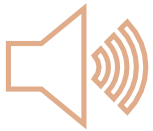
Pedir la palabra:



Usuarios de la aplicación Zoom: Usar la función levantar la mano

Usuarios de teléfono: Marcar *9 para levantar la mano

Cuando sea su turno de hablar:



Usuarios de la aplicación Zoom: Se les pedirá que activen su micrófono

Usuarios de teléfono: Marquen *6 para activar su micrófono

Comentarios por escrito:



Usuarios de la aplicación Zoom: Usar la función de preguntas y respuestas (Q&A)

Usuarios de teléfono: Usar el formulario de comentarios en línea

Metro

Después de la reunión de hoy

Envíe comentarios públicos por correo postal, correo electrónico, teléfono o en un formulario de comentarios en línea.



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metro.net/avl

Los comentarios deben enviarse antes del viernes, 10 de septiembre de 2021, a las 11:59 p.m.

Ինչպես հանրային մեկնաբանություններ ներկայացնել

Այսօրվա հանդիպումից հետո ինչպես մեկնաբանություններ ուղարկել

- **45-օրյա մեկնաբանությունների ժամանակահատված 2021թ. հուլիսի 28-ից մինչ սեպտեմբերի 10-ը**
- **Հանրային մեկնաբանություններ ուղարկեք փոստով, էլ.նամակով, հեռախոսով կամ առցանց մեկնաբանության ձևաթղթով**



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- **Մեկնաբանությունների վերջնաժամկետը ուրբաթ, 2021թ. սեպտեմբերի 10, ժամը 11:59pm է:**

Metro

APPENDIX H.2

MEETING TRANSCRIPTS – AUGUST 18, 2021

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements

PUBLIC HEARING

August 18, 2021

Case No:

CERTIFIED COPY

Metro Antelope Valley Line Capacity Service Improvements Program

Public Hearing

Wednesday, August 18, 2021

6:00 - 7:30 p.m.

REPORTED BY:

Katherine Thomas
CSR No. 14378

CERTIFIED COPY

PARTICIPANTS

Jackie Gagossian
Peter Feldman
Maggie Cheung
Diana Orozco
Darren Tucker
Danielle Valentino
Eric Banghart
Ben Lopez
Thomas Reese
Yvette Reeves
Brian Balderrama
Maria Yanez-Forgash
Stephanie Espinoza
Monica Paderanga
Richard Carney

Antelope Valley Line Capacity

and Service Improvements Program

Virtual Public Hearing

Wednesday, August 18, 2021

MS. VALENTINO: Good evening everyone. This is Danielle Valentino LA Metro. We are getting ready to start our public hearing on The Antelope Valley Line Capacity and Service Improvements Program.

We are just giving it a couple seconds here as we let people enter into the virtual meeting room, but we welcome you here, and we're very appreciative of you taking the time to join us this evening.

So just be patient as we allow some folks to join us, and we will get started in just about a minute or so.

Thank you.

As we await our start here, just a reminder if you're an elected official or staff from an elected office or any organization that would like to be acknowledged this evening, please let us know.

You can submit your introduction of who you are into our chat, and we will gladly announce you and welcome you this evening.

With that, we'll get started. If we can move to the

next slide, please.

For this evening's presentation and for the meeting, we will be offering both, of course, English presentation, but we have two rooms for translation. One is for Spanish and one is for Armenian interpretation.

So you'll need to do it in your computer, just click on your interpretation icon in your Zoom application and pick which language you'd like to hear, either Spanish and Armenian is available tonight.

You will see that our Spanish and our Armenian translated presentation have also been posted into the meeting chat this evening.

So can you take a look at the meeting chat and be sure to reference those, and you can also go to our website, which is the Metroavl website, and we have links to the website in our chat, and that will also take you to the presentations that are posted online on our website.

If for any reason you have trouble accessing the presentation through the Zoom, you can access it on our website.

Just a reminder that this meeting is being recorded and all comments and questions can be submitted, if you have any technical issues, through our Q&A.

We also want to make sure that you see the Spanish on the screen as well as Armenian language instructions here.

If you're searching into getting into the interpretation rooms, we do have instructions here on our slide on how to do that.

Next slide, please.

Just a bit of housekeeping before we get into the content of the presentation. Just a reminder that as this meeting is recorded, your cameras are also turned off, and your microphones are also muted.

You can submit, as we mentioned, questions through the Q&A, and you can also use the oral public comment option of simply just raising your hand icon, and we will be aware that you would like to make a comment or a question.

You can also call our phone number at (909) 310-2788 if you have any questions, specifically if you're having any technical issues. We'll do our best to help you. We have a team member there ready to answer the line.

Also, I just want to briefly take a pause as we wait for more to enter the meeting room. We do want to introduce our team that's here on the line. You'll be hearing from several of our team members.

So we will be sharing with you some information about who each person is here. We have Brian Balderrama who is our Senior Director from Metro Regional Rail.

We have Eric Banghart who is our engineer on the project and project manager from Mott MacDonald. We also

have Peter Feldman, who you will see shortly.

Peter Feldman is with the environmental team leading the CEQA process of this project. We also have our outreach team here helping us this evening behind the scenes and you may hear from them if you call the hotline that we gave.

Next slide, please.

As mentioned, these are our presenters this evening, and you'll see their names and titles here. It's in our PowerPoint slides, and we're really looking forward to informing you more this evening about findings from the EIR document.

Next slide.

In terms of purposes of the meeting, we're going to turn this over to Brian Balderrama, but just to queue it up a little bit, we're going to have an overview of the Antelope Valley Line Capacity and Service Improvements Program, essentially the scope and scale of this project and environmental study.

We'll explain the environmental process that's underway since the kick-off during scoping during October and November of last year.

Then we'll also get into the environmental study findings and impacts that have been identified through this draft environmental process.

We'll also then prepare to receive your public

comments at the end of the meeting, and we really do encourage your support and assistance with being clear in your comments and providing your first and last name as well as the organization, if you are willing, that you represent as you make your comment.

With that, we will turn this over to Brian Balderrama, who is our project manager for this effort.

Brian.

MR. BALDERRAMA: Thank you, Danielle.

So for the purposes of this meeting, any time you hear AVL, we will be referring to the Antelope Valley Line.

Next slide.

For our project overview, we'll discuss the service improvements, going into our environmental setting, the stakeholders that have been involved to date, the benefits of the project, the funding that we have to date, and then walk you through our proposed project elements in more detail, as well as a high-level timeline.

Once we get into the second part of our program, we'll discuss what our project impacts are that were identified through our environmental study.

Then lastly before we start our public comment period, we'll go through that exercise of giving you some additional feedback on important things we need for you to know.

Next slide.

The project proposes an expansion of the commuter rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements projects located along this AVL Corridor, if we go from starting from the Balboa project working north, that first Balboa project is located within the City of Los Angeles.

The second project is located in the City of Santa Clarita, and the third would be located in the City of Lancaster at our Lancaster Terminal.

The fourth infrastructure improvement, the Brighton Street to McGinley Avenue Double-Track project has already been environmentally cleared separately as part of Metro's Brighton Double-Track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30-minute bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As an overview for the corridor, the AVL is a 76-mile railroad route owned by Metro and used by operators such as The Southern California Regional Rail Authority.

The the AVL extends from the Los Angeles Union

Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, Newhall, Santa Clarita, Acton, Palmdale, and Lancaster.

The Union Pacific Railroad operates Class 1 freight rail service on this corridor as well. The route is a Federal Rail Administrative Track Class 4 with a maximum speed up to 79 miles per hour.

Just so you know, there are up to 30 Metro link commuter trains and 12 Union Pacific Freight rail trains per day.

Next slide, please.

Though the proposed project is statutorily exempt from CEQA, Metro wanted to address any community concerns and prepared an EIR study for a more detailed evaluation of the project impacts.

This approach was supported by all project stakeholders specifically the North Los Angeles Transportation Coalition who also serves a project funding partner. It should be noted that technical studies were not completed in isolation.

This EIR considers commutative impacts from projects such as the LINK US, East San Fernando Valley Corridor, The California High Speed Rail Authority Phase 1, and The

Metrolink Score Program Phase 1B. All of those have different websites for you to get additional information on.

If I can get the next slide.

So this is a collection of stakeholders involved in the project that regularly receive project updates for coordination purposes and/or have provided us comments to date during this environmental phase.

This is not a comprehensive list and we hope that it continues to grow with those of you that are joining us tonight.

Next slide, please.

So single-track corridor is equivalent to trying to provide two-way traffic on a single-lane roadway. By providing more double-track at key locations, we will enable twice as many commuter rail trips as currently being proposed with the full build-out of this program.

We will improve the ability to respond to the employment population growth for this corridor for the next 20 years.

We will improve passenger rail service and reliability and also provide the necessary infrastructure to enhance operational flexibility and reliability to our operators.

Next slide, please.

The base project is fully funded at 220 million due

to the Measure M funding from the North Los Angeles Transportation Coalition and State funding through our award from a 2020 grant program.

Now I'd like to turn this over to Eric, so he can walk you through some of the proposed project elements.

MR. BANGHART: Great. Thank you very much, Brian.

Next slide, please.

So there are three proposed project elements I want to go through as we're introducing the map, the Balboa double-tracking, Canyon Siding, and Lancaster Terminal. So I'll go through each one of them.

On the next slide we have the Balboa Double Track Extension. This is right around the area of where the 5 and 14 split in the very northern part of the City of Los Angeles.

It's just over a mile double-tracking project, about 6,300 feet and that's where Brian was talking about to allow better service on this more two way traffic.

The project would be within the existing right-of-way. There may be some encroachments on CalTrans property and then there also will be some work where the alignment falls underneath the 5 Freeway where we would have some column protections to make sure, as we add that additional track in there, that those columns are protected.

On the next slide, we have the Canyon Siding.

Similar to the last one, this is also a double-tracking project that would extend existing siding that's out there today by about 8,400 feet.

We would also add a new crossing to allow trains to change -- pretty much change lanes as Brian mentioned, using the highway example.

That's converting the existing CP turnout to a crossover, that's where the No. 3 is, and then the No. 4 is showing the Golden Oak Road requiring new installation of new traffic signals, new striping throughout the intersection to support a more safe crossing.

We'll also be improving the Santa Clarita station, which is shown on the next slide. So as you can see on this image, this is the existing station there is today.

On the bottom, the black line is the existing single track and then the outlined is the platform, which we refer to as a side platform. So just meaning that the platform is directly to the side of the existing track.

Then you can see at the top of the page we also have the existing station. So that's all what it looks like today.

As we come through with the second track on the next slide, this is what's considered the base option.

If we go to the next slide, this is the base design. So I'll show you several options that we have, but we

have -- for this -- unlike Balboa where we didn't have options, this one does have options.

So as a base design, we will be adding a second track that's labeled there that's closer to the blue line. So kind of the bottom of the page, that's the new second track.

We will be adding a new second side platform. So everything in blue, that blue color or aqua color is all the new things we'll be adding to the station.

So a new track and then a new side platform. So those are all in the base design.

If you go to the next slide, this is Design Option 1, and so based on coordination with our stakeholders, we wanted an option that would allow for a pedestrian underpass instead of having the pedestrian crossing at-grade across the track.

So everything in red is showing what that would entail. So it entails new ADA ramps and a tunnel that goes underneath the tracks and then pops back up to the service right around where the existing side platform is. So that is Design Option 1.

On the next slide, we have Design Option 2. This is kind of a new term. This is what's called a center platform. So instead, remember before we had the side platform, this is a center platform.

So what that means is that both tracks can be accessed from the center platform. Similar to Design Option 1 we're going to access the station via an underground tunnel or an undercrossing.

We'll also be aligning that crossing better with the Santa Clarita Station parking lot. Because the station is up kind of on a hill, this will allow direct access. Instead of the side platform, it will allow direct access to the parking lot and also where a lot of the bus stations are located.

On the next slide, we're now moving down to the Lancaster Terminal improvements as Brian mentioned before. On the slide here, we have the existing station configuration.

At the top of the page is the existing station. So we have two existing Metrolink tracks. We also have between one and two existing UP railroad tracks that are in that area.

Further to the north across Lancaster Boulevard -- so if you look at this image, the image on the bottom is just the north on the other side of Lancaster Boulevard. So just look from left to right, and then as you go to the bottom slide, continue left to right.

This will make more sense here on the next slide, but that just shows what's just to the north of Lancaster Boulevard.

This is where the improvements start coming in. As part of this -- the base design is expanding the existing layover facility to allow trains to be stored, fueled, and also to have operator facilities at the location.

This also includes improvements to Lancaster Boulevard grade crossing. As you can see, the new colors, you can see we have two new storage tracks that are 500 feet and one storage track that is 1,000 feet. We also have the maintenance facility building and also provisions for fueling.

So this is the base design. It has no changes to the existing Lancaster Station. I just want to point that out, because you'll see in our design options, that's when we start to have changes or improvements to the Lancaster Station.

So on the next slide, so nothing changes from the slide I showed you before, still the terminal -- or the storage tracks, which stayed the same, but what you're going to see here is the changes to the station.

So currently out there today there is a slide platform, like I showed in the very first slide for Lancaster. Here we have a center platform instead of that side platform.

This would allow for better operations for passengers and for the trains, and the way we would connect

people to that platform is through what's shown in there in the red, that's the undercrossing.

So that would be -- yeah, that's the undercrossing, underpass, or tunnel that would connect from the existing station parking lot to the platform.

On the next slide, we have Design Option 2. Same exact thing, but instead of using an undercrossing, we would use an overcrossing or a pedestrian bridge. That would allow people to access from the station parking lot, again, but through a bridge.

We do have emergency egress where people can access during emergencies, but those would be only used during emergencies. The main path of travel of pedestrians would be over the top.

Then finally, Design Option 3 is similar with using a center platform, but instead of using a tunnel or a bridge for pedestrians to access the station, we would use at-grade crossings.

So all these options were developed via coordination with our stakeholders to make sure that all of these could be environmentally included in the document.

Next slide.

So just talk about schedule quickly. This just lays out, as Danielle had mentioned before, we started with the notice of preparation, the scoping meetings in October and

November of 2020.

We then completed the technical studies through the winter and the spring. We are now there -- in July 2021, was right when we released the draft EIR. August 2021 is the public hearings that you're at tonight, and then looking to finalize the environmental document in late 2021.

Moving forward in partnership with Metro and Metrolink, they're working together on this project. The project will be handed off to Metrolink to complete the design. That schedule is shown in the bottom.

In the fall of 2021, there's administrative preparation. So that's getting ready for the contracts, getting the contracts for teams to come on board.

In July of 2022, they'll start working on the design and looking for the end of the design phase coming in July 2024. The summer of 2025, looking to work on the actual beginning of construction -- sorry -- December 2024. The bottom shows December 2024 for construction.

With that, I'm going to hand it over to Peter, who is going to talk you through the environmental studies.

MR. FELDMAN: Thank you, Eric. Good evening, everyone. I'm going to provide sort of a Cliffnote summary of the project impacts as well as the proposed mitigation identified in the draft environmental impact report.

This presentation isn't intended to be sort of an

exhaustive summary of all the impacts identified in the EIR, but rather sort of a high-level summary of just the potentially significant impacts identified in the EIR.

So next slide, please.

So starting off with aesthetics and visual impacts, generally for the most part potentially significant impacts were identified mainly in the City of Santa Clarita associated with the Canyon Siding Extension.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the Canyon Siding Project site, and that's mainly due to the presence of construction equipment, as well as construction activities that will be occurring within the site.

Skipping over the bullet right below this and going on to the operational impact at the site, which would be related to kind of permanent alterations to the hillside resulting from a lot of the grading that would take place along the Canyon Siding Extension.

So it would include the chase removal, as well as actual grading that would change sort of the hillside. This would mainly affect views for residence north of the site.

One such view is on this side right here as you can see, and then going back to construction, applicable to all of the capital improvements, the project may require nighttime construction and associated with that would be

nighttime lighting.

So there may be a need for nighttime lighting, which can create, you know, light spillover onto adjacent land uses and just general sort of nighttime disruption to adjacent land uses.

To mitigate these impacts the EIR proposes screening the Canyon Siding site from view for the residence to the north. So that would include, you know, some hopefully visually -- aesthetically pleasing screening of the equipment and construction activities.

For nighttime lighting, the EIR requires that the sites during nighttime be screened from the public, as well as requiring the construction contractor to direct lighting onto areas where construction activity is occurring, essentially limiting any kind of spillover light from the site.

To mitigate permanent impacts to the hillside on the Canyon Siding site, the EIR proposes to provide replacement vegetation consistent with the existing natural vegetation only to the degree to which views of the hillside would change.

Next slide, please.

So for biological resources, as well as water resources, I'll start with biological resources. The EIR determined that construction activities such as site

clearing, vegetation removal has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within several of the capital improvement sites and their surroundings.

With the Balboa Siding Extension -- Balboa Double Track Extension and the Canyon Siding Extension sites presenting the greatest concern, as these areas have undeveloped land and natural areas, which are likely to contain habitat for sensitive species as well as general wildlife.

In particular, nesting birds and bats likely use vegetation structures, such as the I-5 bridge and the Balboa site for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures. I'm not going to go through all of them, but to summarize, they consist mainly of reconstruction surveys to determine if any wildlife is present or sensitive plant species are present on the sites.

They would also include biological monitoring during construction to ensure that none of the construction activities affect either existing wildlife and to hopefully minimize as much habitat disturbance as possible.

Other strategies would include things like

delineating the project sites so that construction personnel don't disturb areas that are either sensitive or do not need to be disturbed. Other mitigation also includes vegetation replacement, once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during a storm event, may carry contaminants into local water bodies downstream from any of the capital improvement sites.

In addition, while not anticipated, there is potential for excavation activities to encounter contaminated groundwater, particularly at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster Terminal improvements, would include a wash facility that would generate waste water requiring proper disposal and handling.

To mitigate these potential impacts, the project would be required to comply with a set of permits, including stormwater discharge permits, which require development of stormwater and pollution prevention plan or watering permits for a groundwater encounter and a stormwater discharge permit for industrial activities to address the watch facility.

Next slide, please.

MS. VALENTINO: Eric, [sic] forgive me for interjecting. I just want to quickly interject, because I

know there's a lot of great substance here.

We have some great folks who have joined us this evening. We just want to acknowledge Supervisor Barger's office, thank you to staff, we have David Perry here. Thank you so much for being here.

Also from Mayor Garcetti's staff we have Doug Mensman, and we also have Jacque, Jacqueline Ayer from the Town of Acton.

So thank you all for being here and forgive the interruption.

MR. FELDMAN: No problem, Danielle.

Cultural, tribal, and Paleontological resources. So for purposes of discussion, cultural resources are different from tribal cultural resources. The former being those resources of historic or prehistoric value.

In the case of this project, we're mainly talking about archeological resources, as there's no historic buildings that have been identified.

The latter, being tribal cultural resources, are those resources considered important Native American tribes. The AVL Corridor has been identified as a tribal cultural resource by the Kizh Nation. According to the tribe, the Corridor was used as a trade and migration route.

In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of

Mission Indians.

No cultural or tribal cultural resources have been identified within the construction footprint of any of the capital improvement sites. There is always potential to encounter unknown resources during excavation of earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archaeological monitoring program, which would include presence of archaeological and tribal monitors during excavation activities, as well as cultural resource monitoring plans, which would prescribe procedures in the event that a potential resource is encountered.

Then just to note, tribal consultation for this project is ongoing and that includes developmental of mitigation to address specific tribal cultural resource concerns.

For paleontological resources, similar to cultural and tribal cultural resources, there's potential for ground-disturbing activities to encounter unknown fossils or geologic resources.

Similarly, mitigation for this potential impact would include paleontological monitoring, a paleontological monitoring program, in very similar fashion to the cultural monitoring program.

Next slide, please.

So far hazards, hazardous materials, geology and soils, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities, these things such as fuels and solvents that are used on construction sites.

Additionally, there is a potential for contaminated soil or groundwater, both due to the historic industrial uses that surround the AVL, as well as the railroad operations that have been going on in the AVL for quite some time.

Moving on to contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese List of Hazardous Waste Sites that requires special consideration written into California law.

Finally, the Balboa Double Track site is located within the City of Los Angeles designated Methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts regarding hazards and hazardous materials, the EIR would require a hazardous materials management plan be developed, as well as a soil and groundwater management plan to address handling and disposal of hazardous materials and wastes.

In addition, the EIR requires preparation of Phase 1

and Phase 2 environmental site assessments to determine any hazardous concerns specific to any of the capital improvement sites, as well as strategies to address such concerns during construction.

These assessments would be conducted as design is further developed on each of the sites.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations to address the methane zone that the Balboa site is located at.

For geology and soils impacts, quite simply the grading activity associated mainly with the Balboa Double Track and the Canyon Siding Extension could result in unstable soils or slopes posing potential seismic concerns or risks.

To adjust this impact, a geotechnical report including recommended seismic design measures will be prepared as the design of the project progress.

Next slide, please.

So for noise and vibration, construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are identified in the slide. Additionally, vibration generated by construction activities

would be likely to exceed vibration annoyance thresholds at residential land uses, and that's for each of the capital improvement sites as well.

I do note that not all construction activities are anticipated to exceed noise limits. Generally, significant noise impacts would only occur during the noisiest or most intensive periods of construction.

To address these impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment horsepower to be used during particular times of day.

Other things such as notification of nearby land uses or residences prior to particular noisy activities, and potentially prescribing noise-dampening equipment, such as, you know, noise blankets to be laid on a particularly noisy construction equipment could be employed at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable. This is mainly due to the proximity of a few sensitive land uses to the construction sites.

There's simply no way to reduce noise during the noisiest portions of construction below the noise limits that

have been identified.

To address vibration impacts, a vibration monitoring plan similar to the noise monitoring plan would be developed. Based on our analysis, all impacts from the proposed service increase would be less than significant.

Next slide, please.

Finally, transportation, air quality, and greenhouse gas. So starting with transportation, construction of the project would result in typical disruptions to local traffic, such as road or lane closures and traffic delays similar to any kind of construction project that is occurring within or near a roadway.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or where construction work is occurring in close proximity to the track.

While the amount of disruption is likely to be limited, to address that impact, a construction service plan would be developed in connection with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions to Metrolink.

To address impacts on local traffic, a construction traffic management plan -- or management plans for each of the sites would be developed to minimize impacts along roadways and sidewalks.

Regarding air quality and greenhouse gas emission, the increase in Metrolink service would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional thresholds.

The portion of the project that is within the South Coast Air Quality District is those areas south of the Antelope Valley essentially.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emission. Our service improvements would result in a decrease in passenger vehicle miles traveled.

The EIR determined the decrease in VMT would not offset the increase in nitrogen oxides and THG emission below applicable thresholds.

Although mitigation is available to address the locomotive emission, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero emission fleet.

The EIR does identify construction period mitigation measures, such as construction equipment specifications to reduce emissions from construction equipment and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emission generated by the project.

Despite our mitigation efforts, the EIR did determine that air quality and greenhouse gas impacts would

be significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to close us out.

MS. VALENTINO: Great. Thank you, Peter, very helpful information.

I know it's a substantive meeting this evening, so we appreciate all of you for your patience as we are getting through a lot of our findings and wanting to make sure we're as complete in sharing those as possible.

As Peter mentioned, full details are in the environmental report. So you do want to review that and in terms of where to review the environmental document, we have the EIR available on the Antelope Valley Line, the Metro website for the project.

So you'll be able to access that at your convenience through our Metro website at metro.net/avl, and then we also have several library locations along the corridor where you can access the environmental document in the physical copy form.

So here's a list of those locations and we're very intentional in wanting to ensure that there was at least a library along the 76-mile corridor where you could access this.

So please take a look at that list, and hopefully that will work for you. These libraries are open at the

moment. Things are always changing, but you should be able to access it there in person if you prefer instead of digitally.

We also have a copy at our Metro headquarters building. If you need to schedule an appointment, we can work something out with that.

Next slide, please.

Just a reminder, we have two virtual hearings related to the environmental document at this phase of project.

So this one is obviously this evening, and we will have another one on Saturday, August 21st, this Saturday, starting at 11:00 a.m.

So we encourage everybody to attend both or just one, rest assured it's really the same information in terms of PowerPoint slides. You may get a variety of questions, but it's certainly the same project information being presented at both meetings.

We also have, in terms of the meeting format, of course, it's really focused on presentation followed by the formal comment receipt.

We also have a court reporter with us at both meetings. So you'll be able to feel assured that our court reporter is recording your comments and questions today.

Next slide.

Now, during the public comment session, which we are going to be starting here shortly, just a reminder that we are accepting comments verbally by telephone.

So feel free to make a phone call to us today through the telephone lines offered. We will be able to actually take your call on the line and hear your verbal comment.

You can also just submit through our Zoom connection, you can just raise your hand, just use the raise your hand icon, and we'll allow you to speak through the web connection as well.

You can also submit your question or comment through the Q&A, and you will have about two minutes per speaker. So we will indicate to you once your two minutes are up.

If we have time, we will allow you to stand in the virtual line to make another comment or ask a question. So just know that we will honor the two-minute cutoff. We have a 45-day comment period. So you will have 45 days to submit any formal comments related to the EIR.

So feel free to, at your leasure, review the document on your time, and just make sure you submit your comment by September 10th, no later than 11:59 p.m. if you can. So we can make sure we get that included in the environmental document.

You can also send your comments by regular mail to

the project manager, who is Brian Balderrama. He is the Deputy Executive Officer for LA County MTA, and you can reach him at One Gateway Plaza, Mail Stop 99-17-2, Los Angeles 90012.

You can e-mail your comment to the project e-mail at AVL@metro.net, and you can submit your comment through the online comment form, if that's easier, at metro.net/avl.

Lastly, you can also call our 24-hour hotline. In case you want to skip typing or writing, you can just call at any time. Our project hotline will record your comment, and so that number is (213) 922-4844.

I'm actually going to make sure I said that correctly, because it wasn't big enough for me. The phone number is (213) 922-4844 to submit your verbal comment.

Next slide.

Great. So we are going to get going here. We're going to start our comment period of 45-day review. After we receive all of your comments by September 10th, the team will review them and start compiling them into their final environmental document.

At which point the team will bring this to the Metro Board of Directors for purposes of Metro Board getting updated and having the opportunity to review the comments and essentially certify that the environmental document has been complete and moving us on to our next steps in this project

development process.

Next slide, please.

Great. So before we get underway on public comment this evening, just a quick reminder. If you wish to request to speak, just use your Zoom application by raising your hand feature. You have the hand feature there so just raise that.

If you're on the phone, you can just basically dial star 9, that will indicate to us you're waiting to speak.

Also, when it's your turn to speak, if you're using the Zoom application, you'll be prompted to unmute your microphone.

That usually takes a couple seconds, so don't worry, we'll wait for you. Once you're unmuted, you'll be able to speak. If you're a phone user, just dial star 6 to unmute your microphone.

Again, written comments are welcome at any time including after the meeting, you can always submit your comments before midnight September 10th.

You can also submit comments today during the meeting in the Q&A function. So just submit it on the Q&A, or you can also use the online comment format at metro.net/avl.

Then, that's it. We've gone over our contact tools, but, again, just our e-mail address, AVL@metro.net. (213) 922-4844 is the project hotline available to you at any

time during the 45 days and beyond.

Then you can also reach us at our website and review all of our information and content on the website as well, which is metro.net/avl, and comments are due Friday, September 10th, 2021 at 11:59.

Next slide.

Okay. Great. So we're going to get started here. We are going to have two minutes per speaker. Like I said, we will not cut you off if you have multiple comments. You can, assuming time permits, we'll let you come back and submit another two-minute comment.

So with that, let me go ahead and take a look at who is in the queue of submitting comments. We have one comment/question submitted through the Q&A function from a Mr. Hardy.

David Hardy wrote: When will the Metrolink Vista Canyon Station open and the Via Princessa Station close?

So that may be one we have to get back to you on, but I did want to raise that out loud in case there is anyone on the team that is able to share more information on that.

Brian, is there any information you're able to share on this item?

MR. BALDERRAMA: As far as receiving announcements, Metro has not received an announcement for the opening of the new station.

As soon as we get some of those advanced notifications from Metrolink, we in turn do our support for public outreach, so that everybody can be informed.

We will definitely reach out to Metrolink after this to get accurate information, and as the operator for the Antelope Valley Line Corridor, it's at Metrolink's discretion to close any stations at this time.

I know they're evaluating all current stations that are supporting the City of Santa Clarita. So once this new station goes online, that would be four stations supporting the city.

MS. VALENTINO: Great. Thank you for that. That's very helpful context, and we will be able to also give you some further feedback in the EIR.

I'm moving on here just to make sure we don't miss anyone. We have Andrew Buenko who has submitted a comment through the Q&A. Thank you, Andrew.

His comment is: Any plans to extend it to Reno?

I can just quickly share that that's not in the current scope of work for this particular project.

But, Brian, any feedback?

MR. BALDERRAMA: Correct. That would be outside of the scope of work. The current terminus is the City of Lancaster.

Metrolink continually monitors market segments where

they can grow in any direction, and at the time, there isn't current plans to to extend this line beyond where it terminates today.

MS. VALENTINO: Great. Thank you. Thank you, Mr. Buenko. Appreciate it. We appreciate your comment.

David, we have another comment here from David Hardy submitted through the Q&A.

The comment is: The San Fernando tunnel needs to be extensively redone. Movements through the tunnel are painfully slow and inefficient. A new double-track tunnel would be the ideal.

Thank you, Mr. Hardy. We will take note of that and include your comments in the EIR.

We have another comment here from Mr. Andrew Buenko. His question is: How will it affect the new station, which is under construction in Vista Canyon, Canyon County?

So how will this project affect the new station in Vista Canyon?

Brian, any feedback there?

MR. BALDERRAMA: So once the new station comes online, any enhanced service proposed through this program would directly impact new potential services beyond what one would see as far as an available schedule to them as soon as Vista Canyon were to open.

Meaning, if construction for our program is targeted

by 2024, it would -- you would see incremental increases of service up until then and then changes to the Metrolink schedule.

MS. VALENTINO: Okay. Great. Thank you.

We have a question here, this one is verbal from Bart Reed. Welcome Bart Reed. We'll turn it over to you and start our two-minute timer.

Bart, actually, I should first make sure you can get on the line okay. Are you able to speak?

Remember to press star 6 to unmute your mic. Okay. You might have -- maybe he -- you can call us back.

MR. REED: No, no, no, hello?

MS. VALENTINO: Okay. Great.

MR. REED: -- an unmute feature.

MS. VALENTINO: We hear you.

MR. REED: Looks like Danielle Valentino.

MS. VALENTINO: Hi there, go ahead.

MR. REED: So here's the question here, actually three just pointing me in the direction, but are there any community betterments in these segments?

The Santa Clarita Segment or the segment at Balboa, just essentially from the tunnel to where the double-tracking is at Balboa, there's nothing pretty much there.

But is there any community betterments scheduled at the same time in Santa Clarita, like crossings or bridges

across the tracks for the community, anything of that nature?

MS. VALENTINO: Thank you. Good question, and ahead of your time.

Brian, would you be able to give a context to that?

MR. BALDERRAMA: Yes. So, Bart, for any of our proposed improvements that pass an existing at-grade crossing, regardless of the improvements that are occurring at that specific location, the project proposes to make sure that they're quiet zone ready so that we, through the project, install all of the infrastructure that is required and would enable the sponsoring city to follow through with federal requirements in order to move that crossing to an actual quiet zone location.

MS. VALENTINO: Great. Thank you, Brian, and thank you, Bart.

We're going to move on to the next caller who is waiting on the line. This is Jacqueline Ayer calling, Town of Acton.

Jacqueline, welcome, go ahead.

It always takes a few seconds for people to get off of mute. Remember to press star 6 to unmute your mic.

Hi, Jacqueline, remember to press star 6 to unmute your mic.

All right. Well, we'll be here for you, don't worry, we're not going far away. So we'll come back to you

in a couple minutes.

We're going to move on to Ms. Anjie Preston, who submitted a question in the Q&A.

The question is: If you missed a portion of today's presentation, are the Zoom slides available?

Great question. Yes, Anjie, we do have them available on our website because we were really appreciative of the community and stakeholders feedback during our scoping meetings that it's really helpful to have these slides on our website as well as th Zoom meetings.

So if you go to our website, even right now, you'll see them there, the English, Spanish, and Armenian are available through the Metro project website, which is metro.net/avl, and you'll see them on the right-hand side of our project page. Feel free to reach out if you have any trouble finding it.

Okay. Great. Next question we have from Michael, Michael Bertell, and his question is: Will the construction be going 24 hours, or will it be regulated hours?

Great question. Brian, is that something --

MR. BALDERRAMA: So that level of detail is unknown at this time. Right now we're just trying to make sure that we account for any conservative design changes in this environmental clearance.

As we proceed forward through the final design,

we'll get a better idea of the duration, construction hours, impacts.

One of the things that you will definitely see well ahead of any construction, are public meetings, notifications letting everyone know what those impacts are and your ability to provide comments before a contract is executed.

MS. VALENTINO: Great. Thank you, Brian. Just a reminder in the PowerPoint deck and in the chat, we do have a telephone line.

If anyone is having technical difficulty, feel free to call and reach out to that 909 telephone number because we do have someone here on our team diligently trying to troubleshoot anyone having any trouble.

So feel free to reach out, and we'll actually make sure that phone number is shared in the chat, so you can see it in the chat.

When our team has a moment, Thomas, perhaps, can announce the number on the call so everyone can hear it verbally as well.

We're going to move on to Mr. Hardy who submitted a question in the Q&A. The question is: How about considering an AVL extension to the California High Speed Rail terminus in Bakersfield?

That's an interesting question. That's definitely not in the scope of this project, but we can definitely take

that down as feedback of interest, but certainly not in the scope of this project.

I'll move on to the next question. Jacqueline Ayer submitted a -- she's raising her hand. So Jacque, we're going to be here for you. Whenever you're ready, you just want to press star 6 to unmute your mic, and we will be glad to take your verbal comment.

Again, if you're having any trouble, you can reach the 909 phone number, and when Thomas or Maria has a moment, feel free to share that telephone number in the chat or verbally on the meeting and make sure that our stakeholders like Jacque are able to reach you if they're having any trouble.

MR. REESE: Of course, no problem. Our technical support number is: Area code (909) 310-2788.

We just want to remind folks, if you're raising your hand via Zoom, you'll see a prompt on your screen that will ask you unmute yourself.

It's actually letting you know that the host has asked you to unmute yourself, so you can go ahead and ask your question that way.

If you're calling in on the phone, that's when you'll dial star 6, but if you're joining us via Zoom, just go ahead and accept the prompt on the screen to go ahead and unmute yourself.

MS. VALENTINO: Thank you, Thomas. Thank you for sharing that phone number, and, yeah, I assume that Jacqueline may be joining us by telephone, not Zoom, but, maybe try to reach us through Zoom too.

We have a question here from Bart Reed. This is a verbal question, so we'll go ahead and turn this over to you, Bart.

You have two minutes once you're ready.

MR. REED: Here we go. Hi. Just so I'm up to date here, who are the correct contacts? I understand David Perry is there from Supervisor Barger's office, and Doug is there from the Mayor's office.

Who is -- even though it's not -- well, it would be Supervisor Jill has -- who is her representative because of the San Fernando Valley segment. Who is her -- just can you tell me who that is?

MS. VALENTINO: Yeah, sure. We work with staff, I know Brian's team's been working with staff from that office on other projects as well, and I know they have quite a number of staff there, there's Madaylnn More, there is a list of names.

I don't want to bore you with those, but we can certainly help you connect with that office if you have anything in particular you want to reach out them on.

MR. REED: Can you help me there? Because the staff

already has a relationship with them -- I believe, the assistant CEO at Metro right now so -- move forward --

MS. VALENTINO: No problem. No problem.

MR. REED: -- but if you could -- you got my contact. So if could you forward that to me, that would be great.

Is there also a contact -- you work with with Councilmemeber Krekorian's Office to replace David Mensman?

MS. VALENTINO: Absolutely. Yeah, Brian, I know has worked with that office on this project quite a bit too, and we can connect you with the staff who has been roped in on this as well.

MR. REED: Okay. Well, as soon as I can get those -- you both have my e-mail. So we'll be able to deal with that.

Thank you.

MS. VALENTINO: You're welcome.

Okay. We have another comment through the Q&A. This is from Anjie Preston, and Anjie your question is: Does Metrolink have any plan to coordinate arrival times with the ADTA?

Great question. Is that something -- you know, I can say that we, as an agency, certainly try to coordinate, and we can certainly pass this question and suggestion onto, of course, Metrolink and to the ADTA and just ensure that

they're aware of that concern and that good question.

So we will do that and include your question in the final environmental report as well.

Great. Well, we have a little bit of time. Feel free to take a look at the environmental document that is on our website and take a look and see if there's anything there you have questions about.

If you don't get to that today, that's fine. We will accept your follow-up questions or comments through September 10th until about 11:59, and we'll be sure to include those as well in this process.

Also, if you have a minute while you think of your question, feel free to submit -- feel free to let us know how you heard about the meeting. Metro is always trying to look for new ways and improved ways to reach people.

So while we used walking man in some areas of the corridor that had wanted that, we also did mailers. We did a lot of e-blasts and social media advertising and newspaper advertisements throughout the corridor.

So we'd be happy to hear how you heard about the meeting tonight, so we can learn what might be the best way to reach you moving forward.

We did get a question coming in here from Jose Ubaldo, who asked, when are we going to be going to the Metro Board?

I believe Brian mentioned that will be at the end of this year. So he's nodding his head that that's the case. So we will be going there end of this year and sharing an update before we move into the next phase of the project.

Jacqueline Ayer is on the line waiting to share her verbal comment. So Jacqueline feel free if you're joining us through Zoom, dial star 9 to raise your hand so we can get you unmuted, or if you're joining through the regular telephone line, feel free to dial star 6 to unmute your mic.

MS. AYER: Okay. They're not hearing me.

MS. VALENTINO: We can hear you.

MS. AYER: Can you hear me now?

MS. VALENTINO: Very well.

MS. AYER: Okay. Am I speaking on the phone or on the Zoom? I have three different platforms open now.

TECHNICAL SUPPORT: On the phone, ma'am. You're fine.

MS. AYER: Okay. Fine. Thank you.

I was surprised to hear the -- can you -- I'm sorry. Ms. Valentino, can you shake your head yes or no if you can hear me? Because I can't hear you at all.

MS. VALENTINO: I can hear you.

MS. AYER: Okay. Great. Thank you.

I was glad to hear from Mr. Balderrama something about quiet zones, but it doesn't say anything about quiet

zones in the noise impact assessment. Particularly, the community of Acton.

I wanted to point out that your noise assessment has ignored LA County general plan requirements and doesn't even address LA County general plans requirements, which establish that residential uses are noise sensitive uses and that the community noise criteria for residential uses should ever exceed 65 decimals at any time at night or 70 during the day.

Your project exceeds all of those thresholds. So that's a concern. The plan also clarifies that an LDN of 70 decimals is the maximum state level that the USCPA has identified to protect against directive hearing laws.

Your project will cause the Acton residents to experience LDN levels exceeding 70 decimals. There are a number of general plans, all of these are not addressed in your draft EIR.

First and first foremost, is the one that requires construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 DBACNEL.

All of your projects will expose all of Acton residents to that level. So, again, we ask that you use quiet zones within our community to bring these levels down.

You also need to address Policy and Noise 1.21, 1.3, 1.4, 1.6, 1.7, all of which compel noise attentuations

barriers or noise attenuation mechanisms, such as quiet zones, for projects like yours.

I have probably another minute and a half of comment. So, I guess, I'll just get back in line.

MS. VALENTINO: That sounds very good, Jacqueline. No problem at all. We are at the two minutes but feel free to come back, and we'll be here for you.

Okay. Thank you so much. We're moving, for the moment, on to Mr. Bart Reed.

Bart we see that your hand is raised, and we're ready when you are.

MR. REED: We're getting better here.

Okay. Two pieces to this question. The funding for the -- the funding for -- we're doing the EIR now on the -- you know, from Balboa north to Lancaster with three different project segments.

What's the funding status on that?

Also, what is the funding status on the Roxford South Double Track, is that funded?

I know you mentioned earlier it was environmental cleared, but what's the funding status on both?

Who can help me with that answer?

MS. VALENTINO: Great. Thank you.

Brian can certainly chime in on those questions.

Brian.

MR. BALDERRAMA: Yes. So in our presentation, the base designs that were shown for the three capital improvement projects are included in that full funding for the $220,000,000.

Out of that is it that Segment 1 from Brighton to McGinley that is included in the funding for this project that would be part of that larger project you are referring to for Brighton and Roxford.

Now that project was segmented into four different segments. So of that, the one of the four segments would be included in the funding that was currently shown.

MS. VALENTINO: Great. Thank you, Brian. Bart, I hope that answered your questions, feel free to dial back if any clarification is needed there.

We are moving on to No. 7232. We have a raised hand, verbal comment, we encourage you to, if you can, say your name, first and last name, and the organization you're speaking on behalf of today, if you're willing to do so.

If you're joining us through the Zoom app, make sure to dial star 9 to raise your hand, so we can unmute you, or if you're through the regular telephone, just dial star 6 to unmute your mic.

MS. SERESERES: Hello. My name is Frances Sereseres. I'm not sure if I am unmuted.

MS. VALENTINO: We can hear you very well. Go

ahead.

MS. SERESERES: Thank you very much and thank you for having these meetings. I'm from Lancaster. My name is Frances Sereseres. I'm commissioner here in Lancaster and I'm also commission here in the City of Los Angeles for the commission.

My question is: For the Lancaster area, I have -- I'm also involved with AVTA. My question is: Will be doing any improvements to our station because our station needs a lot of improvement and some seating and some overhand coverage especially when there's the heat and for the cold.

We have more problems with that. I know -- I think that you get into -- you work together with the City of Lancaster, but I thought I'd still bring it up to your attention if something can be done about that.

Also, how can I get on Zoom? All I can get on right now is on the phone.

I was hoping that I can get some answers on the improvements for Lancaster because our station is the last station, and we need some work done on our station. I would appreciate it and so would our people and our community here.

Thank you very much for listening to me, and God bless you all.

MS. VALENTINO: Thank you. Thank you so much for your comment. We really appreciate it.

Just to let you know, there are improvements proposed for Lancaster and you'll find -- if for some reason you can't get on Zoom tonight, you'll find those details on the website as well in our presentation.

You can always reach out to us, and we can point exactly where that is on the website if you need any assistance.

Brian can also verbalize some of those improvements to you that were covered in the presentation.

MR. BALDERRAMA: Yeah. In addition to some of that information that you'll find on the project, separate, you mentioned bus stops, bus connection, AVTA is currently constructing a new bus station less than a block to the Palmdale station, which will included additional amenities.

Go ahead and probably reach out to AVTA project website to get additional information, and then you can go to our project webpage to see the details of what we're proposing for the Palmdale station, which would include modifications to the station platforms --

MS. VALENTINO: Brian, sorry to interject, you mean Lancaster stations, right?

MR. BALDERRAMA: Lancaster. Thank you. Thank you. Thank you for the clarification. Lancaster station.

Then you'll see the standard amenities with that as well.

MS. VALENTINO: Great. Thank you so much. Thank you to the caller. We really appreciate your feedback, and we'll be including your comments in the environmental document as well, and there will be some additional information in response to that.

We're moving on here to the next person on the line. This is a verbal comment from Jacqueline Ayer.

Jacqueline, we're ready when you are.

MS. AYER: Yes. Can you hear me?

MS. VALENTINO: Very well.

MS. AYER: All right. Thank you.

I wanted to also identify some of the general plan policies that are important.

In particular ones that require noise abatement programs to maintain acceptable levels of noise as defined by the exterior noise standards, which are 70 decimals in the daytime and 65 at night.

Also, ensure that cumulative impacts related to noise do not exceed health-based safety margins, which the general plans defines as 70 decimals, and your project exceeds all of those.

Also, you've used the cumulative analysis noise methodology for assessing impacts on Acton. According to the FDA manual, this methodology is only applicable to projects who are not possible to define project noise separating from

existing noise, such as facility modifications or changing from locomotive to electric.

These are not the circumstances presented by this project on the community of Acton. In fact, the only impacts on Acton exist because you are -- excuse me -- you're able to define project noise separately from existing noise.

So you've misapplied the cumulative analysis methodology and should have used the project noise impact criteria.

If you'd done so, you'd see that there was significant impacts across the board and the community of Acton.

Specifically, a third of the sensitive receptors you identify in the noise impact assessment exceeds significant noise thresholds under the FDA standards.

So under the FDA standards mitigation is required, and so the Acton Town Council is going to respectfully disagree with your conclusion that there are no significant noise impacts as related to the operational part of this project.

Also, we're going to, again, requested you include noise mitigation in our community in the form of quite zones.

Finally, I'd like to ask where -- based on what Mr. Balderrama indicated, that there will be quiet zones in this project, we'd like to know where they are.

If they are in Acton, then please accept my apologies, but if they're not, then please explain why, because the noise levels in Acton -- ambient noise levels in Acton are oftentimes larger than they are in the urban areas where quiet zones are probably been installed.

Thank you.

MS. VALENTINO: Great. Thank you very much, Jacqueline. We appreciate your feedback, and excuse me, I'm turning off a ringer here.

Thank you for that. We will get back to you in the environmental document as well, and we don't have any additional questions right now in the queue.

If there's anything that either the project team, you know, wishes to clarify, feel free.

Also for the members of the public who tuned in, we really thank you so much for making the time in your evening to learn about a very important project and taking the time to share your concerns and your comments and questions.

A lot of you joined us during scoping and have been following this project development since then and we really do value that, and we will have a better project as a result of your engagement. So thanks again.

Just a reminder, if you're wanting to make a comment or ask a question, you can use the Q&A feature in the Zoom chat, and you can also use the telephone lines or make a

verbal comment through the Zoom application.

Okay. Great. Jacqueline did submit a question through the Q&A just now.

There is a question here about: Where are the proposed quiet zones going to be set up? Where is the project going to set up quiet zones?

So I think Brian may have touched on that a little bit, but we'll open that up and see if there's any clarification to be made.

MR. BALDERRAMA: Sure. So for clarification, when the project has a direct impact at an existing at-grade crossing, the project proposes to include quiet-zone-ready infrastructure.

The project is not proposing quiet zones for mitigation. The actual step -- the final step would require information from that individual jurisdiction in order to make it a quiet-zone-ready -- well, a quiet-zone corridor or a quiet-zone crossing.

We, as a project, will provide all of the necessary infrastructure to allow for that to happen where we have a direct impact.

MS. VALENTINO: Great. Thank you. Thank you for that clarification, and we do have another caller on the line.

Bart Reed, we are here to receive your verbal

comment, and we'll start the time --

MR. REED: Unmute, unmute, okay. Great.

The question is: The final station, which, I guess, is Lancaster, there's an extension of the tail tracks of 1,000 feet and 500 feet.

Is that -- did I get that right?

There's one tail track that's 1,000 feet extension and the other one is 500? The question is: What amount of train sets will that accommodate?

Is it designed for four car train sets or three car trains sets? How many train sets will accommodate with these tracks?

MR. BALDERRAMA: So thank you, Bart, for the question. It's going to be one thousand-foot section and two 500-foot sections.

So with that additional capacity, the tailend of the line would be able to provide all of the additional locomotives for build-out of this program.

So that's looking at seven or eight train sets in that area, but that is full build-out.

MS. VALENTINO: Great. Thank you, Brian. Thank you, Bart, for the question.

We still have a little bit of time. We did schedule the meeting to be ending at 7:30, so we will not leave earlier than that.

Again, feel free to -- as you think of questions on the project, feel free to also, in the Q&A, let us know how you heard of the meeting, and we will utilize that feedback in our next phase and future projects, make sure we reach you all that much better.

Okay. Another question submitted here. This is from Jacqueline Ayer, and the question is: So are you saying that you will be putting in this quiet-zone-project infrastructure in Acton? In other words, where are the quiet-zone-ready locations?

Okay. Great. So I also would mention that, I think, what Brian was sharing earlier is the project is being designed and engineered to be quite-zone ready in the specifications.

Brian, I'm not sure if you can add more to this.

MR. BALDERRAMA: So I think she's asking for specific locations. So if we were talking about the Lancaster terminal improvement, it would be the adjacent at-grade crossing there.

If we're talking about the Canyon Siding, there is one adjacent at-grade crossing there that we're impacting at that location.

Then the same for Balboa. I think we're approaching one of the at-grade crossings at that location, and if we are, we will be providing quiet-zone-ready infrastructure at

that at-grade crossing.

MS. VALENTINO: Okay. Great. Thank you, Brian. Jacqueline, we hope that helped clarify, and, again, we will be including your questions and the feedback into the environmental document as well.

Okay. Mr. Bart Reed, we see your hand is raised, so feel free to go ahead.

MR. REED: Okay. Here we go. If I understand this right, there will be train slips accommodated in Lancaster that's going to have hourly service and half-hourly service is going to run from Via Princessa or the new station, and so where will those trains originate out of?

Will they originate out of Lancaster and drive down to Via Princessa, or will they originate in Los Angeles?

I mean, there's not going to be a -- I mean, there is a facility in Santa Clarita to store trains, but where are these trains going to operate out of?

Are they going to go from Lancaster to Via Princessa? What is the plan?

MS. VALENTINO: Great question. I don't know if we can answer all that today, but Brian.

MR. BALDERRAMA: So the plan would be two-fold, Bart, based on your question depending on the time of the day. For actual mobilization, this is why there's a big partnership that Metro has with Metrolink.

They're doing all the simulation modeling right now. They will being leading the efforts to take that into operation and final design to make sure we work through all those details well in advance.

MS. VALENTINO: Okay. Great. Bart, we hope that helps clarify. If not, feel free to call back in.

MR. BALDERRAMA: We actually have Metrolink folks joining us today. So if they wanted to go ahead and make any announcements, comments, please feel free to do so.

MS. VALENTINO: Great. We're grateful to our agency partners who have dialed in, and we really appreciate you being here and listening to the good feedback of the public and being part of the extended effort to evaluate this project.

Okay. We have another question that just came through the Q&A here, again, from Jacqueline Ayer. The question is: So are you not including the impacts of where the trains are stored, and how many trains are stored in the EIR?

Impacts related to where the trains are stored in the EIR, I think there is a section that addresses that. I don't know to what detail.

Brian?

MR. BALDERRAMA: Yes. So in our sections that cover air quality, as well as noise we accounted for the

locomotives and additional service that we would be providing. So those sections would be where you would find that additional information.

MS. VALENTINO: Great. And a reminder that the environmental document, if you joined us late, the environmental document is on the Metro website, electronic version.

Then also you'll see a list of locations, in the PowerPoint presentation tonight of all the physical locations as long the 76-mile corridor where you can see the document as well.

So feel free to let us know if you have any trouble accessing any of those locations for review of the document.

Okay. Great. So we have a minute, I think, I see some comments are getting into the chat here. Okay. Jacqueline Ayer sent a follow-up question.

Jacqueline, I'll go ahead and read that here, this is through the Q&A. So the comment is: You just answered a gentleman's question about where the trains would be stored and how many will be stored, and you said that those details are still being worked out by Metrolink.

Okay. We've gotten your comment. We're talking that down. We will include it in the study. I don't know if there's anything more we can say today on this one topic.

MR. BALDERRAMA: Well, for clarification, Danielle,

his question was directed towards where the trains were going to be -- it's a service question and operation.

He wanted to make sure if they were coming -- it's called dead-heading when you send it from Union Station to the end of the line, it waits, and then it comes back into service, or if it was only going to originate out from Union Station.

Our response is, as Metrolink is our partner and operator, that decision is solely on them, but we just worked for them to account for the number of trains that we would need in order to build out this program.

MS. VALENTINO: Thank you for that. Okay. Jacqueline, we hope that clarification helps a little bit, and it is two, one is operational, one service.

So we're taking your feedback here, but, again, don't hesitate to circle back if you're missing something here. I know we have a lot to follow up on in the environment.

Okay. We have another comment here in the Q&A that just came in from Councilmemeber McLean. Thank you very much for being here for the City of Santa Clarita, we really appreciate it.

We do see your comment here that, you don't have a question at this time, you just wanted to thank everyone for providing this presentation.

We really appreciate your good word and you being here and hearing the feedback. We know you've been a big champion for transit improvements and transportation in the north county, and so we really appreciate you being here tonight.

We still have a few minutes, about five minutes left, so no worries, we won't turn off the meeting right away, we'll give it a beat.

We just appreciate everybody being a part of this process, and just a reminder that after the draft environmental process wraps up and we collected all comments by Septometer 10th, the team is going to be reviewing those comments in much more close detail than we are able to tonight and providing feedback and responses to your comments and questions in the final environmental document.

As mentioned by Brian earlier tonight, the final document, they anticipate to complete by the end of the year so that they can get back to the Metro Board with an update on the status of the final document before they move into the next phase of project.

So we thank you all, and we did get another question coming in here from Bart Reed. Bart, your hand is raised, so we're ready for your verbal comment

MR. REED: I'd like to get a clarification here. If I understand the project -- the south end of the project is

at Balboa and then the north end of the project is at Lancaster, but the project is broken into three distinct segments.

There is no project -- you know, the segment is whatever length it is in Lancaster, it's 8,000 or some feet in Santa Clarita, and 2- or 3,000 feet in Sylmar.

It does not -- the project -- if I understand this right, the project does not include Acton; is that correct?

MS. VALENTINO: The proposed improvements, the three proposed improvements under study, those three infrastructure improvements that Eric reviewed today, those three are not directly in the town of Acton, but I'll let Eric speak to that.

MR. BANGHART: To clarify, the project itself is the entire corridor from Los Angeles Union Station all the way to Lancaster, so the 76, 77 miles.

There are three proposed improvement elements as part of the project, and those are the Balboa, Canyon, and Lancaster as we talked about, but the entire project is all the way from Los Angeles Union Station to Lancaster.

MS. VALENTINO: Right. The study area, the Antelope Valley Line Corridor that is already built and running services, as Eric said, is the study corridor and that is the area of study running the service from Union Station to Lancaster.

There are three specific infrastructure improvements that are going to be built, potentially, as a result of this EIR that are part of the -- that are being studied in the EIR.

Then there's the other project, just to clarify, the Brighton to Roxford, specifically the Brighton and McGinley segment of Brighton and Roxford, that's already been cleared but is part of this larger improvement as well to achieve higher service and higher increased, enhanced liability on the corridor.

Okay. Great. So we have another couple questions coming in through the Q&A, and just a quick reminder, time check, it's 7:29, so we're certainly going to accommodate these.

We will have two minutes per speaker, so we'll turn this over to Jacqueline Ayer. I see that you left a question in the Q&A, and so your question is: Please clarify that they are doubling the number of trains through Acton.

So we can take that question, and I don't know if we can 100 percent confirm the exact number tonight through this project.

Brian, do you have any feedback -- or Eric?

I believe they're enabling -- they're creating a project that could enable and allow for the doubling of train services through the corridor, but there is an operational

service funding component that extends beyond the scope of this EIR.

Eric.

MR. BANGHART: Yeah, to build on the previous question of the study area, that's why the study area includes all the way to Union Station, to allow for 30-minute bidirectional service to Santa Clarita and 60-minute bidirectional service to Lancaster.

So that question of through Acton, yes, it's 60-minute bidirectional service through Lancaster. I agree with -- again, I can't remember exactly if it's doubling, but it is 60-minute, which is roughly around the question. Yes, it's increased service through the town of Acton.

MS. VALENTINO: Definitely increased service through the town of Acton in Eric's clarification there, and your question specifically will be included in the document for follow-up and response.

That's an important question and, yes, there will be increased train service and transit service as a result of this project. That's the goal.

Thank you so much everyone for your great questions and concerns. This is how we make a project from good to great, hopefully, with your help.

I do see we have -- actually, a couple more came through, we're not going to cut you off, we're going to do

this.

So we want to turn this over to Anjie Preston. Okay. You submitted through the Q&A, we'll read it for you.

Your question is: Does Metrolink anticipate returning to a schedule that allows express trains anytime soon?

Metrolink is on the line listening to your good question, so we will make sure to share this question with Metrolink officially and include response in the environmental document.

I don't think we probably have -- as the Metro environmental team, I don't think we have a response to that at the moment.

We're going to move on to a question from Mr. Boehnert, this is Fred Boehnert. Thank you for your question in the Q&A.

The question is: Will the running time -- will the running time from end to end significantly decrease when the project is completed?

We can safely say the goal is to improve the reliability and service frequency, but that is a good nuance question you raised here.

Will the running time end to end significantly decrease after project completion?

Eric, do you want to speak to that?

MR. BANGHART: Yeah. I want to void the word "significantly" during an environmental call, but I would say Danielle said it correctly, the purpose of the project is to improve frequency and service reliability.

The speed of trains themselves are governed more by, you know, other things, but the goal of the project is frequency and service reliability.

MS. VALENTINO: Great. Thank you, Eric.

Again, Mr. Boehnert, we'll include this important question in the document and have hopefully a little more feedback for you there.

Well, with that, we don't want to run over our spector time, it is 7:33. We don't have any further questions here in the queue.

So just a quick final reminder -- we can turn to the next slide, just a quick reminder of our contact tools after this evening.

You can always submit your comment on your own time through September 10th, 11:59 at night, and you can submit it through the regular mail to Brian Balderrama at this mailing address listed here, also on our website, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

You can submit it at any time to our e-mail address at avl@metro.net and also through the telephone hotline, you can record a verbal message and that will also count towards

the environmental comment on the document, and that's (213) 922-4844.

You can find this presentation, as well as the Armenian and Spanish translations on our website at metro.net/avl.

So with that, we thank you all very very much, and we hope we might see some of you on Saturday starting at 11:00 a.m. this August 21st for our second virtual hearing, and we will look forward to seeing you then.

Thank you so much, and have a great evening.

Take care.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

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APPENDIX H.3

MEETING TRANSCRIPTS – AUGUST 21, 2021

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Metro Antelope Valley Line Capacity Improvements Program

PUBLIC HEARING

August 21, 2021

Case No:

CERTIFIED COPY

Metro Antelope Valley Line Capacity Service Improvements Program

Public Hearing

Saturday, August 21, 2021

11:00 - 12:30 p.m.

REPORTED BY:

Katherine Thomas
CSR No. 14378

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Antelope Valley Line Capacity
and Service Improvements Program

Virtual Public Hearing
Saturday, August 21, 2021

MS. VALENTINO: Good morning, everyone. This is Danielle Valentino from LA Metro welcoming you this morning to our public hearing on the Metro Antelope Valley Line Corridor.

This is called the Antelope Valley Line Capacity and Service Improvements Program, and it's an environmental impact report process, and we are having our second public hearing this morning in regard to this proposed project.

We're going to give it a few minutes here as people get situated and ensure that their audio and their video is working and making sure that they have good connection to the meeting today.

So please stay with us, and we will be getting started here in just a couple minutes.

Thank you.

Okay. Great. Well, I think we're going to get started. Again, thank you all for being here today. This is our Metro legal hearing on the Antelope Valley Line Capacity and Service Improvements Program.

You're going to hear today about a series of proposed improvements to the existing corridor to help support additional service and more improved reliability along the corridor.

So we will have our technical team presenting to you shortly.

Next slide, please.

If you need language support today, please know that we do have both Spanish and Armenian interpretation available to you.

If you're joining us through the Zoom application, please click on your interpretation icon and select the language you would like to hear and listen in today, Spanish or Armenian.

Then we also have the presentation from today in both Spanish and Armenian available in the chat of the meeting. So you can access those PowerPoints in the chat and you can also find those PowerPoints on our project website.

So if you go to the website, you'll find those there. If you have any issues with the Zoom connection, you can always find that on our website.

Also, we do have the interpreters right now interpreting and providing the same information I'm sharing with you in English in their Spanish and Armenian language rooms. So please tune in to those rooms if you need support.

Next slide, please.

Just a quick reminder that all cameras are off and your microphones are muted when you're not speaking. You can submit your questions at any time to the Q&A function.

Your oral public comment will be able to follow the presentation and you'll be able to just raise your hand and we'll call on you after our team has presented.

If you have any issues with connection today or technical issues with being in this meeting, at any time you can also call us at this phone number listed here at the bottom of the screen.

With that, I'll go ahead and announce that number in case you're joining by telephone. If you have any technical issues it's (909) 310-2788. Again, that's (909) 310-2788.

Also, before we get a little bit further into the program, just a reminder to let us know you're here. We'd love to acknowledge you today for taking your time out on your Saturday to learn about this project.

So let us know, if you can, your name and your organization and, if you'd like, who you're representing. We'd be glad to announce you, particularly staff from our elected offices or local organizations.

Now with that, next slide, please.

This is our presenters today and our project team

members that you'll be hearing from. Brian Balderrama is our Deputy Executive Officer for Metro Regional Rail, and he is our project manager in this initiative.

We have Eric Banghart who is a principal project manager with Mott MacDonald, and we also have Peter Feldman who is our environmental planner from Terry A. Hayes Associates.

Then, I am from Metro Community Relations supporting the facilitation of today's discussion.

Next slide, please.

The purpose of the meeting, I'm going to turn this on over to Brian, and he's going to get us underway into the program.

MR. BALDERRAMA: Thank you, Danielle.

We will give you an overview of the Antelope Valley Line Capacity and Service Improvement Program today.

Just for clarification, if you hear our abbreviation, AVL, mentioned, that's what we're referring to, the Antelope Valley Line.

Then we'll go into our environmental process, as well as findings from some of our technical disciplines, and then before we proceed into public comment, you'll definitely hear from Danielle to receive additional information.

Next slide, please.

So in more detail when we go and discuss the project

overview for you, we'll describe the project, the environmental settings, some of the stakeholders that have been involved to date, the project benefits, and funding that went into it, and then go into more detail of the proposed project elements, as well as an overview of our project timeline.

When we go into our environmental study, we'll cover topics like aesthetics, noise and vibration, transportation, cultural resources, and air quality, all important topics that some of have you have already provided us comments on.

Then the third part of our program today is to go into that public comment session. So very important information, please listen for instructions to follow-up.

Next slide, please.

So as the project overview, the project proposes an expansion of our computer rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements located along the AVL Corridor, one is within the City of Los Angeles, a second is in the City of Santa Clarita, and a third would be located in Lancaster for the Lancaster Terminal Improvement Project.

The fourth infrastructure improvement project,

Brighton Street to McGinley Avenue double-track Project, has already been environmentally cleared separately has part of larger Brighton to Roxford double-track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30 minutes bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As for an overview for the AVL Corridor, the Antelope Valley Line is a 76.6-mile railroad route owned by Metro and used by the operators such as the Southern California Regional Rail Authority.

The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, New Hall, Santa Clarita, Acton, Palmdale and Lancaster.

The Union Pacific Railroad operates Class 1 freight service on this corridor as well. The route is a federal rail administrative Class 4 with maximum speeds of 79 miles per hour.

Currently, there are up to thirty Metrolink trains commuter -- Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL.

Next slide, please.

Though the proposed project is statutorily exempt under CEQA, Metro wanted to address any community concerns and prepared an EIR study for the more detailed evaluation of project impacts.

This approach was supported by all of our project stakeholders, specifically the North Los Angeles Transportation Coalition, who also serves as a project funding partner.

It should be noted the technical studies were not completed in isolation. This EIR study considers the communicative impacts for projects such as LINK US, East San Fernando Valley Corridor, the California High Speed Rail Authority Phase 1 program, and the Metrolink SCORE Phase 1B program.

Next slide, please.

This is a collection of our project stakeholders involved regularly receiving project updates for coordination purposes and/or providing comments to date during this entire environmental process.

The list is not comprehensive, and we hope it continues to grow with all of you that are joining us today.

Next slide, please.

Consider that single-track railroad is equivalent to trying to provide two-way traffic on a single-lane roadway.

By providing more double-track at key locations, we will enable twice as many computer rail trips as currently being proposed with the full build-out of this program.

We will improve the ability of the AVL to meet the strong population and employment growth forecasted for this area.

We will improve passenger service reliability and efficiency, and we will provide the necessary supporting infrastructure to enhance operational flexibility to all of our operators that are currently there today and possibly be there in the future.

Next slide, please.

Thank you. So our base project that you will see in the upcoming slides has been fully funded in two-fold. One, through Measure M subregional funds from our partners at North Los Angeles County Transportation Coalition and the other through a 2020 State grant that has got us to a project-funding level of $220,000,000.

Next slide, please.

Now I'm going to hand it over to Eric, who will be able to go into the proposed project elements in more detail.

MR. BANGHART: Great. Thank you very much, Brian.

As Brian mentioned, I'm going to talk about the three proposed throughout the corridor working from south to north of our double-track Canyon Siding in Lancaster

terminal.

Next slide, please.

So first is the Balboa double-track Extension. This is in the very northern part of the City of Los Angeles near where the 5 and 14 Freeways intersect.

There's three specific things to point out to you: First is the extension is about 6,300 feet or just over a mile.

It will be within the existing railroad right-of-way, and there are some encroachments on CalTrans property near that No. 3 that's called out.

Finally, where the No. 4 dot is, that's where the alignment goes underneath the I-5 Freeway. So we go underneath the freeway.

There are existing I-5 columns there. So we will need to add column protection or pier protection to those existing columns.

For this improvement, there's no option. So you'll see in future ones we have options, but this one just has the base design.

Go to the next slide.

Next, is the Canyon Siding Exception. This is inside the City of Santa Clarita right near the Santa Clarita station. It's an extension of existing siding of almost approximately 8,400 feet all the way to just east of Golden

Oak Road.

Once again, the project will be contained with the existing right-of-way and that will accommodate the improvements to the tracks and the station. I'll talk in a second about the station improvements.

We'll be converting the existing turnout to a crossover where that No. 3 is located on the map. This will allow, as Brian talked about, almost, like, it being a two-lane road, it will allow trains to pass each other. So it will improve service operations through this area.

Then finally at Golden Oak Road, because we will be crossing that street, we'll have to make improvements with new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety, and installation of new crossing gates and high visibility crosswalks.

So that's there at the No. 4 on the map. This does that have options.

So if you go to the next slide.

The options are all located around the station. So just to give you a little bit of the lay of the land, this is the existing station you see out there today if you go out.

The platform is about 500 feet long, there's a parking lot at the top of the page, and the platforms are a bit up on a hill, so there's actually stairs and ramps that

connect people from the parking lots up the platform.

Most of the bus pick-up and drop-off is in the parking lot. So that's the existing conditions.

If you go to the next slide, so this is our base design.

What we will be doing to this, since we're adding a new track, so a second track throughout this entire corridor, we would be adding not only a new track but also a new platform so people can access that track and people can be picked up and dropped off from the train.

So this is what we call the side platform, so the platforms are to the side of the track. So you see we have an existing side platform, that's in gray.

Then we'll be adding a new side platform that's in that blue or aqua color, and you'll see some of the amenities that go along with that.

On the next slide, I'll show you that first option.

So this is Design Option 1. So instead of having pedestrians cross the tracks at-grade, we have an option to allow pedestrians to use an underpass and that's what all those things show in red.

That's showing the ramping system, the stairs, and the tunnel that would go underneath the tracks, but still two side platforms to access the existing train station.

Then we have a Design Option 2 on the next slide.

So this is a new term to give you, this is what's called an island platform. So instead, before we have the side platforms, an island platform is just different in the fact that pedestrians or riders can access both tracks from one platform.

So there are some improvements to this, but it does require some shifting of the tracks. So shown in red, is that new island platform.

Once, again, instead of having pedestrians cross at-grade or across the tracks, we'd have them cross using an underpass to go underneath the tracks. Also, going under Commuter Way and directly access the station parking lot to the top of the page.

So that's at base design for the stations and then the two options we're carrying forward with the Canyon Siding Extension project.

So on the next slide, I will talk about the Lancaster terminal improvements.

Once again I'll just give you a little bit of the lay of the land of what it looks like today. So this graphic shows what it is today. At the top of the page, we have the Lancaster Station, this is what's out there today existing.

We have a slide platform, and Metrolink has two tracks that service the area, and then there's also two UP Railroad tracks that service the area and then cross over

Lancaster Boulevard.

As you can see, the existing Metrolink tracks don't cross over Lancaster Boulevard and terminate right there at the station.

On the bottom of the page as if you were to keep on crossing over Lancaster Boulevard -- so we're going more to the north on the bottom of the page.

You can see that all that's to the north of Lancaster Boulevard is just the UP Railroad tracks, there's no tracks you see there in the City of Lancaster parking lot.

Just want to point that out, because that's going to be the major change you're going to see that's part of the improvement.

So if you go to the next slide, this is the base option or the base design that we're looking at. To allow for the improved service that Brian talked about earlier, we need more storage capacity for the trains to be stored and cleaned overnight and also to be fueled.

So at this location, you can see everything in that light blue color. We're actually adding one 1,000-foot track that can store two additional trains and then two 500-foot storage track as well, just to the top of the page -- or the west of the page.

So each one of those 500-feet storage tracks can hold a train. So in total we can store four additional

trains there.

We also have capacity for fueling and new operation and maintenance facilities for Metrolink staff. To the left of the page, you can also see that we've added one new track across Lancaster Boulevard.

Similar to what we talked about Glen Oak Road, we have to have the similar safety improvements to have that new crossing at that location.

So there would also be improvements to the Lancaster Boulevard. So for Lancaster terminal improvements we have several options as well.

If you go to the next slide.

So this is Design Option 1, and the base design, we didn't have any major changes to the existing platform. It would still be that side platform that you see out there today.

We wanted to have some design options to improve service at this station as well. So for Design Option 1, once again, that terminal is an island platform.

So we would be adding an island platform to the station and to access that station, we would use a new pedestrian underpass or pedestrian tunnel that's shown in red.

So you can see that people will access the platform from the existing station parking lot near the existing

building and access the center platform where they can access both tracks or wherever the train may be.

On the next slide, this is Design Option 2. So the only major difference between Design Option 1 and Design Option 2 is that instead of using a tunnel, we'll use a pedestrian bridge and that's shown in red, called out there.

At the end of the station, you can see, instead of going under the tracks, people will be going over the tracks, and we'll have stairs and an elevator to access that for ADA access.

Then finally we have Design Option 3 on the next slide. So once again, we have a side -- sorry -- a center or an island platform.

The way that pedestrians will access this station is through at-grade crossing. So you can see on the left and the right of the page, you'll see that there's crossings along the track.

So you can see the major difference between Option 1, option 2, and Option 3, is just really how riders will access the platform.

With that, if you go to the next slide, I believe, I get to hand it off to Peter.

Oh, no, sorry, I got one more. The environmental schedule, very important.

We started this environmental process with the

notice of preparation, which was in October and November of 2020 -- or sorry, that was in October and then the scoping meetings took place in October and November of 2020.

We then spent that time working on the technical studies and developing the draft EIR, which was published at the end of July 2021.

We are currently here today during No. 5, in the public hearings that are taking place in August, and then the process of the public comment period will be closed in mid September, which Danielle will talk a little bit more about later.

Then finally looking to publish the final EIR in late 2021. Beyond that, we have the design schedule and construction schedule.

So in late 2021, this project will be handed off to Metrolink to deliver the construction project.

So in partnership with Metro and Metrolink, they will work together to deliver this project, which includes the administrative preparation which means working on the procurement documents in fall 2021, starting design in July 2022, ending the design in 2024.

Then completing any type of right-of-way work in 2025. We'll actually begin construction in December of 2024, is the current schedule.

So with that, if you go to the next slide, I believe

I now get to hand it off to Peter.

Thank you all.

MR. FELDMAN: Thank you, Eric.

Happy Saturday, everyone. So I'm going to provide a sort of high-level review of the project impacts associated with the project identified in the draft EIR.

Just to preface the presentation, you know, this isn't intended to be an exhaustive discussion of all the impacts addressed in the EIR or all of the environmental topics that we address.

This presentation just identifies the potentially significant impacts that the EIR identified in our analysis.

So with that, next slide please.

So starting with aesthetics and visual impacts. For the most part, aesthetic impacts are -- the potentially significant aesthetic impacts are associated with the Canyon Siding Extension improvement in the City of Santa Clarita.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the project site, including the presence -- of the types of impacts would be, you know, visual presence of construction equipment, as well as construction personnel and activities.

These activities would be most visible or would affect the views for residents to the north of the site, one such view is included in the slide.

So skipping over to the next bullet, I just want to stay in Santa Clarita for a moment, the permanent impacts associated with the project include permanent alterations to the hillside along the south side of the project site.

These impacts would include removal of vegetation, as well as actual changes to the contours of the hillside due to some fairly substantial grading that would occur along the south side of the site.

Going back to the construction impacts associated with the project -- and this applies to all the capital improvements sites -- all the capital improvements.

There's potential for nighttime construction, which would result in a new source of nighttime lighting, which could impact adjacent land uses surrounding any of the capital improvement sites if and when nighttime construction occurs.

To mitigate these impacts, the EIR proposes screening the Canyon Siding Extension construction site to block views of equipment and construction activities.

Impacts associated with nighttime lighting during construction, would be mitigated by requiring screening around each of the construction sites when active construction is taking place to prevent any light from spilling over onto adjacent land uses.

Also, construction contractors would be required to

direct lights only towards areas of active construction.

To mitigate the permeant impacts to the hillside along the canyon siding site, the EIR proposes to provided replacement vegetation consistent with existing natural vegetation to limit the degree to which views of the hillside would change.

Next slide, please.

So moving on to biology and water resources. I'll start with biological resources. The EIR determined that construction activities, such as site clearing and vegetation removal, has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within the capital improvement sites and their surroundings.

With the Balboa double-track Extension Site and the Canyon Siding Extension site presenting the greatest concern, as these are areas that have undeveloped natural ears in the surrounding and, you know, they're a little bit less urban than, say, Lancaster and Lancaster terminal.

In particular, nesting birds and bats are likely to use vegetation and structures, such as the I-5 bridge and the Balboa double-track area for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures, but to summarize them,

they consist mainly of pre construction surveys to determine if there's any wildlife or sensitive plant species present prior to construction so that planning around those species can be done.

Then during construction, biological monitoring would take place kind of on an as-needed basis where construction activities would occur within these sensitive areas or vegetation areas mainly.

Other mitigation strategies identified in the EIR include delineating the construction site so that construction personnel do not disturb areas that are either sensitive or do not -- or where they don't need to be, for instance, as well as vegetation replacement once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during storm events, may carry contaminants into local water bodies downstream at many of the capital improvement sites.

In addition, while not anticipated, there is potential of excavation activities to encounter contaminated groundwater. Particularly, at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster terminal improvements, would include a wash facility that would generate waste water requiring

proper disposal and handling as well.

To mitigate these impacts, the project would be required to comply with a set of permits including stormwater discharge permits, which would require development of a stormwater pollution prevention plan or SWPP, as well.

Watering permits for any groundwater encountered and a stormwater discharge permit for industrial activities to address the wash facility in Lancaster.

Next slide, please.

So for cultural, tribal cultural, and paleontological resources, I want to preface this discussion just to explain what some of these things are.

Cultural resources are resources that are historic or prehistoric in nature, things like historic buildings or archeological artifacts buried in the ground, while tribal cultural resources include, basically, any resource identified by Native American tribes as important to the tribes.

Paleontological resources probably don't need any explanation, but they are generally fossils and very prehistoric resources.

So with that, regarding tribal cultural resources, the AVL Corridor has been identified as a tribal cultural resource by the KizhNation.

According to the tribe, the corridor was used as a

trade and migration route. In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

While no cultural or tribal cultural resources were identified during our analysis within the construction footprint of any of the capital improvements sites, there is potential to encounter unknown resources during excavation and Earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archeological monitoring program, which will included presence of archeological and tribal monitors during excavation activities, as well as a cultural resource monitoring plan, which would describe specific procedures in the event that a potential resource is encountered.

Those procedures are pretty typical. Things like, you know, a qualified archeologist needs to be present before removing any of these potential resources.

As a note, tribal consultation for this project is ongoing and that includes the development of mitigation measures specific to tribal cultural resources.

For paleontological resources, similar to cultural and tribal resources, there is potential for ground-disturbing activities to encounter unknown fossils or geological resources.

Similarly, mitigation for this potential impact would include paleontological monitoring and a paleontological mitigation program very similar to the cultural mitigation program.

Next slide, please.

So hazards, hazardous materials, geology, and soils. So starting with hazards and hazardous materials, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities.

These types of hazardous materials would be things like fuels or solvents, sort of typical chemicals used on a construction site.

In addition, there's potential for contaminated soil or groundwater, both due to historic industrial uses surrounding the AVL, as well as the railroad operations that occur on the AVL, which have a tendency to contribute contaminants to soils and groundwater.

Regarding contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese list of hazardous wastes sites, which just heightens the sensitivity of the area and triggers some additional concerns about excavations in the Canyon Siding area.

Finally, the Balboa double-track site is located

within a City of Los Angeles designated methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts, the EIR will require a hazardous materials management plan, as well as a soil and groundwater management plan to address the handling and disposal of hazardous materials and waste, either those associated with construction activities or those encountered on the site.

In addition, the EIR requires preparation of a Phase 1 and Phase 2 environmental site assessment for each site to determine any hazardous concerns specific to each of the sites.

That's really when we'll have a good idea of what's inside the ground in terms of contaminants and how best to manager those contaminants when construction begins.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations.

Next slide, please -- oh, I'm sorry, not next slide.

For geology and soils -- sorry -- simply grading activities could result in unstable soils or slopes posing potential seismic concerns as a fair amount of grading would occur along hillsides with this project.

In the event of an earthquake, landslides

are -- there is a risk of landslides from construction.

So to address this impact, a geotechnical report including recommended seismic design measures will be prepared as design on the project progress in the next phase.

Next slide now, thank you.

So for noise and vibration, generally construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are listed on this slide, and in addition, vibration generated by construction, similarly, would likely exceed vibration annoyance thresholds at residential land uses in close proximity to construction activities.

Do note that all construction activities are anticipated to exceed noise limits -- not all -- sorry.

Not all construction activities are anticipated to exceed noise limits, and generally, significant noise would only occur during the nosiest or most intensive periods of construction.

To address these construction impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment to be used during particular times of day.

It would require things like notification of nearby sensitive land uses, residents prior to particularly noisy activities, as well as the deployment of noise-dampening equipment such as noise blankets over certain types of equipment at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable, and this is mainly due to the proximity of a few sensitive land uses to the construction zones.

They're simply just too close to the construction site to really ensure that the mitigation we've identified would reduce noise levels below the applicable thresholds.

To address vibration impacts, a vibration monitoring plan similar to the noise control plan would be developed. Based on our analysis, all impacts from the proposed service to increase operation of the improved Metrolink service along the AVL would be less than significant.

Next slide, please.

So finally transportation, air quality, and greenhouse gasses. Starting with transportation, construction of the project would result in typical discussions to local traffic, such as road or lane closures, and traffic delays from things like construction trucks utilizing local roadways.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or when construction work is in close enough proximity to the track that there's a safety concern, and Metrolink service would have to plan around the construction a little bit.

So to address these impacts, a construction traffic management plan -- well, several plans for each site really, would be developed to minimize impacts along local roadways and sidewalks.

To address the delays to Metrolink service, a construction service plan would be developed in concert with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions.

Regarding air quality and greenhouse gas emissions, the increase in Metrolink service, that's the additional train that's would be running up and down the AVL Corridor, would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional Thresholds.

The South Coast Air Quality Management District includes a large portion of LA County, and basically, for this project, it's the portion of the corridor that is south of the Antelope Valley. The Antelope Valley has its own management district.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emissions.

While the improved service would result in a decrease in passenger vehicle miles traveled, that is fewer cars -- fewer people would be traveling in their cars and would be using the improved transit service, the EIR still determined that the decrease in vehicle miles traveled would not offset the increases in nitrogen oxides and greenhouse gas emissions below applicable thresholds.

While no mitigation is available to address the locomotive emissions, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero-emission fleet sometime in the future.

The EIR unfortunately couldn't assume that any of these emission reduction strategies could be employed by the time the project -- by the time full build-out is realized.

So as a result, the EIR determined that impacts associated with air quality and greenhouse gas emissions would be significant and unavoidable.

The EIR does identify construction period mitigation measures, such as construction equipment specifications and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emissions contributed by

the project, but regardless of the mitigation we've identified, the impacts are still significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to take us to the public comment.

MS. VALENTINO: Thank you, Peter. That was very informative, and I just wanted to thank everyone for being on the line with us today.

Before we get into our public comment session, I do want to acknowledge, we have Doug Mensman here from the Office of Mayor Eric Garcetti. We really appreciate you being here.

We also have Jacqueline Ayer from the Town of Acton from Save Our Town. We also have City of Santa Clarita staff, Ian Pari.

So thank you all for being here, and, again, if you'd like to be acknowledged today, we really appreciate you letting us know you're out there, and we would love to acknowledge you.

Thank you for being here on your Saturday morning.

Now, with that, we want to go over the locations where you can find the environmental document available for public review and comment.

We did provide the document in each of these libraries listed on this slide, so essentially along the

76-mile corridor, you should find a library in each city, in each town, where you can find the document and review it, a hard copy.

We also have it on our Metro website, of course. So you can go at any time on your own time to the website and view it there.

We also have a copy at the Metro headquarters if you wish to reach out and make an appointment, we can try to make that available to you as well.

Next slide, please.

Just a reminder, we have two virtual meetings pertaining to this phase of project, pertaining to the draft EIR release of public review milestone.

So the first one we had was Wednesday of this week on August 18th from 6:00 to 7:30, and we do have another one, of course, today, which is what we're doing now.

Then we plan to close up our 45-day formal review comment period by September 10th and move into the next phase of project, which is preparing for the final environmental document.

We have provided Spanish and Armenian interpretation to both meetings per request of stakeholders, and we also have our presentations that you're seeing today in each of the three languages available through the Zoom feature, through the Zoom chat, and also on our website if you need to

find them there.

Next slide, please.

Opportunity for public comment, again, will be throughout the 45 days through September 10th, and for today's purposes, if you wish to make a comment, you can do so by the telephone.

For any call-in participants, you may make a comment through the phone. You can also do it through your web option through Zoom simply by raising your hand, raise your hand feature.

You can also write your comment in the Q&A today at any time, and we'll make sure to acknowledge that through the Q&A.

Each person will have two minutes per comment. So we appreciate your help and support with sticking to those two minutes, and if we have time, we'll be happy to bring you back for another two minutes.

You can also mail your comment at any time to Brian Balderrama between now and September 10th. He is receiving comments directly at the mailing address here, which is at LA Metro One Gateway Plaza, Mailstop 99-17-2, Los Angeles, California 90012.

You can also send your comments, again, at any time between now and September 10th to avl@metro.net, and you can submit it on our online comment form which is at

metro.net/avl.

Our telephone hotline, if you prefer to just phone in your comment and leave a voicemail, you can do that at any time at (213) 922-4844.

So our goal here is to always have multiple tools and options to you, whether it's telephone or virtual, through the Internet, so that you can have the convenience of different options to submit your comment.

Next slide, please.

So next steps, as we mentioned, after the 45-day comment period, the technical team will be preparing their final environmental document.

Each comment submitted during this formal comment period will be gathered and put together into the document where there will be responses to comments made available, as well as the comments submitted.

We will be also providing written responses on any significant environmental issues that will be raised in your comments, so stay tuned for those responses once that final document is available.

Prior to finalizing the project, the project team will go to the Metro Board to provide an update to the Metro Board sharing the milestone completion of the draft and moving into the final document adoption.

The Metro board will then give direction to the team

as we move into our next steps.

Next slide, please.

How to submit public comment?

We're going to get started with our session now. Just a reminder that if you're joining us through the Zoom app, make sure to raise your hand feature -- use your hand icon to let us know you would like to speak.

If you're joining by telephone, just dial star 9 to make sure to raise your hand, and when it's your turn to speak, if you're on the Zoom app, you'll be asked to just unmute your microphone.

If you're joining by phone, you're going to want to dial star 6 to unmute your mic. So the instructions are here on the screen, we'll keep those up for you.

We also have reminders in our Q&A and chat today if you wish to review those, and then that's really it.

If you want to write a comment, again, submit it in the Q&A during this meeting, and we'll review the Q&A today while we're here, and then you can also, again, submit a comment on our website.

With that, we can move to the next steps of starting our hearing.

So I'm going to take a quick look at our chat and see if anyone has submitted any questions, and we will get started with two minutes per speaker.

Great. We have a raised hand here from Perias Pillay. Perias, if we can go ahead and get you on the line and start your comment.

Just a reminder, that if you're joining us by phone, press star 9 to raise your hand and then star 6 to unmute your mic.

Okay. Perias, we're going to come back to you, but don't worry. We're going to make sure we catch you, and if you have any issues with reaching us today, at any time you can always call us on our technical helpline at (909) 310-2788.

So if you're experiencing any technical challenges, feel free to call us direct at (909) 310-2788. So we'll come back to you, Perias.

We will go to Ian Pari. The question submitted through the Q&A is: Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal preemptions?

So that's a great question, Ian, and we are making note of your question here today, and this question will be included in the environmental document for analysis and response. So thank you.

Okay. Perias, if you need any assistance, just a reminder to call us. We will get the phone at (909) 310-2788, and we'll happily troubleshoot anything you

need here.

Okay. Great. Well, we have a pause in our questions and comments.

So while we wait for further submissions, just want to thank you all again for making the time on your Saturday to be here and being a part of the effort to make a better project through your good feedback and sharing your concerns and questions.

It really helps our technical team as they prepare a final document, and we do want to also find out from you, if you're able to share with us today, how you learned about the meeting.

So if you're willing to share how you found out about the meeting, we did work with Metrolink to provide digital signage on the station platforms, a lot of newspaper adds were done across the 76-mile corridor, and I think over nine different newspapers.

There was also digital advertising and mailers and flyers and E-blasts. So we would love to hear from you what might be the way to reach you for this project and future projects.

So feel free to let us know what you found most effective. We did do a text messaging campaign as well. Some folks prefer to get text messages. So, again, we would love to hear what is the most effective way to reach you and

your community.

While we wait for comments, just a reminder that if you're joining us through the telephone and you wish to speak, just press -- just dial star 9 to raise your hand to let us know you have a comment, and then just go ahead and dial star 6 to unmute your mic.

Then, of course, for Zoom app users, raise your hand, use the raise hand feature, and you'll be prompted to unmute your mic when it's time to speak.

Everyone's a little quiet this Saturday.

I hope everybody had their coffee and everybody is paying attention out there. We did have a meeting on Wednesday as well. So we did get quite a number of folks on Wednesday.

We always try to have a meeting during the work week, you know, Monday through Friday, and then we try to offer a weekend option for those who, even if it's after work, still couldn't make it.

We try to give a couple options, so we can reach people as easily as possible. If you missed today's meeting, you can go to our website at any time, and you'll be able to find the presentations there today on our website.

You'll be able to find the environmental document and all of the materials that you would need for providing a comment.

MR. BALDERRAMA: Danielle, this would be a great time to promote our new website, just the format structure that Metro is doing.

MS. VALENTINO: Sure. So please also be thoughtful and patient with us as our agency is going through a very exciting overhaul of our website.

So we are looking to launch a new website for the agency by Monday. So just know that you will find a new look, a new look to LA Metro's website.

So we are -- we're eager to see what that will be for your experience on our page. We look forward to your feedback and comments in regard to the new look and feel once we get to next week.

Okay. Great. We have a raised hand here from Matthew Pearson, and Matthew we see that you have a verbal comment. So we'll go ahead and get you on the line and start your two minutes.

Go ahead.

MR. PEARSON: Coming through?

MS. VALENTINO: There you go. We hear you.

MR. PEARSON: Okay. It says that this was an optional EIR because expansions of this sort are exempt under California law, and I think for good reason.

So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there

to improve service, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes?

The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running.

Yeah, that was it.

MS. VALENTINO: Great. Thank you very much, Matthew, for that feedback, and I'm sure Brian may chime in a bit about the comment.

MR. BALDERRAMA: Yes, definitely. So the two-part question. For the first part, yes, the EIR, the process in itself is exempt.

Considering there are multiple stakeholders from Union Station all the way to the tailend in Lancaster, there were several stakeholders that wanted us to do that additional analysis on some of those technical studies, a deeper dive, than we would do just by checking the boxes with exemption.

Just to be safe that, if there were any impacts identified, that this project was truly mitigating any impacts that they created.

Second part of your question, it is definitely directed to Metrolink. We will take your name down, pass

that information over to our partners at Metrolink, you should note from their website, what you're referring to is in line with their rail modernization program.

So if you were to type that onto their website, you would probably get information and probably get directed to the key staff involved.

MS. VALENTINO: Great. Thanks, Brian.

Yeah, that's great feedback, and one thing we've learned too throughout our projects is, it's hard to find too many of the same opinions out there.

We've gotten feedback that, you know, sometimes we should be doing more and then other times we do get feedback that we should do way less in terms of studies and analysis.

So your feedback is actually really important, because we have gotten different views expressed already on that.

So we will be sharing those views in the environmental document as well on that issue specifically, since we did get some comment on that.

So taking a quick look, we have, at the moment, no further questions or -- I don't think we have any hands raised at the moment.

Just a reminder to press star 9 to raise your hand and star 6 to unmute or submit your comment through the Q&A function in this meeting.

Actually, while we wait for more comments, let us know if you ride transit, if you take any transit services.

I know, you know, with COVID, it's just an unusual year and a half plus, but let us know generally speaking if you're a transit rider.

Have you taken the current commuter rail services that are already on the AVL corridor? Do you take bus? Do you take light rail? Do you take subway?

We'd love to hear what are some of the transit services you use, whether it's computer rail or other transit services, specifically -- particularly if it's on the AVL.

We'd be curious to hear about your way of moving through the county preCOVID and during COVID. It's all information that is useful.

Just a reminder too that we did get requests for Armenian and Spanish. So if you have interest in hearing the content in those languages, you can just click on your icon and select which of the languages you wish to be hearing this meeting in today.

Of course, we have the PowerPoint translated to each of those languages available as well. Also, just a reminder that during today's meeting, you could go to our website, which we have listed here, metro.net/avl -- I think is the shorthand, but metro.net/avl.

Through that, you'll see today the environmental

document is there with full detail, so you're able to pull that up during this meeting and take a look and see if that helps prompt you with any questions.

In the event you can't do that today, we will accept your comment at any time between now and September 10th. So you still have time after today, of course, to review the document and submit your comment.

We don't see anyone indicating if they ever ride Metrolink or take commuter rail. I was hoping to see some hands go up there, but everybody is staying pretty quiet today.

Okay. It looks like -- I think, I saw someone typing here. Oh, that's not a question, so, no, not yet.

Just a reminder, if you want to submit a comment today during this meeting and you want to be heard, if you're joining us by phone, press star 9 to raise your hand, star 6 to unmute your mic.

If you're joining us through the Zoom app, use the raise hand icon feature, that will indicate to us you want to speak, and we will be sure to unmute you.

You can also submit it through the Q&A function at any time. If you're having any technical issues of any kind or just need assistance, you can always call (909) 310-2788, and we'll be available to pick up the phone and troubleshoot anything you may be experiencing.

MS. YANEZ-FORGASH: Danielle, we do have Jacque Ayer.

MS. VALENTINO: Oh, great. Thank you. Great. I see that added now.

Jacqueline Ayer, we will be ready to take your question.

Remember, just a reminder, I know you joined us the other day, but if you're having trouble you can call us on the line, the telephone line, (909) 310-2788 or just press -- if you're joining us by telephone, press star 9 to raise your hand, star 6 to unmute your mic.

MS. AYER: Can you hear me?

MS. VALENTINO: Yes, we can hear you.

MS. AYER: Thank you very much.

My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together.

We had an engineering evaluation done using the data from your draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the Community of Acton.

It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community.

Ten miles of the project as I said is in the Community of Acton, and so your draft EIR noise assessment

did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insults of 65 decimals and 70 decimals.

So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shows that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels.

All the residences within 1,500 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards.

So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community.

Thank you.

MS. YANEZ-FORGASH: Danielle, you're on mute.

MS. VALENTINO: Oh, thank you. Sorry about that. Thank you, Jacqueline. Just want to stay you ended right on time. We appreciate that feedback, and we definitely recorded that today.

MR. BALDERRAMA: Jacqueline, thank you for taking the time to do all of that analysis. We can't wait to review

that and be able to respond to you properly.

MS. VALENTINO: Great. Thank you, Brian.

Well, let's see here, let's see if anybody else has come up with some questions or has some comments to make. We have more time left. We're actually here until 12:30.

So no rush, you can take a look at the document, read some material online, and, again, if you missed today's opportunity, not to worry, you can submit any time until September 10th, we'll even take it up to midnight, 11:59 to be precise. So don't worry, you have time if you don't have much for today.

We do have a comment here from Perias Pillay, and I think your comment is: The chat feature is not working. I'm a daily Metro rail and bus rider and occasional Metrolink rider, most of the San Bernardino line.

Okay. Great.

"I don't use the AVL, but I'm interested in all transit improvements."

Wonderful. Thank you for sharing that. It's just nice to know that there are people out there -- I know COVID is just a strange time all around.

So it's not by any stretch a normal test for all of us, but it is good to hear people come to these meetings who, you know, take transit or use services like this and understand what it is like to be a rider and, you know, the

value of these types of services.

Thank you for letting us know about your experience with the chat feature. So we will take a look at that right now.

We are getting other questions through the chat feature, so it seems to be working, but we will double check that. Thank you for flagging that.

Okay. Great. Now, Jacqueline Ayer, I see a question here just submitted through the Q&A.

Forgive me, to Perias, my apologies, I keep referring it to the chat, but it's really the Q&A feature. So if you're submitting through the Q&A feature, that's what we mean.

So we are receiving anything through the Q&A. So don't worry about that, you can just continue to submit as you have been through the Q&A.

Jacqueline, we got your note here that you did not do the analysis that you were just speaking of, you did not directly do the analysis.

You mentioned that the Acton Town Council contacted a local engineer and then they did the analysis.

So thank you for that clarification, that's helpful. Great. Thanks to everyone for making the time. We know that there's so many things you could be doing with your Saturday, but we really do -- this is important.

It's important because this is your community, this is a railroad that already is there, obviously been there for a long time running through many communities, running through from Downtown LA all the way to Lancaster.

Obviously already an active corridor, so we appreciate everybody who takes the time to learn about proposed improvements in the area.

It's important to help us for making a better project and making a more meaningful outcome and deliverables once we get to the phase of construction. So thank you for your engagements.

Okay. Well, let's see who submitted anything. Nothing yet, but just a reminder if anyone just joined the line, you can make a question or comment, if you're using the phone, by just simply dialing start 9 to raise your hand and then star 6 to unmute your microphone.

If you're joining us through Zoom, you can use your raise hand feature, and then we will be prompted to unmute your mic when it's your turn to speak.

You can also use your Q&A feature to submit your comment or question at any time during this meeting, and, of course, you can always submit us a comment or question through our project e-mail address.

You can also send it through regular mail to Brian Balderrama at Metro mailing address, and you can also

submit it through our online comment form.

You can also send it -- or you can actually call us on our project hotline to just leave a message at any time. Your voicemail will be recorded as a formal comment during these 45 days.

So you can always just pick up the phone and leave a message, and we will include that in the environmental document.

Okay. Just a reminder, if you want to make a comment today during our formal hearing, you're welcome to do so any time between now and 12:30.

We also have two language rooms, we did get requests for, of course, Spanish, and we also got a request for Armenian.

So we do have Armenian and Spanish lines, separate translation rooms here at this meeting today.

So we are happy to be providing that, and we are going to be here, even if it's quiet, don't worry.

We're not going to walk out and leave you here, we're going to make sure that we're here until the end in case any comments or questions come up and not short-shift you on your time.

So feel free to submit anything during the live meeting today or circle back through our other project contact tools during this 45-day window ending on September

10th.

Can we go back a slide just to allow for the contact tools page to be visible while we wait for some more comments to come through.

Perfect, thank you.

Just a reminder, this is our contact tools page. You know, this is so if you don't have comments today, but wish to follow up between now and September 10th, you'll have our project website, our telephone hotline, which, of course, is 24 hours.

You can leave a message during those 45 days, and we will include that as a comment on the document, and can you mail it to Brian Balderrama, who is our project manager and Deputy Executive Officer, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

All comments we ask for between now and September 10th at 11:59. I think there's a reference on our website as 5:00 p.m., close of business at 5:00 p.m., but don't worry, we'll accept it, basically, up until midnight. So not to worry about that.

If you're having any technical problems, you can call (909) 310-2788, and we will be sure to pick up the call and help you out if you're having any technical challenges.

I think we're running down the clock here, so this must be good news that, maybe, there's plenty of information,

and no one has a lot of questions because hopefully their questions have been answered or, maybe, you just need more time to review the information before submitting.

So thank you again for being here and making the time and making this a priority to be informed and be engaged in these proposed improvements in this corridor.

We really appreciate it and appreciate your efforts to question the information, make comments, and see how we can make a better project as a result of the dialog and the information that's been shared to date.

Just a quick reminder, if you have a public comment you wish to make today, if you're using the telephone, just dial star 9 to raise your hand and then dial star 6 to unmute your mic.

If you're joining us through the Zoom application, just use your raise hand feature, the raise hand icon, and we will be sure to prompt you to unmute your mic when it's time to speak.

You can also submit through the Q&A function during this meeting as well. If you're having any technical difficulties today, not to worry, we can help you out. Just call us, (909) 310-2788, and we'll be happy to support you and troubleshoot anything.

Maria, while we wait just a moment, could we go back to the slide with the library locations for the environmental

document?

Perfect. So just a reminder that if you prefer to view the document in hard copy, you can go to these libraries. These are along the corridor, and they did give our environmental team the confirmation that they're open.

So you can go to these locations all the way from Los Angeles Public Library, all the way far north is the Lancaster Library to view the document.

We know some people still prefer the hard copy, so that is definitely an option for you as well.

Great. We have five minutes left, so not to worry, if you have a sudden question or a comment that has just come up, feel free to share.

We have a little bit more time left, and then we will be promptly leaving the meeting at 12:30 to respect your time and let you get on with your Saturday.

So feel free to reach out in these next five minutes, and, again, if you missed today's opportunity, you can always reach out at any time to the project team through our telephone hotline -- if you wish to leave a comment there, through our e-mail address, through the online comment form, or just regular mail, you can send a comment.

So these options will be available through September 10th, if you wish to follow up with a question or comment after today's meeting.

Great. Just a reminder if you wish to make a comment, last few minutes, to press star 9 to raise your hand if you're joining us by telephone or press star 6 to unmute your mic.

If you're joining us through the Zoom application, use your raise hand icon feature, and you will be prompted to be unmuted when we're ready for you.

You can also send your comment to Brian Balderrama at One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012, and you can also send it to avl@metro.net, which is our e-mail address.

You can also dial it in at (213) 922-4844 and leave a voice recording, and we will be sure to get that as well. Our Metro website is metro.net/avl.

So we encourage you to visit the site today and review the document there or at any of the library locations.

As a reminder, if you have any trouble whatsoever with any of these steps, you can reach us at our telephone project hotline starting on Monday, (213) 922-4844, and again that's (213) 922-4844, is our project hotline that we will be checking on Monday.

Then, of course, you can call us today on this weekend, Saturday, at (909) 310-2788. If you're having any technical issues with the meeting, you can call (909) 310-2788.

We're just about at time and just want to really -- again, no further comments have come in, so we'll keep our eyes here if in the next two minutes a comment comes in.

Again, just on behalf of the team, we wish to thank you for your engagement, making the time, whether you came also on Wednesday earlier this week, or today just appreciate your engagement and caring about the proposals on the table and being a part of making a better project.

Again, get your comments to us before September 10th, if you can, but we will still accept them through September 10th through the various contact tools we shared.

Again, on behalf of the team, we thank you, and I know our project manager, Brian, would like to say a couple words.

MR. BALDERRAMA: Yes. I want to echo Danielle's sentiment. Thank you all for joining us on the weekend.

We encourage you to continue to be providing us comments and go to our project webpage and all the resources that are available to you.

Thank you.

Again, any comment is great comment, and we hope you have a great day.

MS. VALENTINO: Thank you, Brian. Thank you to the project team, and thank you to all of you once again.

Have a wonderful weekend. Stay safe, and stay well.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

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ANTELLOPE VALLEY LINE CAPACITY AND SERVICE IMPROVEMENTS PROGRAM

APPENDIX I

PUBLIC COMMENTS RECEIVED

APPENIDX I.1

PUBLIC COMMENT MATRIX

APPENDIX I.1
PUBLIC COMMENT MATRIX

Stakeholder	Organization/ Affiliation	Stakeholder Type	Date Received	Source	Category	Issue / Comment	Follow up Action
DEIR Public Hearing (7/28 - 9/10/2021)							
Dylan Gilberto		Interested Party	07/28/21	Email	High-capacity Transit Service Support	Hello, Being that this project is mainly adding double track to some sections of the existing line, I don't think there is anything of concern or to oppose in the draft EIR. I fully support increasing service to bring trains every 30 minutes between Santa Clarita and Downtown Los Angeles. As a Burbank resident, the easiest and most convenient way to go downtown is Metrolink. Though this is not mentioned in the EIR (as far as I can tell), I believe Metro and Metrolink should go further and add trains every 15 minutes between Burbank Airport and Downtown Los Angeles. Nearly that entire route is already double tracked, and a 15 minute frequency would make this section operate almost like a metro line. Every 30 minutes is a huge and welcome improvement over existing service already, but 15 minute service would mean you could arrive at the station without needing to check a timetable or worry about missing your train. I believe that this kind of service would attract even more riders, and would take even more cars off of the heavily congested 5 freeway that runs parallel to this section of the Antelope Valley Line. Thank you! Dylan Giliberto	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Jonathan P. Canuela	California Natural Resources Agency	Agency	08/03/21	Email	Environmental	Mr. Balderrama, The existing rail line crossing over the California Aqueduct at Milepost 65.24 (Page 3.1 of DEIR State Clearinghouse No. 2020109001) has no indication of improvement or modification as part of the proposed program. Please confirm, or if you have detailed information about the California Aqueduct crossing please let me know. Thank you.	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.

Numan Parada		Interested Party	08/17/21	Email	Alternative Concepts Service	To whom it may concern, Thank you for providing this opportunity to provide input regarding improvements to the Metrolink Antelope Valley line. I would like to provide the following suggestions: 1. Please consider building a second tunnel through the Newhall Pass. Though I believe the existing proposals will make frequent service a reality with just one tunnel, a second tunnel would provide future capacity for regional trains. 2. Add additional AV train runs in such a way that they provide synchronized transfers with Amtrak Pacific Surfliners originating and ending in San Diego, especially the final Surfliner trips for the day. The proposed infrastructure must make this possible. Thank you once again. I look forward to seeing these much needed improvements. -Numan Parada	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
David Hardy		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service	When will the Metrolink Vista Canyon Station open and Via Princess station close?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Andrew Buenko		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Stops/ Transit Connections	Any plans to extend it to Reno?	Comment and tech team's response will be added to Draft EIR public comment chapter.
David Hardy		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service	The San Fernando Tunnel needs to be extensively redone. Movements through the tunnel are painfully slow and inefficient. A new double track tunnel would be ideal.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Andrew Buenko		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service Stops/ Transit Connections	How will it affect new station which is under construction in Vista Canyon, Canyon Country?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Anjie Preston		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Other	If you missed a portion of today's presentation, are the Zoom slides available?	Comment and tech team's response will be added to Draft EIR public comment chapter.
David Hardy		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	High-capacity Transit Service Stops/ Transit Connections	How about considering an AVL extension to the Cal high speed rail terminus in Bakersfield?	Comment and tech team's response will be added to Draft EIR public comment chapter.

Anjie Preston		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service	Does Metrolink have any plans to coordinate arrival times with AVTA?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Q&A Function	Community Health Safety	Where is this project going to set up quiet zones?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Q&A Function	Safety	So are you saying that you will be putting in this quiet zone project infrastructure in Acton? In other words, where are the "Quiet Zone" ready locations?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Q&A Function	Safety	So you are not including the impacts of where the trains are stored and how many trains are stored in this EIR?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Q&A Function	Safety	You just answered a gentleman's question about where the trains will be stored and how many they will be stored and you said that those details are still being worked out by Metrolink.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Marsha McLean	City of Santa Clarita	Elected Office	08/18/21	Virtual Public Hearing - Q&A Function	Support	I don't have a question at this time, just want to thank you for providing this presentation. Marsha McLean, Councilwoman	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Q&A Function	Service	Please clarify that they are doubling the number of trains through Acton	Comment and tech team's response will be added to Draft EIR public comment chapter.
Anjie Preston		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service	Does Metrolink anticipate returning to a schedule that allows express trains any time soon?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Fred Boehnert		Interested Party	08/18/21	Virtual Public Hearing - Q&A Function	Service	Will the running time end-to-end significantly decrease when the project is completed?	Comment and tech team's response will be added to Draft EIR public comment chapter.

Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		Here we go. Hi. Just so I'm up to date here, who are the correct contacts? I understand David Perry is there from Supervisor's Barger's office, and Doug is there from the Mayor's office. Who is-- even though it's not-- well, it would be Supervisor Jill has -- who is her representative because of the San Fernando Valley Segment. Who is her-- just can you tell me who it is? Can you help me there? Because the staff already has a relationship with them -- I believe, the CEO at Metro right now so-- move forward. Okay. Well, as soon as I can get those -- you both have my email. So we'll be able to deal with that. Thank you.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		I was glad to hear from Mr. Balderrama something about quiet zones, but it doesn't say anything about quiet zones in the noise impact assessment. Particularly the community of Acton. I wanted to point out that your noise assessment has ignored LA County general plan requirements, which establish that residential uses are noise sensitive uses and that the community noise criteria for residential uses should never exceed 65 decimals at any time at night or 70 during the day. Your project exceeds all of those thresholds. So that's a concern. The plan also clarifies that an LDN of 70 decimals is the maximum state level that the USCPA has identified to protect against directive hearing laws. Your project will cause the Acton residents to experience LDN levels exceeding 70 decimals. There are a number of general plans, all of these are not addressed in your draft EIR. First and foremost, is the one that requires construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 DBACNEL. All of your projects will expose all of Acton residents to that level. So, again, we ask that you use quiet zones within our community to bring these levels down. You also need to address Policy and Noise 1.21, 1.3, 1.4, 1.6, 1.7, all of which compel noise attenuation barriers or noise attenuation mechanisms, such as quiet zones, for projects like yours. I have probably another minute and a half of comment. So I guess I'll just get back in line.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		Okay. Two pieces to this question. The funding for the -- the funding for -- we're doing the EIR now on the -- you know, from Balboa north to Lancaster with three different project segments. What's the funding status on that? Also, what is the funding status on the Roxford South Double Track, is that funded? I know you mentioned earlier it was environmental cleared, but what's the funding status on both? Who can help me with that answer?	Comment and tech team's response will be added to Draft EIR public comment chapter.

Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		So here's the question, actually three just pointing me the direction, but are there any community betterments in these segments? The Santa Clarita Segment or the segment at Balboa, just essentially from the tunnel to where the double-tracking is at Balboa, there's nothing pretty much there. But is there any community betterments scheduled at the same time in Santa Clarita, like crossings or bridges across the tracks for the community, anything of that nature?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Frances Sereseres		Interested Party	08/18/21	Virtual Public Hearing - Verbal		Thank you very much and thank you for having these meetings. I'm from Lancaster. My name is Frances Sereseres. I'm commissioner here in Lancaster and I'm also commission here in the City of Los Angeles for the commission. My question is: For the Lancaster area, I have-- I'm also involved with AVTA. My question is: Will you be doing any improvements to our station because our station needs a lot of improvement and some seating and some overhand coverage especially when ther's the heat and for the cold. We have more problems with that. I know -- I think that you get into-- you work together with the City of Lancaster, but I htought I'd still bring it up to your attention if something can be done about that. Also, how can I get on Zoom? All I can get on right now is the phone. I was hoping that I can get som answers on the improvements for Lancaster because our station is the last station, and we need some work done our station. I would appreciate it and so would our people and our community here. Thank you very much for listening to me, and God bless you all.	Comment and tech team's response will be added to Draft EIR public comment chapter.

Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		I wanted to also identify some of the general plan policies that are important. In particular ones that require noise abatement programs to maintain acceptable levels of noise as defined by the exterior noise standards, which are 70 decimals in the daytime and 65 at night. Also, ensure that cumulative impacts related to noise do not exceed health-based safety margins, which the general plans defines as 70 decimals, and your project exceeds all of those. Also, you've used the cumulative analysis noise methodology for assessing impacts on Acton. According to the FDA manual, this methodology is only applicable to projects who are not possible to define project noise separating from existing noise, such as facility modifications or changing from locomotive to electric. These are not the circumstaces presented by this project on the community of Acton. In fact, the only impacts on Acton exist because you are-- excuse me-- you're able to define project noise separately from existing noise. So you've misapplied the cumulative analysis methodology and should have used the project noise impact criteria. If you'd done so, you'd see that there was significant impacts across the board and the community of Acton. Specifically, a third of the sensitive receptors you identify in the noise impact assessment exceeds significant noise thresholds under the FDA standards. SO under the FDA standards mitigation is required, and so the Acton Town Council is going to respectfully disagree with your conclusion that there are no significant noise impacts as related to the operational part of this project. Also, we're going to, again, request you include noise mitigation in our community in the form of quiet zones. Finally, I'd like to ask where--based on what Mr Balderrama indicated, that there will be quiet zones in this project, we'd like to know where they are. If they are in	Comment and tech team's response will be added to Draft EIR public comment chapter.
Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		The question is: The final station, which, I guess, is Lancaster, there's an extension of the tail tracks of 1,000 feet and 500 feet. Is that-- did I get that right? There's one tail track that's 1,000 feet extension and the other one is 500? The question is: What amount of train sets will that accommodate? Is it designed for four car train sets or three car train sets? How many train sets will accommodate with these tracks?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		Okay. Here we go. If I understand this right, there will be train slips accommodated in Lancaster that's going to have hourly service and half-hourly service is going to run from Via Princessa or the new station, and so where will those trains originate out of? Will they originate out of Lancaster and drive down to Via Princessa, or will they originate in Los Angeles? I mean, there's not going to be a --I mean, there is a facility in Santa Clarita to store trains, but where are these trains going to operate out of? Are they going to go from Lancaster to Via Princessa? What is is the plan?	Comment and tech team's response will be added to Draft EIR public comment chapter.

Bart Reed	Transit Coalition	Key Stakeholder	08/18/21	Virtual Public Hearing - Verbal		I'd like to get clarification here. If I understand the project-- the south end of the project is at Balboa and then the north end of the project is at Lancaster, but the project is broken into three distinct segments. There is no project-- you know, the segment is whatever length it is in Lancaster, it's 8,000 or some feet in Santa Clarita, and 2-or 3,00 feet in Sylmar. It does not-- the project-- if I understand this right, the project does include Acton; is that correct?	Comment and tech team's response will be added to Draft EIR public comment chapter.
Adam Spieckermann		Interested Party	08/20/21	Email	Service Support	As a Santa Clarita homeowner and Metrolink user: I support the Balboa double track extension I support the Canyon siding extension and prefer the island platform option. I support both the Lancaster storage track additions. I support the Lancaster island platform with a grade crossing. Having used other Metrolink station island platforms, I do not think a grade separated crossing is necessary to access an island platform, these proposed grade separations are a waste of money that could be better allocated to additional double track projects. These proposed grade separations are also a waste of time, as they unnecessary delay the implementation of needed improvements with the much longer construction schedules of grade separations . Metrolink should provide a calculation of the cumulative monetary harm imposed on the AV riders and communities by the delays caused by the longer construction schedules of these grade separations and should provide an explanation of why this monetary harm is necessary. I approve of all the double track and siding extensions proposed in phase two of the Antelope Valley line improvements. I strongly disapprove that this Environmental Impact Report	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Perias Pillay	Southern California Transit Advocates	Key Stakeholder	08/21/21	Virtual Public Hearing - Q&A Function	Support	The chat feature is disabled, so I'm using the Q&A to answer your question. I'm a daily Metro (Rail and Bus) rider and occasional Metrolink rider (mostly the San Bernardino Line). I don't use the AVL but I am interested in all transit improvements.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Ian Pari	City of Santa Clarita	Agency	08/21/21	Virtual Public Hearing - Q&A Function	Safety	Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal pre-emptions?	Comment and tech team's response will be added to Draft EIR public comment chapter.

Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/21/21	Virtual Public Hearing - Q&A Function	Other	I did not do the analysis - the Acton Town Council contacted a local engineer and they did the analysis.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Mattew Pearson		Interested Party	08/21/21	Virtual Public Hearing - Verbal		Okay. It says that this was an optional EIR because expansions of this sort are exepmt under California law, and I think for good reason. So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there to improve services, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes? The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running. Yeah, that was it.	Comment and tech team's response will be added to Draft EIR public comment chapter.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	08/21/21	Virtual Public Hearing - Verbal		My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together. We had an engineering evaluation done using the data from your Draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the community of Acton. It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community. Ten miles of the project as I said is in the community of Acton, and so your draft EIR noise assessment did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insult of 65 decimals and 70 decimals. So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shoes that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels. All the residents within 1,5000 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards. So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community. Thank you.	Comment and tech team's response will be added to Draft EIR public comment chapter.

Robert Frampton		Interested Party	08/22/21	Email	Service	Brian, My notes indicate that there are 4 parts to this project. I will read the DEIR to see whether it includes the Brighton to McGinley Double track. Here are my notes: Metrolink Antelope Valley Line, SCRRA. The draft EIR was released in July, 2021, The major capital projects that will be funded through this USDOT TIRCP grant include: •Balboa Double Track Extension, just south of I-5/SR-14 Interchange, which will allow for additional capacity and passing; •Lancaster Terminal Improvements, including new layover and light maintenance facilities; •Canyon Siding Extension, which allows for additional passing in the Santa Clarita Valley area; and •Brighton to McGinley Double Track, a key segment of the critical Brighton-to-Roxford Double Track project, which will add capacity and additional passing between Sylmar and Burbank.	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Brian Yanity	Rail Passenger Association of California & Nevada	Key Stakeholder	08/22/21	Email	Support	Dear Mr. Balderrama, The Rail Passenger Association of California and Nevada (RailPAC) is a two-state organization with membership throughout California and Nevada. RailPAC is a strong advocate for an expanded comprehensive public transportation network serving the entire state of California as well as Nevada. RailPAC is an all-volunteer non-profit passenger rail advocacy group, founded in 1978. RailPAC fully supports the three capital projects in Antelope Valley Line (AVL) Capacity and Service Improvements Program Draft Environmental Impact Report (EIR): • Balboa Double Track Extension located in the City of Los Angeles • Canyon Siding Extension located in the City of Santa Clarita • Lancaster Terminal Improvements located in the City of Lancaster The three projects assessed in the EIR will provide the capacity required to allow Metrolink to increase AVL service to all-day 30-minute bi-directional headways between Los Angeles Union Station and the Santa Clarita Valley and up to 60-minute bi-directional headways between the Santa Clarita Valley and the Lancaster Terminal by the year 2028. Upon completion, these three projects will benefit thousands of rail passengers each day on the Metrolink AVL- enabling	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.

Ruby Kwan-Davis	California Department of Fish & Wildlife	Agency	08/30/21	Email	Environmental	Hi Brian, Since our site visit is on 9/9 and comments on the EIR are due 9/10, may I please have an extension on providing CDFW's comments? It would help if you could allow me some more time to consider any information I may gather during the site visit. Thank you for considering.	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Robert Frampton		Interested Party	08/25/21	Email	Other Service	Brian, This paragraph on pg 20 of the AVL DEIR answers the question on the Brighton to McGinley double track extension. It reads: To achieve these service scenarios the AVL Study identified four capital improvements which were recommended for their combination of operational benefits and cost effectiveness. These capital improvements are identified in the study as the Balboa Double Track Extension, Canyon Siding Extension, Lancaster Terminal Improvements, and the Brighton to McGinley Double Track. The Brighton to McGinley Double Track improvement was approved separately as part of the Brighton to Roxford Double Track Project. This EIR assesses the three remaining capital improvements required for implementation of Service Scenarios 1, 2 and 3, as presented in the AVL Study and supported by the Metro Board. Cumulative impacts are also assessed. Could you send me a copy of the DEIR for the Brighton to Roxford Double Track Project? Thanks Robert Frampton, Pasadena	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Joseph Sanders	California Highway Patrol	Agency	09/03/21	Email	Safety	Good Afternoon, No impact to any Southern Division Area local operations and/or public safety by SCH# 2020109001 was identified. Thank you, Joseph Saunders, Sergeant	Comment and tech team's response will be added to Draft EIR public comment chapter.

Bianca Enciso	California Highway Patrol	Agency	08/24/21	Email	Safety	Good afternoon, Special Projects Section (SPS) recently received the referenced Notice of Environmental Impact document from the State Clearinghouse (SCH) outlined in the following Web site: https://ceqanet.opr.ca.gov/2020109001/3 Due to the project's geographical proximity to Southern Division, please use the attached checklist to assess its potential impact to local Area/Section operations and public safety. If impact is determined, responses should be e-mailed directly to Los Angeles County Metropolitan Transportation Authority (Lead Agency) with cc to SCH, respective Division, and myself. Please feel free to e-mail me if you have any questions. Thank you! Kind regards,	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Larissa De La Cruz	City of Lancaster	Agency	09/07/21	Emailed Letter	Other Support	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Arthur V. Sohikian	North Los Angeles County Transportation Coalition	Agency	09/10/21	Emailed Letter	Support	See letter attached	Comment and tech team's response will be added to Draft EIR public comment chapter.
Matthew Cervantes	California Public Utilities Commission - Rail Crossings and Engineering Branch	Agency	09/10/21	Emailed Letter	Alternative Concepts Other	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Jacqueline Ayer	Acton Town Council	Key Stakeholder	09/10/21	Emailed Letter	Other	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Joel Bareng	City of Santa Clarita	Agency	09/10/21	Emailed Letter	Other Safety Support	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.

Arnold Hackett	Metrolink	Agency	09/10/21	Emailed Letter	Alternative Concepts Other	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Ruby Kwan-Davis	California Department of Fish and Wildlife	Agency	09/10/21	Emailed Letter	Environmental	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Anthony Higgins	Cal Trans	Agency		Emailed Letter	Other Parking Safety	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Jose Dennis Alabaso	California Abilities Network	Interested Party	08/31/21	Comment Form (online)	Additional Route Concepts	Do you think it's possible if the Antelope Valley Line could have a newly joint extended passenger rail service with Amtrak California continuing from Palmdale, Lancaster, the proposed Tehachapi Amtrak Station and all the way through Bakersfield Amtrak Station and vice versa?	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
DEIR Public Hearing (Post-Comment Period)							
Abu Yusuf	Los Angeles County Department of Public Works	Agency	09/21/21	Email	Other	See email attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Rudy Campos		Interested Party	10/12/21	Comment Form (online)	Safety	THE ANTELOPE VALLEY SYLMAR/SAN FERNANDO STATION PLATFORM COULD USE UP-GRADE SECURITY LIGHTING,PLATFORM SEATING AND MORE SECURITY AT PLATFORM TICKET MACHINE . THANK YOU	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.
Peggy Harris	Union Pacific	Agency	10/15/21	Emailed Letter	Safety Service	See letter attached	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.

Jairo F. Avila, M.A., RPA	Fernandeño Tataviam Band of Mission Indians	Key Stakeholder	11/4/2021	Email	Other	Hello Brian, The Cultural Resource Management (CRM) Division of the Fernandeño Tataviam Band of Mission Indians thank you for the opportunity to review the draft Archaeological and Tribal Cultural Resource Technical Report. The CRM Division finds the mitigation measures to be acceptable for the proposed Project. The CRM Division has no further comments at this time. We look forward to reviewing the mitigation measures once finalized. We also look forward to reviewing the CRMP once a draft is available for review and comments. Should there be any changes or updates, please feel free to let me know.	Comment will be added to Draft EIR public comment chapter; comment will be considered by the project team.

APPENDIX B

Public Hearing Transcripts

PUBLIC HEARING NO. 1

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements

TRANSCRIPT OF PROCEEDINGS

August 18, 2021

Case No:

CERTIFIED COPY

Antelope Valley Line Capacity and Service Improvements Program

Wednesday, August 18, 2021

6:00 - 7:30 p.m.

REPORTED BY:

Katherine Thomas
CSR No. 14378

CERTIFIED COPY

PARTICIPANTS

Jeanet Owens
Jackie Gagossian
Peter Feldman
Maggie Cheung
Diana Orozco
Darren Tucker
Celeste Milam
Danielle Valentino
Eric Banghart
Ben Lopez
Thomas Reese
Yvette Reeves
Brian Balderrama
Maria Yanez-Forgash
Stephanie Espinoza
Monica Paderanga
Richard Carney

Antelope Valley Line Capacity
and Service Improvements Program

Murrieta, California
Wednesday, August 18, 2021

MS. VALENTINO: Good evening everyone. This is Danielle Valentino LA Metro. We are getting ready to start our public hearing on The Antelope Valley Line Capacity and Service Improvements Program.

We are just giving it a couple seconds here as we let people enter into the virtual meeting room, but we welcome you here, and we're very appreciative of you taking the time to join us this evening.

So just be patient as we allow some folks to join us, and we will get started in just about a minute or so.

Thank you.

As we await our start here, just a reminder if you're an elected official or staff from an elected office or any organization that would like to be acknowledged this evening, please let us know.

You can submit your introduction of who you are into our chat, and we will gladly announce you and welcome you this evening.

With that, we'll get started. If we can move to the

next slide, please.

For this evening's presentation and for the meeting, we will be offering both, of course, English presentation, but we have two rooms for translation. One is for Spanish and one is for Armenian interpretation.

So you'll need to do it in your computer, just click on your interpretation icon in your Zoom application and pick which language you'd like to hear, either Spanish and Armenian is available tonight.

You will see that our Spanish and our Armenian translated presentation have also been posted into the meeting chat this evening.

So can you take a look at the meeting chat and be sure to reference those, and you can also go to our website, which is the Metroavl website, and we have links to the website in our chat, and that will also take you to the presentations that are posted online on our website.

If for any reason you have trouble accessing the presentation through the Zoom, you can access it on our website.

Just a reminder that this meeting is being recorded and all comments and questions can be submitted, if you have any technical issues, through our Q&A.

We also want to make sure that you see the Spanish on the screen as well as Armenian language instructions here.

If you're searching into getting into the interpretation rooms, we do have instructions here on our slide on how to do that.

Next slide, please.

Just a bit of housekeeping before we get into the content of the presentation. Just a reminder that as this meeting is recorded, your cameras are also turned off, and your microphones are also muted.

You can submit, as we mentioned, questions through the Q&A, and you can also use the oral public comment option of simply just raising your hand icon, and we will be aware that you would like to make a comment or a question.

You can also call our phone number at (909) 310-2788 if you have any questions, specifically if you're having any technical issues. We'll do our best to help you. We have a team member there ready to answer the line.

Also, I just want to briefly take a pause as we wait for more to enter the meeting room. We do want to introduce our team that's here on the line. You'll be hearing from several of our team members.

So we will be sharing with you some information about who each person is here. We have Brian Balderrama who is our Senior Director from Metro Regional Rail.

We have Eric Banghart who is our engineer on the project and project manager from Mott MacDonald. We also

have Peter Feldman, who you will see shortly.

Peter Feldman is with the environmental team leading the CEQA process of this project. We also have our outreach team here helping us this evening behind the scenes and you may hear from them if you call the hotline that we gave.

Next slide, please.

As mentioned, these are our presenters this evening, and you'll see their names and titles here. It's in our PowerPoint slides, and we're really looking forward to informing you more this evening about findings from the EIR document.

Next slide.

In terms of purposes of the meeting, we're going to turn this over to Brian Balderrama, but just to queue it up a little bit, we're going to have an overview of the Antelope Valley Line Capacity and Service Improvements Program, essentially the scope and scale of this project and environmental study.

We'll explain the environmental process that's underway since the kick-off during scoping during October and November of last year.

Then we'll also get into the environmental study findings and impacts that have been identified through this draft environmental process.

We'll also then prepare to receive your public

comments at the end of the meeting, and we really do encourage your support and assistance with being clear in your comments and providing your first and last name as well as the organization, if you are willing, that you represent as you make your comment.

With that, we will turn this over to Brian Balderrama, who is our project manager for this effort.

Brian.

MR. BALDERRAMA: Thank you, Danielle.

So for the purposes of this meeting, any time you hear AVL, we will be referring to the Antelope Valley Line.

Next slide.

For our project overview, we'll discuss the service improvements, going into our environmental setting, the stakeholders that have been involved to date, the benefits of the project, the funding that we have to date, and then walk you through our proposed project elements in more detail, as well as a high-level timeline.

Once we get into the second part of our program, we'll discuss what our project impacts are that were identified through our environmental study.

Then lastly before we start our public comment period, we'll go through that exercise of giving you some additional feedback on important things we need for you to know.

Next slide.

The project proposes an expansion of the commuter rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements projects located along this AVL Corridor, if we go from starting from the Balboa project working north, that first Balboa project is located within the City of Los Angeles.

The second project is located in the City of Santa Clarita, and the third would be located in the City of Lancaster at our Lancaster Terminal.

The fourth infrastructure improvement, the Brighton Street to McGinley Avenue Double-Track project has already been environmentally cleared separately as part of Metro's Brighton Double-Track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30-minute bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As an overview for the corridor, the AVL is a 76-mile railroad route owned by Metro and used by operators such as The Southern California Regional Rail Authority.

The the AVL extends from the Los Angeles Union

Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, Newhall, Santa Clarita, Acton, Palmdale, and Lancaster.

The Union Pacific Railroad operates Class 1 freight rail service on this corridor as well. The route is a Federal Rail Administrative Track Class 4 with a maximum speed up to 79 miles per hour.

Just so you know, there are up to 30 Metro link commuter trains and 12 Union Pacific Freight rail trains per day.

Next slide, please.

Though the proposed project is statutorily exempt from CEQA, Metro wanted to address any community concerns and prepared an EIR study for a more detailed evaluation of the project impacts.

This approach was supported by all project stakeholders specifically the North Los Angeles Transportation Coalition who also serves a project funding partner. It should be noted that technical studies were not completed in isolation.

This EIR considers commutative impacts from projects such as the LINK US, East San Fernando Valley Corridor, The California High Speed Rail Authority Phase 1, and The

Metrolink Score Program Phase 1B. All of those have different websites for you to get additional information on.

If I can get the next slide.

So this is a collection of stakeholders involved in the project that regularly receive project updates for coordination purposes and/or have provided us comments to date during this environmental phase.

This is not a comprehensive list and we hope that it continues to grow with those of you that are joining us tonight.

Next slide, please.

So single-track corridor is equivalent to trying to provide two-way traffic on a single-lane roadway. By providing more double-track at key locations, we will enable twice as many commuter rail trips as currently being proposed with the full build-out of this program.

We will improve the ability to respond to the employment population growth for this corridor for the next 20 years.

We will improve passenger rail service and reliability and also provide the necessary infrastructure to enhance operational flexibility and reliability to our operators.

Next slide, please.

The base project is fully funded at 220 million due

to the Measure M funding from the North Los Angeles Transportation Coalition and State funding through our award from a 2020 grant program.

Now I'd like to turn this over to Eric, so he can walk you through some of the proposed project elements.

MR. BANGHART: Great. Thank you very much, Brian.

Next slide, please.

So there are three proposed project elements I want to go through as we're introducing the map, the Balboa double-tracking, Canyon Siding, and Lancaster Terminal. So I'll go through each one of them.

On the next slide we have the Balboa Double Track Extension. This is right around the area of where the 5 and 14 split in the very northern part of the City of Los Angeles.

It's just over a mile double-tracking project, about 6,300 feet and that's where Brian was talking about to allow better service on this more two way traffic.

The project would be within the existing right-of-way. There may be some encroachments on CalTrans property and then there also will be some work where the alignment falls underneath the 5 Freeway where we would have some column protections to make sure, as we add that additional track in there, that those columns are protected.

On the next slide, we have the Canyon Siding.

Similar to the last one, this is also a double-tracking project that would extend existing siding that's out there today by about 8,400 feet.

We would also add a new crossing to allow trains to change -- pretty much change lanes as Brian mentioned, using the highway example.

That's converting the existing CP turnout to a crossover, that's where the No. 3 is, and then the No. 4 is showing the Golden Oak Road requiring new installation of new traffic signals, new striping throughout the intersection to support a more safe crossing.

We'll also be improving the Santa Clarita station, which is shown on the next slide. So as you can see on this image, this is the existing station there is today.

On the bottom, the black line is the existing single track and then the outlined is the platform, which we refer to as a side platform. So just meaning that the platform is directly to the side of the existing track.

Then you can see at the top of the page we also have the existing station. So that's all what it looks like today.

As we come through with the second track on the next slide, this is what's considered the base option.

If we go to the next slide, this is the base design. So I'll show you several options that we have, but we

have -- for this -- unlike Balboa where we didn't have options, this one does have options.

So as a base design, we will be adding a second track that's labeled there that's closer to the blue line. So kind of the bottom of the page, that's the new second track.

We will be adding a new second side platform. So everything in blue, that blue color or aqua color is all the new things we'll be adding to the station.

So a new track and then a new side platform. So those are all in the base design.

If you go to the next slide, this is Design Option 1, and so based on coordination with our stakeholders, we wanted an option that would allow for a pedestrian underpass instead of having the pedestrian crossing at-grade across the track.

So everything in red is showing what that would entail. So it entails new ADA ramps and a tunnel that goes underneath the tracks and then pops back up to the service right around where the existing side platform is. So that is Design Option 1.

On the next slide, we have Design Option 2. This is kind of a new term. This is what's called a center platform. So instead, remember before we had the side platform, this is a center platform.

So what that means is that both tracks can be accessed from the center platform. Similar to Design Option 1 we're going to access the station via an underground tunnel or an undercrossing.

We'll also be aligning that crossing better with the Santa Clarita Station parking lot. Because the station is up kind of on a hill, this will allow direct access. Instead of the side platform, it will allow direct access to the parking lot and also where a lot of the bus stations are located.

On the next slide, we're now moving down to the Lancaster Terminal improvements as Brian mentioned before. On the slide here, we have the existing station configuration.

At the top of the page is the existing station. So we have two existing Metrolink tracks. We also have between one and two existing UP railroad tracks that are in that area.

Further to the north across Lancaster Boulevard -- so if you look at this image, the image on the bottom is just the north on the other side of Lancaster Boulevard. So just look from left to right, and then as you go to the bottom slide, continue left to right.

This will make more sense here on the next slide, but that just shows what's just to the north of Lancaster Boulevard.

This is where the improvements start coming in. As part of this -- the base design is expanding the existing layover facility to allow trains to be stored, fueled, and also to have operator facilities at the location.

This also includes improvements to Lancaster Boulevard grade crossing. As you can see, the new colors, you can see we have two new storage tracks that are 500 feet and one storage track that is 1,000 feet. We also have the maintenance facility building and also provisions for fueling.

So this is the base design. It has no changes to the existing Lancaster Station. I just want to point that out, because you'll see in our design options, that's when we start to have changes or improvements to the Lancaster Station.

So on the next slide, so nothing changes from the slide I showed you before, still the terminal -- or the storage tracks, which stayed the same, but what you're going to see here is the changes to the station.

So currently out there today there is a slide platform, like I showed in the very first slide for Lancaster. Here we have a center platform instead of that side platform.

This would allow for better operations for passengers and for the trains, and the way we would connect

people to that platform is through what's shown in there in the red, that's the undercrossing.

So that would be -- yeah, that's the undercrossing, underpass, or tunnel that would connect from the existing station parking lot to the platform.

On the next slide, we have Design Option 2. Same exact thing, but instead of using an undercrossing, we would use an overcrossing or a pedestrian bridge. That would allow people to access from the station parking lot, again, but through a bridge.

We do have emergency egress where people can access during emergencies, but those would be only used during emergencies. The main path of travel of pedestrians would be over the top.

Then finally, Design Option 3 is similar with using a center platform, but instead of using a tunnel or a bridge for pedestrians to access the station, we would use at-grade crossings.

So all these options were developed via coordination with our stakeholders to make sure that all of these could be environmentally included in the document.

Next slide.

So just talk about schedule quickly. This just lays out, as Danielle had mentioned before, we started with the notice of preparation, the scoping meetings in October and

November of 2020.

We then completed the technical studies through the winter and the spring. We are now there -- in July 2021, was right when we released the draft EIR. August 2021 is the public hearings that you're at tonight, and then looking to finalize the environmental document in late 2021.

Moving forward in partnership with Metro and Metrolink, they're working together on this project. The project will be handed off to Metrolink to complete the design. That schedule is shown in the bottom.

In the fall of 2021, there's administrative preparation. So that's getting ready for the contracts, getting the contracts for teams to come on board.

In July of 2022, they'll start working on the design and looking for the end of the design phase coming in July 2024. The summer of 2025, looking to work on the actual beginning of construction -- sorry -- December 2024. The bottom shows December 2024 for construction.

With that, I'm going to hand it over to Peter, who is going to talk you through the environmental studies.

MR. FELDMAN: Thank you, Eric. Good evening, everyone. I'm going to provide sort of a Cliffnote summary of the project impacts as well as the proposed mitigation identified in the draft environmental impact report.

This presentation isn't intended to be sort of an

exhaustive summary of all the impacts identified in the EIR, but rather sort of a high-level summary of just the potentially significant impacts identified in the EIR.

So next slide, please.

So starting off with aesthetics and visual impacts, generally for the most part potentially significant impacts were identified mainly in the City of Santa Clarita associated with the Canyon Siding Extension.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the Canyon Siding Project site, and that's mainly due to the presence of construction equipment, as well as construction activities that will be occurring within the site.

Skipping over the bullet right below this and going on to the operational impact at the site, which would be related to kind of permanent alterations to the hillside resulting from a lot of the grading that would take place along the Canyon Siding Extension.

So it would include the chase removal, as well as actual grading that would change sort of the hillside. This would mainly affect views for residence north of the site.

One such view is on this side right here as you can see, and then going back to construction, applicable to all of the capital improvements, the project may require nighttime construction and associated with that would be

nighttime lighting.

So there may be a need for nighttime lighting, which can create, you know, light spillover onto adjacent land uses and just general sort of nighttime disruption to adjacent land uses.

To mitigate these impacts the EIR proposes screening the Canyon Siding site from view for the residence to the north. So that would include, you know, some hopefully visually -- aesthetically pleasing screening of the equipment and construction activities.

For nighttime lighting, the EIR requires that the sites during nighttime be screened from the public, as well as requiring the construction contractor to direct lighting onto areas where construction activity is occurring, essentially limiting any kind of spillover light from the site.

To mitigate permanent impacts to the hillside on the Canyon Siding site, the EIR proposes to provide replacement vegetation consistent with the existing natural vegetation only to the degree to which views of the hillside would change.

Next slide, please.

So for biological resources, as well as water resources, I'll start with biological resources. The EIR determined that construction activities such as site

clearing, vegetation removal has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within several of the capital improvement sites and their surroundings.

With the Balboa Siding Extension -- Balboa Double Track Extension and the Canyon Siding Extension sites presenting the greatest concern, as these areas have undeveloped land and natural areas, which are likely to contain habitat for sensitive species as well as general wildlife.

In particular, nesting birds and bats likely use vegetation structures, such as the I-5 bridge and the Balboa site for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures. I'm not going to go through all of them, but to summarize, they consist mainly of reconstruction surveys to determine if any wildlife is present or sensitive plant species are present on the sites.

They would also include biological monitoring during construction to ensure that none of the construction activities affect either existing wildlife and to hopefully minimize as much habitat disturbance as possible.

Other strategies would include things like

delineating the project sites so that construction personnel don't disturb areas that are either sensitive or do not need to be disturbed. Other mitigation also includes vegetation replacement, once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during a storm event, may carry contaminants into local water bodies downstream from any of the capital improvement sites.

In addition, while not anticipated, there is potential for excavation activities to encounter contaminated groundwater, particularly at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster Terminal improvements, would include a wash facility that would generate waste water requiring proper disposal and handling.

To mitigate these potential impacts, the project would be required to comply with a set of permits, including stormwater discharge permits, which require development of stormwater and pollution prevention plan or watering permits for a groundwater encounter and a stormwater discharge permit for industrial activities to address the watch facility.

Next slide, please.

MS. VALENTINO: Eric, [sic] forgive me for interjecting. I just want to quickly interject, because I

know there's a lot of great substance here.

We have some great folks who have joined us this evening. We just want to acknowledge Supervisor Barger's office, thank you to staff, we have David Perry here. Thank you so much for being here.

Also from Mayor Garcetti's staff we have Doug Mensman, and we also have Jacque, Jacqueline Ayer from the Town of Acton.

So thank you all for being here and forgive the interruption.

MR. FELDMAN: No problem, Danielle.

Cultural, tribal, and Paleontological resources. So for purposes of discussion, cultural resources are different from tribal cultural resources. The former being those resources of historic or prehistoric value.

In the case of this project, we're mainly talking about archeological resources, as there's no historic buildings that have been identified.

The latter, being tribal cultural resources, are those resources considered important Native American tribes. The AVL Corridor has been identified as a tribal cultural resource by the Kizh Nation. According to the tribe, the Corridor was used as a trade and migration route.

In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of

Mission Indians.

No cultural or tribal cultural resources have been identified within the construction footprint of any of the capital improvement sites. There is always potential to encounter unknown resources during excavation of earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archaeological monitoring program, which would include presence of archaeological and tribal monitors during excavation activities, as well as cultural resource monitoring plans, which would prescribe procedures in the event that a potential resource is encountered.

Then just to note, tribal consultation for this project is ongoing and that includes developmental of mitigation to address specific tribal cultural resource concerns.

For paleontological resources, similar to cultural and tribal cultural resources, there's potential for ground-disturbing activities to encounter unknown fossils or geologic resources.

Similarly, mitigation for this potential impact would include paleontological monitoring, a paleontological monitoring program, in very similar fashion to the cultural monitoring program.

Next slide, please.

So far hazards, hazardous materials, geology and soils, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities, these things such as fuels and solvents that are used on construction sites.

Additionally, there is a potential for contaminated soil or groundwater, both due to the historic industrial uses that surround the AVL, as well as the railroad operations that have been going on in the AVL for quite some time.

Moving on to contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese List of Hazardous Waste Sites that requires special consideration written into California law.

Finally, the Balboa Double Track site is located within the City of Los Angeles designated Methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts regarding hazards and hazardous materials, the EIR would require a hazardous materials management plan be developed, as well as a soil and groundwater management plan to address handling and disposal of hazardous materials and wastes.

In addition, the EIR requires preparation of Phase 1

and Phase 2 environmental site assessments to determine any hazardous concerns specific to any of the capital improvement sites, as well as strategies to address such concerns during construction.

These assessments would be conducted as design is further developed on each of the sites.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations to address the methane zone that the Balboa site is located at.

For geology and soils impacts, quite simply the grading activity associated mainly with the Balboa Double Track and the Canyon Siding Extension could result in unstable soils or slopes posing potential seismic concerns or risks.

To adjust this impact, a geotechnical report including recommended seismic design measures will be prepared as the design of the project progress.

Next slide, please.

So for noise and vibration, construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are identified in the slide. Additionally, vibration generated by construction activities

would be likely to exceed vibration annoyance thresholds at residential land uses, and that's for each of the capital improvement sites as well.

I do note that not all construction activities are anticipated to exceed noise limits. Generally, significant noise impacts would only occur during the noisiest or most intensive periods of construction.

To address these impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment horsepower to be used during particular times of day.

Other things such as notification of nearby land uses or residences prior to particular noisy activities, and potentially prescribing noise-dampening equipment, such as, you know, noise blankets to be laid on a particularly noisy construction equipment could be employed at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable. This is mainly due to the proximity of a few sensitive land uses to the construction sites.

There's simply no way to reduce noise during the noisiest portions of construction below the noise limits that

have been identified.

To address vibration impacts, a vibration monitoring plan similar to the noise monitoring plan would be developed. Based on our analysis, all impacts from the proposed service increase would be less than significant.

Next slide, please.

Finally, transportation, air quality, and greenhouse gas. So starting with transportation, construction of the project would result in typical disruptions to local traffic, such as road or lane closures and traffic delays similar to any kind of construction project that is occurring within or near a roadway.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or where construction work is occurring in close proximity to the track.

While the amount of disruption is likely to be limited, to address that impact, a construction service plan would be developed in connection with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions to Metrolink.

To address impacts on local traffic, a construction traffic management plan -- or management plans for each of the sites would be developed to minimize impacts along roadways and sidewalks.

Regarding air quality and greenhouse gas emission, the increase in Metrolink service would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional thresholds.

The portion of the project that is within the South Coast Air Quality District is those areas south of the Antelope Valley essentially.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emission. Our service improvements would result in a decrease in passenger vehicle miles traveled.

The EIR determined the decrease in VMT would not offset the increase in nitrogen oxides and THG emission below applicable thresholds.

Although mitigation is available to address the locomotive emission, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero emission fleet.

The EIR does identify construction period mitigation measures, such as construction equipment specifications to reduce emissions from construction equipment and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emission generated by the project.

Despite our mitigation efforts, the EIR did determine that air quality and greenhouse gas impacts would

be significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to close us out.

MS. VALENTINO: Great. Thank you, Peter, very helpful information.

I know it's a substantive meeting this evening, so we appreciate all of you for your patience as we are getting through a lot of our findings and wanting to make sure we're as complete in sharing those as possible.

As Peter mentioned, full details are in the environmental report. So you do want to review that and in terms of where to review the environmental document, we have the EIR available on the Antelope Valley Line, the Metro website for the project.

So you'll be able to access that at your convenience through our Metro website at metro.net/avl, and then we also have several library locations along the corridor where you can access the environmental document in the physical copy form.

So here's a list of those locations and we're very intentional in wanting to ensure that there was at least a library along the 76-mile corridor where you could access this.

So please take a look at that list, and hopefully that will work for you. These libraries are open at the

moment. Things are always changing, but you should be able to access it there in person if you prefer instead of digitally.

We also have a copy at our Metro headquarters building. If you need to schedule an appointment, we can work something out with that.

Next slide, please.

Just a reminder, we have two virtual hearings related to the environmental document at this phase of project.

So this one is obviously this evening, and we will have another one on Saturday, August 21st, this Saturday, starting at 11:00 a.m.

So we encourage everybody to attend both or just one, rest assured it's really the same information in terms of PowerPoint slides. You may get a variety of questions, but it's certainly the same project information being presented at both meetings.

We also have, in terms of the meeting format, of course, it's really focused on presentation followed by the formal comment receipt.

We also have a court reporter with us at both meetings. So you'll be able to feel assured that our court reporter is recording your comments and questions today.

Next slide.

Now, during the public comment session, which we are going to be starting here shortly, just a reminder that we are accepting comments verbally by telephone.

So feel free to make a phone call to us today through the telephone lines offered. We will be able to actually take your call on the line and hear your verbal comment.

You can also just submit through our Zoom connection, you can just raise your hand, just use the raise your hand icon, and we'll allow you to speak through the web connection as well.

You can also submit your question or comment through the Q&A, and you will have about two minutes per speaker. So we will indicate to you once your two minutes are up.

If we have time, we will allow you to stand in the virtual line to make another comment or ask a question. So just know that we will honor the two-minute cutoff. We have a 45-day comment period. So you will have 45 days to submit any formal comments related to the EIR.

So feel free to, at your leasure, review the document on your time, and just make sure you submit your comment by September 10th, no later than 11:59 p.m. if you can. So we can make sure we get that included in the environmental document.

You can also send your comments by regular mail to

the project manager, who is Brian Balderrama. He is the Deputy Executive Officer for LA County MTA, and you can reach him at One Gateway Plaza, Mail Stop 99-17-2, Los Angeles 90012.

You can e-mail your comment to the project e-mail at AVL@metro.net, and you can submit your comment through the online comment form, if that's easier, at metro.net/avl.

Lastly, you can also call our 24-hour hotline. In case you want to skip typing or writing, you can just call at any time. Our project hotline will record your comment, and so that number is (213) 922-4844.

I'm actually going to make sure I said that correctly, because it wasn't big enough for me. The phone number is (213) 922-4844 to submit your verbal comment.

Next slide.

Great. So we are going to get going here. We're going to start our comment period of 45-day review. After we receive all of your comments by September 10th, the team will review them and start compiling them into their final environmental document.

At which point the team will bring this to the Metro Board of Directors for purposes of Metro Board getting updated and having the opportunity to review the comments and essentially certify that the environmental document has been complete and moving us on to our next steps in this project

development process.

Next slide, please.

Great. So before we get underway on public comment this evening, just a quick reminder. If you wish to request to speak, just use your Zoom application by raising your hand feature. You have the hand feature there so just raise that.

If you're on the phone, you can just basically dial star 9, that will indicate to us you're waiting to speak.

Also, when it's your turn to speak, if you're using the Zoom application, you'll be prompted to unmute your microphone.

That usually takes a couple seconds, so don't worry, we'll wait for you. Once you're unmuted, you'll be able to speak. If you're a phone user, just dial star 6 to unmute your microphone.

Again, written comments are welcome at any time including after the meeting, you can always submit your comments before midnight September 10th.

You can also submit comments today during the meeting in the Q&A function. So just submit it on the Q&A, or you can also use the online comment format at metro.net/avl.

Then, that's it. We've gone over our contact tools, but, again, just our e-mail address, AVL@metro.net. (213) 922-4844 is the project hotline available to you at any

time during the 45 days and beyond.

Then you can also reach us at our website and review all of our information and content on the website as well, which is metro.net/avl, and comments are due Friday, September 10th, 2021 at 11:59.

Next slide.

Okay. Great. So we're going to get started here. We are going to have two minutes per speaker. Like I said, we will not cut you off if you have multiple comments. You can, assuming time permits, we'll let you come back and submit another two-minute comment.

So with that, let me go ahead and take a look at who is in the queue of submitting comments. We have one comment/question submitted through the Q&A function from a Mr. Hardy.

David Hardy wrote: When will the Metrolink Vista Canyon Station open and the Via Princessa Station close?

So that may be one we have to get back to you on, but I did want to raise that out loud in case there is anyone on the team that is able to share more information on that.

Brian, is there any information you're able to share on this item?

MR. BALDERRAMA: As far as receiving announcements, Metro has not received an announcement for the opening of the new station.

PH1-1

As soon as we get some of those advanced notifications from Metrolink, we in turn do our support for public outreach, so that everybody can be informed.

We will definitely reach out to Metrolink after this to get accurate information, and as the operator for the Antelope Valley Line Corridor, it's at Metrolink's discretion to close any stations at this time.

I know they're evaluating all current stations that are supporting the City of Santa Clarita. So once this new station goes online, that would be four stations supporting the city.

MS. VALENTINO: Great. Thank you for that. That's very helpful context, and we will be able to also give you some further feedback in the EIR.

I'm moving on here just to make sure we don't miss anyone. We have Andrew Buenko who has submitted a comment through the Q&A. Thank you, Andrew.

His comment is: Any plans to extend it to Reno?

I can just quickly share that that's not in the current scope of work for this particular project. PH1-2

But, Brian, any feedback?

MR. BALDERRAMA: Correct. That would be outside of the scope of work. The current terminus is the City of Lancaster.

Metrolink continually monitors market segments where

they can grow in any direction, and at the time, there isn't current plans to to extend this line beyond where it terminates today.

MS. VALENTINO: Great. Thank you. Thank you, Mr. Buenko. Appreciate it. We appreciate your comment.

David, we have another comment here from David Hardy submitted through the Q&A.

The comment is: The San Fernando tunnel needs to be extensively redone. Movements through the tunnel are painfully slow and inefficient. A new double-track tunnel would be the ideal. PH1-3

Thank you, Mr. Hardy. We will take note of that and include your comments in the EIR.

We have another comment here from Mr. Andrew Buenko. His question is: How will it affect the new station, which is under construction in Vista Canyon, Canyon County? PH1-4

So how will this project affect the new station in Vista Canyon?

Brian, any feedback there?

MR. BALDERRAMA: So once the new station comes online, any enhanced service proposed through this program would directly impact new potential services beyond what one would see as far as an available schedule to them as soon as Vista Canyon were to open.

Meaning, if construction for our program is targeted

by 2024, it would -- you would see incremental increases of service up until then and then changes to the Metrolink schedule.

MS. VALENTINO: Okay. Great. Thank you.

We have a question here, this one is verbal from Bart Reed. Welcome Bart Reed. We'll turn it over to you and start our two-minute timer.

Bart, actually, I should first make sure you can get on the line okay. Are you able to speak?

Remember to press star 6 to unmute your mic. Okay. You might have -- maybe he -- you can call us back.

MR. REED: No, no, no, hello?

MS. VALENTINO: Okay. Great.

MR. REED: -- an unmute feature.

MS. VALENTINO: We hear you.

MR. REED: Looks like Danielle Valentino.

MS. VALENTINO: Hi there, go ahead.

MR. REED: So here's the question here, actually three just pointing me in the direction, but are there any community betterments in these segments?

The Santa Clarita Segment or the segment at Balboa, just essentially from the tunnel to where the double-tracking is at Balboa, there's nothing pretty much there.

But is there any community betterments scheduled at the same time in Santa Clarita, like crossings or bridges

PH1-5

PH1-5 (cont.)

across the tracks for the community, anything of that nature?

MS. VALENTINO: Thank you. Good question, and ahead of your time.

Brian, would you be able to give a context to that?

MR. BALDERRAMA: Yes. So, Bart, for any of our proposed improvements that pass an existing at-grade crossing, regardless of the improvements that are occurring at that specific location, the project proposes to make sure that they're quiet zone ready so that we, through the project, install all of the infrastructure that is required and would enable the sponsoring city to follow through with federal requirements in order to move that crossing to an actual quiet zone location.

MS. VALENTINO: Great. Thank you, Brian, and thank you, Bart.

We're going to move on to the next caller who is waiting on the line. This is Jacqueline Ayer calling, Town of Acton.

Jacqueline, welcome, go ahead.

It always takes a few seconds for people to get off of mute. Remember to press star 6 to unmute your mic.

Hi, Jacqueline, remember to press star 6 to unmute your mic.

All right. Well, we'll be here for you, don't worry, we're not going far away. So we'll come back to you

in a couple minutes.

We're going to move on to Ms. Anjie Preston, who submitted a question in the Q&A.

The question is: If you missed a portion of today's presentation, are the Zoom slides available? PH1-6

Great question. Yes, Anjie, we do have them available on our website because we were really appreciative of the community and stakeholders feedback during our scoping meetings that it's really helpful to have these slides on our website as well as th Zoom meetings.

So if you go to our website, even right now, you'll see them there, the English, Spanish, and Armenian are available through the Metro project website, which is metro.net/avl, and you'll see them on the right-hand side of our project page. Feel free to reach out if you have any trouble finding it.

Okay. Great. Next question we have from Michael, Michael Bertell, and his question is: Will the construction be going 24 hours, or will it be regulated hours? PH1-7

Great question. Brian, is that something --

MR. BALDERRAMA: So that level of detail is unknown at this time. Right now we're just trying to make sure that we account for any conservative design changes in this environmental clearance.

As we proceed forward through the final design,

we'll get a better idea of the duration, construction hours, impacts.

One of the things that you will definitely see well ahead of any construction, are public meetings, notifications letting everyone know what those impacts are and your ability to provide comments before a contract is executed.

MS. VALENTINO: Great. Thank you, Brian. Just a reminder in the PowerPoint deck and in the chat, we do have a telephone line.

If anyone is having technical difficulty, feel free to call and reach out to that 909 telephone number because we do have someone here on our team diligently trying to troubleshoot anyone having any trouble.

So feel free to reach out, and we'll actually make sure that phone number is shared in the chat, so you can see it in the chat.

When our team has a moment, Thomas, perhaps, can announce the number on the call so everyone can hear it verbally as well.

We're going to move on to Mr. Hardy who submitted a question in the Q&A. The question is: How about considering an AVL extension to the California High Speed Rail terminus in Bakersfield? PH1-8

That's an interesting question. That's definitely not in the scope of this project, but we can definitely take

that down as feedback of interest, but certainly not in the scope of this project.

I'll move on to the next question. Jacqueline Ayer submitted a -- she's raising her hand. So Jacque, we're going to be here for you. Whenever you're ready, you just want to press star 6 to unmute your mic, and we will be glad to take your verbal comment.

Again, if you're having any trouble, you can reach the 909 phone number, and when Thomas or Maria has a moment, feel free to share that telephone number in the chat or verbally on the meeting and make sure that our stakeholders like Jacque are able to reach you if they're having any trouble.

MR. REESE: Of course, no problem. Our technical support number is: Area code (909) 310-2788.

We just want to remind folks, if you're raising your hand via Zoom, you'll see a prompt on your screen that will ask you unmute yourself.

It's actually letting you know that the host has asked you to unmute yourself, so you can go ahead and ask your question that way.

If you're calling in on the phone, that's when you'll dial star 6, but if you're joining us via Zoom, just go ahead and accept the prompt on the screen to go ahead and unmute yourself.

MS. VALENTINO: Thank you, Thomas. Thank you for sharing that phone number, and, yeah, I assume that Jacqueline may be joining us by telephone, not Zoom, but, maybe try to reach us through Zoom too.

We have a question here from Bart Reed. This is a verbal question, so we'll go ahead and turn this over to you, Bart.

You have two minutes once you're ready.

MR. REED: Here we go. Hi. Just so I'm up to date here, who are the correct contacts? I understand David Perry is there from Supervisor Barger's office, and Doug is there from the Mayor's office.

PH1-9

Who is -- even though it's not -- well, it would be Supervisor Jill has -- who is her representative because of the San Fernando Valley segment. Who is her -- just can you tell me who that is?

MS. VALENTINO: Yeah, sure. We work with staff, I know Brian's team's been working with staff from that office on other projects as well, and I know they have quite a number of staff there, there's Madaylnn More, there is a list of names.

I don't want to bore you with those, but we can certainly help you connect with that office if you have anything in particular you want to reach out them on.

MR. REED: Can you help me there? Because the staff

already has a relationship with them -- I believe, the assistant CEO at Metro right now so -- move forward --

MS. VALENTINO: No problem. No problem.

MR. REED: -- but if you could -- you got my contact. So if could you forward that to me, that would be great.

Is there also a contact -- you work with with Councilmemeber Krekorian's Office to replace David Mensman?

MS. VALENTINO: Absolutely. Yeah, Brian, I know has worked with that office on this project quite a bit too, and we can connect you with the staff who has been roped in on this as well.

MR. REED: Okay. Well, as soon as I can get those -- you both have my e-mail. So we'll be able to deal with that.

Thank you.

MS. VALENTINO: You're welcome.

Okay. We have another comment through the Q&A. This is from Anjie Preston, and Anjie your question is: Does Metrolink have any plan to coordinate arrival times with the ADTA?

PH1-10

Great question. Is that something -- you know, I can say that we, as an agency, certainly try to coordinate, and we can certainly pass this question and suggestion onto, of course, Metrolink and to the ADTA and just ensure that

they're aware of that concern and that good question.

So we will do that and include your question in the final environmental report as well.

Great. Well, we have a little bit of time. Feel free to take a look at the environmental document that is on our website and take a look and see if there's anything there you have questions about.

If you don't get to that today, that's fine. We will accept your follow-up questions or comments through September 10th until about 11:59, and we'll be sure to include those as well in this process.

Also, if you have a minute while you think of your question, feel free to submit -- feel free to let us know how you heard about the meeting. Metro is always trying to look for new ways and improved ways to reach people.

So while we used walking man in some areas of the corridor that had wanted that, we also did mailers. We did a lot of e-blasts and social media advertising and newspaper advertisements throughout the corridor.

So we'd be happy to hear how you heard about the meeting tonight, so we can learn what might be the best way to reach you moving forward.

We did get a question coming in here from Jose Ubaldo, who asked, when are we going to be going to the Metro Board?

PH1-11

I believe Brian mentioned that will be at the end of this year. So he's nodding his head that that's the case. So we will be going there end of this year and sharing an update before we move into the next phase of the project.

Jacqueline Ayer is on the line waiting to share her verbal comment. So Jacqueline feel free if you're joining us through Zoom, dial star 9 to raise your hand so we can get you unmuted, or if you're joining through the regular telephone line, feel free to dial star 6 to unmute your mic.

MS. AYER: Okay. They're not hearing me.

MS. VALENTINO: We can hear you.

MS. AYER: Can you hear me now?

MS. VALENTINO: Very well.

MS. AYER: Okay. Am I speaking on the phone or on the Zoom? I have three different platforms open now.

TECHNICAL SUPPORT: On the phone, ma'am. You're fine.

MS. AYER: Okay. Fine. Thank you.

I was surprised to hear the -- can you -- I'm sorry. Ms. Valentino, can you shake your head yes or no if you can hear me? Because I can't hear you at all.

MS. VALENTINO: I can hear you.

MS. AYER: Okay. Great. Thank you.

I was glad to hear from Mr. Balderrama something about quiet zones, but it doesn't say anything about quiet

PH1-12

zones in the noise impact assessment. Particularly, the community of Acton.

I wanted to point out that your noise assessment has ignored LA County general plan requirements and doesn't even address LA County general plans requirements, which establish that residential uses are noise sensitive uses and that the community noise criteria for residential uses should ever exceed 65 decimals at any time at night or 70 during the day.

Your project exceeds all of those thresholds. So that's a concern. The plan also clarifies that an LDN of 70 decimals is the maximum state level that the USCPA has identified to protect against directive hearing laws.

Your project will cause the Acton residents to experience LDN levels exceeding 70 decimals. There are a number of general plans, all of these are not addressed in your draft EIR.

PH1-12 (cont.)

First and first foremost, is the one that requires construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 DBACNEL.

All of your projects will expose all of Acton residents to that level. So, again, we ask that you use quiet zones within our community to bring these levels down.

You also need to address Policy and Noise 1.21, 1.3, 1.4, 1.6, 1.7, all of which compel noise attentuations

barriers or noise attenuation mechanisms, such as quiet zones, for projects like yours.

I have probably another minute and a half of comment. So, I guess, I'll just get back in line.

MS. VALENTINO: That sounds very good, Jacqueline. No problem at all. We are at the two minutes but feel free to come back, and we'll be here for you.

Okay. Thank you so much. We're moving, for the moment, on to Mr. Bart Reed.

Bart we see that your hand is raised, and we're ready when you are.

MR. REED: We're getting better here.

Okay. Two pieces to this question. The funding for the -- the funding for -- we're doing the EIR now on the -- you know, from Balboa north to Lancaster with three different project segments.

What's the funding status on that?

Also, what is the funding status on the Roxford South Double Track, is that funded? PH1-13

I know you mentioned earlier it was environmental cleared, but what's the funding status on both?

Who can help me with that answer?

MS. VALENTINO: Great. Thank you.

Brian can certainly chime in on those questions.

Brian.

MR. BALDERRAMA: Yes. So in our presentation, the base designs that were shown for the three capital improvement projects are included in that full funding for the $220,000,000.

Out of that is it that Segment 1 from Brighton to McGinley that is included in the funding for this project that would be part of that larger project you are referring to for Brighton and Roxford.

Now that project was segmented into four different segments. So of that, the one of the four segments would be included in the funding that was currently shown.

MS. VALENTINO: Great. Thank you, Brian. Bart, I hope that answered your questions, feel free to dial back if any clarification is needed there.

We are moving on to No. 7232. We have a raised hand, verbal comment, we encourage you to, if you can, say your name, first and last name, and the organization you're speaking on behalf of today, if you're willing to do so.

If you're joining us through the Zoom app, make sure to dial star 9 to raise your hand, so we can unmute you, or if you're through the regular telephone, just dial star 6 to unmute your mic.

MS. SERESERES: Hello. My name is Frances Sereseres. I'm not sure if I am unmuted.

MS. VALENTINO: We can hear you very well. Go

ahead.

MS. SERESERES: Thank you very much and thank you for having these meetings. I'm from Lancaster. My name is Frances Sereseres. I'm commissioner here in Lancaster and I'm also commission here in the City of Los Angeles for the commission.

My question is: For the Lancaster area, I have -- I'm also involved with AVTA. My question is: Will be doing any improvements to our station because our station needs a lot of improvement and some seating and some overhand coverage especially when there's the heat and for the cold.

PH1-14

We have more problems with that. I know -- I think that you get into -- you work together with the City of Lancaster, but I thought I'd still bring it up to your attention if something can be done about that.

Also, how can I get on Zoom? All I can get on right now is on the phone.

I was hoping that I can get some answers on the improvements for Lancaster because our station is the last station, and we need some work done on our station. I would appreciate it and so would our people and our community here.

Thank you very much for listening to me, and God bless you all.

MS. VALENTINO: Thank you. Thank you so much for your comment. We really appreciate it.

Just to let you know, there are improvements proposed for Lancaster and you'll find -- if for some reason you can't get on Zoom tonight, you'll find those details on the website as well in our presentation.

You can always reach out to us, and we can point exactly where that is on the website if you need any assistance.

Brian can also verbalize some of those improvements to you that were covered in the presentation.

MR. BALDERRAMA: Yeah. In addition to some of that information that you'll find on the project, separate, you mentioned bus stops, bus connection, AVTA is currently constructing a new bus station less than a block to the Palmdale station, which will included additional amenities.

Go ahead and probably reach out to AVTA project website to get additional information, and then you can go to our project webpage to see the details of what we're proposing for the Palmdale station, which would include modifications to the station platforms --

MS. VALENTINO: Brian, sorry to interject, you mean Lancaster stations, right?

MR. BALDERRAMA: Lancaster. Thank you. Thank you. Thank you for the clarification. Lancaster station.

Then you'll see the standard amenities with that as well.

MS. VALENTINO: Great. Thank you so much. Thank you to the caller. We really appreciate your feedback, and we'll be including your comments in the environmental document as well, and there will be some additional information in response to that.

We're moving on here to the next person on the line. This is a verbal comment from Jacqueline Ayer.

Jacqueline, we're ready when you are.

MS. AYER: Yes. Can you hear me?

MS. VALENTINO: Very well.

MS. AYER: All right. Thank you.

I wanted to also identify some of the general plan policies that are important.

In particular ones that require noise abatement programs to maintain acceptable levels of noise as defined by the exterior noise standards, which are 70 decimals in the daytime and 65 at night. PH1-15

Also, ensure that cumulative impacts related to noise do not exceed health-based safety margins, which the general plans defines as 70 decimals, and your project exceeds all of those.

Also, you've used the cumulative analysis noise methodology for assessing impacts on Acton. According to the FDA manual, this methodology is only applicable to projects who are not possible to define project noise separating from

existing noise, such as facility modifications or changing from locomotive to electric.

These are not the circumstances presented by this project on the community of Acton. In fact, the only impacts on Acton exist because you are -- excuse me -- you're able to define project noise separately from existing noise.

So you've misapplied the cumulative analysis methodology and should have used the project noise impact criteria.

If you'd done so, you'd see that there was significant impacts across the board and the community of Acton.

Specifically, a third of the sensitive receptors you identify in the noise impact assessment exceeds significant noise thresholds under the FDA standards.

PH1-15 (cont.)

So under the FDA standards mitigation is required, and so the Acton Town Council is going to respectfully disagree with your conclusion that there are no significant noise impacts as related to the operational part of this project.

Also, we're going to, again, requested you include noise mitigation in our community in the form of quite zones.

Finally, I'd like to ask where -- based on what Mr. Balderrama indicated, that there will be quiet zones in this project, we'd like to know where they are.

If they are in Acton, then please accept my apologies, but if they're not, then please explain why, because the noise levels in Acton -- ambient noise levels in Acton are oftentimes larger than they are in the urban areas where quiet zones are probably been installed.

Thank you.

MS. VALENTINO: Great. Thank you very much, Jacqueline. We appreciate your feedback, and excuse me, I'm turning off a ringer here.

Thank you for that. We will get back to you in the environmental document as well, and we don't have any additional questions right now in the queue.

If there's anything that either the project team, you know, wishes to clarify, feel free.

Also for the members of the public who tuned in, we really thank you so much for making the time in your evening to learn about a very important project and taking the time to share your concerns and your comments and questions.

A lot of you joined us during scoping and have been following this project development since then and we really do value that, and we will have a better project as a result of your engagement. So thanks again.

Just a reminder, if you're wanting to make a comment or ask a question, you can use the Q&A feature in the Zoom chat, and you can also use the telephone lines or make a

PH1-15 (cont.)

verbal comment through the Zoom application.

Okay. Great. Jacqueline did submit a question through the Q&A just now.

There is a question here about: Where are the proposed quiet zones going to be set up? Where is the project going to set up quiet zones?

PH1-16

So I think Brian may have touched on that a little bit, but we'll open that up and see if there's any clarification to be made.

MR. BALDERRAMA: Sure. So for clarification, when the project has a direct impact at an existing at-grade crossing, the project proposes to include quiet-zone-ready infrastructure.

The project is not proposing quiet zones for mitigation. The actual step -- the final step would require information from that individual jurisdiction in order to make it a quiet-zone-ready -- well, a quiet-zone corridor or a quiet-zone crossing.

We, as a project, will provide all of the necessary infrastructure to allow for that to happen where we have a direct impact.

MS. VALENTINO: Great. Thank you. Thank you for that clarification, and we do have another caller on the line.

Bart Reed, we are here to receive your verbal

comment, and we'll start the time --

MR. REED: Unmute, unmute, okay. Great.

The question is: The final station, which, I guess, is Lancaster, there's an extension of the tail tracks of 1,000 feet and 500 feet.

Is that -- did I get that right?

There's one tail track that's 1,000 feet extension and the other one is 500? The question is: What amount of train sets will that accommodate? PH1-17

Is it designed for four car train sets or three car trains sets? How many train sets will accommodate with these tracks?

MR. BALDERRAMA: So thank you, Bart, for the question. It's going to be one thousand-foot section and two 500-foot sections.

So with that additional capacity, the tailend of the line would be able to provide all of the additional locomotives for build-out of this program.

So that's looking at seven or eight train sets in that area, but that is full build-out.

MS. VALENTINO: Great. Thank you, Brian. Thank you, Bart, for the question.

We still have a little bit of time. We did schedule the meeting to be ending at 7:30, so we will not leave earlier than that.

Again, feel free to -- as you think of questions on the project, feel free to also, in the Q&A, let us know how you heard of the meeting, and we will utilize that feedback in our next phase and future projects, make sure we reach you all that much better.

Okay. Another question submitted here. This is from Jacqueline Ayer, and the question is: So are you saying that you will be putting in this quiet-zone-project infrastructure in Acton? In other words, where are the quiet-zone-ready locations? PH1-18

Okay. Great. So I also would mention that, I think, what Brian was sharing earlier is the project is being designed and engineered to be quite-zone ready in the specifications.

Brian, I'm not sure if you can add more to this.

MR. BALDERRAMA: So I think she's asking for specific locations. So if we were talking about the Lancaster terminal improvement, it would be the adjacent at-grade crossing there.

If we're talking about the Canyon Siding, there is one adjacent at-grade crossing there that we're impacting at that location.

Then the same for Balboa. I think we're approaching one of the at-grade crossings at that location, and if we are, we will be providing quiet-zone-ready infrastructure at

that at-grade crossing.

MS. VALENTINO: Okay. Great. Thank you, Brian. Jacqueline, we hope that helped clarify, and, again, we will be including your questions and the feedback into the environmental document as well.

Okay. Mr. Bart Reed, we see your hand is raised, so feel free to go ahead.

MR. REED: Okay. Here we go. If I understand this right, there will be train slips accommodated in Lancaster that's going to have hourly service and half-hourly service is going to run from Via Princessa or the new station, and so where will those trains originate out of?

Will they originate out of Lancaster and drive down to Via Princessa, or will they originate in Los Angeles?

I mean, there's not going to be a -- I mean, there is a facility in Santa Clarita to store trains, but where are these trains going to operate out of?

Are they going to go from Lancaster to Via Princessa? What is the plan?

MS. VALENTINO: Great question. I don't know if we can answer all that today, but Brian.

MR. BALDERRAMA: So the plan would be two-fold, Bart, based on your question depending on the time of the day. For actual mobilization, this is why there's a big partnership that Metro has with Metrolink.

PH1-19

They're doing all the simulation modeling right now. They will being leading the efforts to take that into operation and final design to make sure we work through all those details well in advance.

MS. VALENTINO: Okay. Great. Bart, we hope that helps clarify. If not, feel free to call back in.

MR. BALDERRAMA: We actually have Metrolink folks joining us today. So if they wanted to go ahead and make any announcements, comments, please feel free to do so.

MS. VALENTINO: Great. We're grateful to our agency partners who have dialed in, and we really appreciate you being here and listening to the good feedback of the public and being part of the extended effort to evaluate this project.

Okay. We have another question that just came through the Q&A here, again, from Jacqueline Ayer. The question is: So are you not including the impacts of where the trains are stored, and how many trains are stored in the EIR?

PH1-20

Impacts related to where the trains are stored in the EIR, I think there is a section that addresses that. I don't know to what detail.

Brian?

MR. BALDERRAMA: Yes. So in our sections that cover air quality, as well as noise we accounted for the

locomotives and additional service that we would be providing. So those sections would be where you would find that additional information.

MS. VALENTINO: Great. And a reminder that the environmental document, if you joined us late, the environmental document is on the Metro website, electronic version.

Then also you'll see a list of locations, in the PowerPoint presentation tonight of all the physical locations as long the 76-mile corridor where you can see the document as well.

So feel free to let us know if you have any trouble accessing any of those locations for review of the document.

Okay. Great. So we have a minute, I think, I see some comments are getting into the chat here. Okay. Jacqueline Ayer sent a follow-up question.

Jacqueline, I'll go ahead and read that here, this is through the Q&A. So the comment is: You just answered a gentleman's question about where the trains would be stored and how many will be stored, and you said that those details are still being worked out by Metrolink. PH1-21

Okay. We've gotten your comment. We're talking that down. We will include it in the study. I don't know if there's anything more we can say today on this one topic.

MR. BALDERRAMA: Well, for clarification, Danielle,

his question was directed towards where the trains were going to be -- it's a service question and operation.

He wanted to make sure if they were coming -- it's called dead-heading when you send it from Union Station to the end of the line, it waits, and then it comes back into service, or if it was only going to originate out from Union Station.

Our response is, as Metrolink is our partner and operator, that decision is solely on them, but we just worked for them to account for the number of trains that we would need in order to build out this program.

MS. VALENTINO: Thank you for that. Okay. Jacqueline, we hope that clarification helps a little bit, and it is two, one is operational, one service.

So we're taking your feedback here, but, again, don't hesitate to circle back if you're missing something here. I know we have a lot to follow up on in the environment.

Okay. We have another comment here in the Q&A that just came in from Councilmemeber McLean. Thank you very much for being here for the City of Santa Clarita, we really appreciate it.

We do see your comment here that, you don't have a question at this time, you just wanted to thank everyone for providing this presentation.

PH1-22

We really appreciate your good word and you being here and hearing the feedback. We know you've been a big champion for transit improvements and transportation in the north county, and so we really appreciate you being here tonight.

We still have a few minutes, about five minutes left, so no worries, we won't turn off the meeting right away, we'll give it a beat.

We just appreciate everybody being a part of this process, and just a reminder that after the draft environmental process wraps up and we collected all comments by Septometer 10th, the team is going to be reviewing those comments in much more close detail than we are able to tonight and providing feedback and responses to your comments and questions in the final environmental document.

As mentioned by Brian earlier tonight, the final document, they anticipate to complete by the end of the year so that they can get back to the Metro Board with an update on the status of the final document before they move into the next phase of project.

So we thank you all, and we did get another question coming in here from Bart Reed. Bart, your hand is raised, so we're ready for your verbal comment

MR. REED: I'd like to get a clarification here. If I understand the project -- the south end of the project is

PH1-23

at Balboa and then the north end of the project is at Lancaster, but the project is broken into three distinct segments.

There is no project -- you know, the segment is whatever length it is in Lancaster, it's 8,000 or some feet in Santa Clarita, and 2- or 3,000 feet in Sylmar.

It does not -- the project -- if I understand this right, the project does not include Acton; is that correct?

MS. VALENTINO: The proposed improvements, the three proposed improvements under study, those three infrastructure improvements that Eric reviewed today, those three are not directly in the town of Acton, but I'll let Eric speak to that.

MR. BANGHART: To clarify, the project itself is the entire corridor from Los Angeles Union Station all the way to Lancaster, so the 76, 77 miles.

There are three proposed improvement elements as part of the project, and those are the Balboa, Canyon, and Lancaster as we talked about, but the entire project is all the way from Los Angeles Union Station to Lancaster.

MS. VALENTINO: Right. The study area, the Antelope Valley Line Corridor that is already built and running services, as Eric said, is the study corridor and that is the area of study running the service from Union Station to Lancaster.

PH1-23 (cont.)

There are three specific infrastructure improvements that are going to be built, potentially, as a result of this EIR that are part of the -- that are being studied in the EIR.

Then there's the other project, just to clarify, the Brighton to Roxford, specifically the Brighton and McGinley segment of Brighton and Roxford, that's already been cleared but is part of this larger improvement as well to achieve higher service and higher increased, enhanced liability on the corridor.

Okay. Great. So we have another couple questions coming in through the Q&A, and just a quick reminder, time check, it's 7:29, so we're certainly going to accommodate these.

We will have two minutes per speaker, so we'll turn this over to Jacqueline Ayer. I see that you left a question in the Q&A, and so your question is: Please clarify that they are doubling the number of trains through Acton. PH1-24

So we can take that question, and I don't know if we can 100 percent confirm the exact number tonight through this project.

Brian, do you have any feedback -- or Eric?

I believe they're enabling -- they're creating a project that could enable and allow for the doubling of train services through the corridor, but there is an operational

service funding component that extends beyond the scope of this EIR.

Eric.

MR. BANGHART: Yeah, to build on the previous question of the study area, that's why the study area includes all the way to Union Station, to allow for 30-minute bidirectional service to Santa Clarita and 60-minute bidirectional service to Lancaster.

So that question of through Acton, yes, it's 60-minute bidirectional service through Lancaster. I agree with -- again, I can't remember exactly if it's doubling, but it is 60-minute, which is roughly around the question. Yes, it's increased service through the town of Acton.

MS. VALENTINO: Definitely increased service through the town of Acton in Eric's clarification there, and your question specifically will be included in the document for follow-up and response.

That's an important question and, yes, there will be increased train service and transit service as a result of this project. That's the goal.

Thank you so much everyone for your great questions and concerns. This is how we make a project from good to great, hopefully, with your help.

I do see we have -- actually, a couple more came through, we're not going to cut you off, we're going to do

this.

So we want to turn this over to Anjie Preston. Okay. You submitted through the Q&A, we'll read it for you.

Your question is: Does Metrolink anticipate returning to a schedule that allows express trains anytime soon?

Metrolink is on the line listening to your good question, so we will make sure to share this question with Metrolink officially and include response in the environmental document. PH1-25

I don't think we probably have -- as the Metro environmental team, I don't think we have a response to that at the moment.

We're going to move on to a question from Mr. Boehnert, this is Fred Boehnert. Thank you for your question in the Q&A.

The question is: Will the running time -- will the running time from end to end significantly decrease when the project is completed?

We can safely say the goal is to improve the reliability and service frequency, but that is a good nuance question you raised here. PH1-26

Will the running time end to end significantly decrease after project completion?

Eric, do you want to speak to that?

MR. BANGHART: Yeah. I want to void the word "significantly" during an environmental call, but I would say Danielle said it correctly, the purpose of the project is to improve frequency and service reliability.

The speed of trains themselves are governed more by, you know, other things, but the goal of the project is frequency and service reliability.

MS. VALENTINO: Great. Thank you, Eric.

Again, Mr. Boehnert, we'll include this important question in the document and have hopefully a little more feedback for you there.

Well, with that, we don't want to run over our spector time, it is 7:33. We don't have any further questions here in the queue.

So just a quick final reminder -- we can turn to the next slide, just a quick reminder of our contact tools after this evening.

You can always submit your comment on your own time through September 10th, 11:59 at night, and you can submit it through the regular mail to Brian Balderrama at this mailing address listed here, also on our website, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

You can submit it at any time to our e-mail address at avl@metro.net and also through the telephone hotline, you can record a verbal message and that will also count towards

the environmental comment on the document, and that's (213) 922-4844.

You can find this presentation, as well as the Armenian and Spanish translations on our website at metro.net/avl.

So with that, we thank you all very very much, and we hope we might see some of you on Saturday starting at 11:00 a.m. this August 21st for our second virtual hearing, and we will look forward to seeing you then.

Thank you so much, and have a great evening.

Take care.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

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PUBLIC HEARING NO. 2

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements Program

TRANSCRIPT OF PROCEEDINGS

August 21, 2021

Case No:

CERTIFIED COPY

Antelope Valley Line Capacity and Service Improvements Program

Saturday, August 21, 2021

11:00 a.m. - 12:30 p.m.

CERTIFIED COPY

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Antelope Valley Line Capacity
and Service Improvements Program

Murrieta, California
Saturday, August 21, 2021

MS. VALENTINO: Good morning, everyone. This is Danielle Valentino from LA Metro welcoming you this morning to our public hearing on the Metro Antelope Valley Line Corridor.

This is called the Antelope Valley Line Capacity and Service Improvements Program, and it's an environmental impact report process, and we are having our second public hearing this morning in regard to this proposed project.

We're going to give it a few minutes here as people get situated and ensure that their audio and their video is working and making sure that they have good connection to the meeting today.

So please stay with us, and we will be getting started here in just a couple minutes.

Thank you.

Okay. Great. Well, I think we're going to get started. Again, thank you all for being here today. This is our Metro legal hearing on the Antelope Valley Line Capacity and Service Improvements Program.

You're going to hear today about a series of proposed improvements to the existing corridor to help support additional service and more improved reliability along the corridor.

So we will have our technical team presenting to you shortly.

Next slide, please.

If you need language support today, please know that we do have both Spanish and Armenian interpretation available to you.

If you're joining us through the Zoom application, please click on your interpretation icon and select the language you would like to hear and listen in today, Spanish or Armenian.

Then we also have the presentation from today in both Spanish and Armenian available in the chat of the meeting. So you can access those PowerPoints in the chat and you can also find those PowerPoints on our project website.

So if you go to the website, you'll find those there. If you have any issues with the Zoom connection, you can always find that on our website.

Also, we do have the interpreters right now interpreting and providing the same information I'm sharing with you in English in their Spanish and Armenian language rooms. So please tune in to those rooms if you need support.

Next slide, please.

Just a quick reminder that all cameras are off and your microphones are muted when you're not speaking. You can submit your questions at any time to the Q&A function.

Your oral public comment will be able to follow the presentation and you'll be able to just raise your hand and we'll call on you after our team has presented.

If you have any issues with connection today or technical issues with being in this meeting, at any time you can also call us at this phone number listed here at the bottom of the screen.

With that, I'll go ahead and announce that number in case you're joining by telephone. If you have any technical issues it's (909) 310-2788. Again, that's (909) 310-2788.

Also, before we get a little bit further into the program, just a reminder to let us know you're here. We'd love to acknowledge you today for taking your time out on your Saturday to learn about this project.

So let us know, if you can, your name and your organization and, if you'd like, who you're representing. We'd be glad to announce you, particularly staff from our elected offices or local organizations.

Now with that, next slide, please.

This is our presenters today and our project team

members that you'll be hearing from. Brian Balderrama is our Deputy Executive Officer for Metro Regional Rail, and he is our project manager in this initiative.

We have Eric Banghart who is a principal project manager with Mott MacDonald, and we also have Peter Feldman who is our environmental planner from Terry A. Hayes Associates.

Then, I am from Metro Community Relations supporting the facilitation of today's discussion.

Next slide, please.

The purpose of the meeting, I'm going to turn this on over to Brian, and he's going to get us underway into the program.

MR. BALDERRAMA: Thank you, Danielle.

We will give you an overview of the Antelope Valley Line Capacity and Service Improvement Program today.

Just for clarification, if you hear our abbreviation, AVL, mentioned, that's what we're referring to, the Antelope Valley Line.

Then we'll go into our environmental process, as well as findings from some of our technical disciplines, and then before we proceed into public comment, you'll definitely hear from Danielle to receive additional information.

Next slide, please.

So in more detail when we go and discuss the project

overview for you, we'll describe the project, the environmental settings, some of the stakeholders that have been involved to date, the project benefits, and funding that went into it, and then go into more detail of the proposed project elements, as well as an overview of our project timeline.

When we go into our environmental study, we'll cover topics like aesthetics, noise and vibration, transportation, cultural resources, and air quality, all important topics that some of have you have already provided us comments on.

Then the third part of our program today is to go into that public comment session. So very important information, please listen for instructions to follow-up.

Next slide, please.

So as the project overview, the project proposes an expansion of our computer rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements located along the AVL Corridor, one is within the City of Los Angeles, a second is in the City of Santa Clarita, and a third would be located in Lancaster for the Lancaster Terminal Improvement Project.

The fourth infrastructure improvement project,

Brighton Street to McGinley Avenue double-track Project, has already been environmentally cleared separately has part of larger Brighton to Roxford double-track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30 minutes bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As for an overview for the AVL Corridor, the Antelope Valley Line is a 76.6-mile railroad route owned by Metro and used by the operators such as the Southern California Regional Rail Authority.

The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, New Hall, Santa Clarita, Acton, Palmdale and Lancaster.

The Union Pacific Railroad operates Class 1 freight service on this corridor as well. The route is a federal rail administrative Class 4 with maximum speeds of 79 miles per hour.

Currently, there are up to thirty Metrolink trains commuter -- Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL.

Next slide, please.

Though the proposed project is statutorily exempt under CEQA, Metro wanted to address any community concerns and prepared an EIR study for the more detailed evaluation of project impacts.

This approach was supported by all of our project stakeholders, specifically the North Los Angeles Transportation Coalition, who also serves as a project funding partner.

It should be noted the technical studies were not completed in isolation. This EIR study considers the communicative impacts for projects such as LINK US, East San Fernando Valley Corridor, the California High Speed Rail Authority Phase 1 program, and the Metrolink SCORE Phase 1B program.

Next slide, please.

This is a collection of our project stakeholders involved regularly receiving project updates for coordination purposes and/or providing comments to date during this entire environmental process.

The list is not comprehensive, and we hope it continues to grow with all of you that are joining us today.

Next slide, please.

Consider that single-track railroad is equivalent to trying to provide two-way traffic on a single-lane roadway.

By providing more double-track at key locations, we will enable twice as many computer rail trips as currently being proposed with the full build-out of this program.

We will improve the ability of the AVL to meet the strong population and employment growth forecasted for this area.

We will improve passenger service reliability and efficiency, and we will provide the necessary supporting infrastructure to enhance operational flexibility to all of our operators that are currently there today and possibly be there in the future.

Next slide, please.

Thank you. So our base project that you will see in the upcoming slides has been fully funded in two-fold. One, through Measure M subregional funds from our partners at North Los Angeles County Transportation Coalition and the other through a 2020 State grant that has got us to a project-funding level of $220,000,000.

Next slide, please.

Now I'm going to hand it over to Eric, who will be able to go into the proposed project elements in more detail.

MR. BANGHART: Great. Thank you very much, Brian.

As Brian mentioned, I'm going to talk about the three proposed throughout the corridor working from south to north of our double-track Canyon Siding in Lancaster

terminal.

Next slide, please.

So first is the Balboa double-track Extension. This is in the very northern part of the City of Los Angeles near where the 5 and 14 Freeways intersect.

There's three specific things to point out to you: First is the extension is about 6,300 feet or just over a mile.

It will be within the existing railroad right-of-way, and there are some encroachments on CalTrans property near that No. 3 that's called out.

Finally, where the No. 4 dot is, that's where the alignment goes underneath the I-5 Freeway. So we go underneath the freeway.

There are existing I-5 columns there. So we will need to add column protection or pier protection to those existing columns.

For this improvement, there's no option. So you'll see in future ones we have options, but this one just has the base design.

Go to the next slide.

Next, is the Canyon Siding Exception. This is inside the City of Santa Clarita right near the Santa Clarita station. It's an extension of existing siding of almost approximately 8,400 feet all the way to just east of Golden

Oak Road.

Once again, the project will be contained with the existing right-of-way and that will accommodate the improvements to the tracks and the station. I'll talk in a second about the station improvements.

We'll be converting the existing turnout to a crossover where that No. 3 is located on the map. This will allow, as Brian talked about, almost, like, it being a two-lane road, it will allow trains to pass each other. So it will improve service operations through this area.

Then finally at Golden Oak Road, because we will be crossing that street, we'll have to make improvements with new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety, and installation of new crossing gates and high visibility crosswalks.

So that's there at the No. 4 on the map. This does that have options.

So if you go to the next slide.

The options are all located around the station. So just to give you a little bit of the lay of the land, this is the existing station you see out there today if you go out.

The platform is about 500 feet long, there's a parking lot at the top of the page, and the platforms are a bit up on a hill, so there's actually stairs and ramps that

connect people from the parking lots up the platform.

Most of the bus pick-up and drop-off is in the parking lot. So that's the existing conditions.

If you go to the next slide, so this is our base design.

What we will be doing to this, since we're adding a new track, so a second track throughout this entire corridor, we would be adding not only a new track but also a new platform so people can access that track and people can be picked up and dropped off from the train.

So this is what we call the side platform, so the platforms are to the side of the track. So you see we have an existing side platform, that's in gray.

Then we'll be adding a new side platform that's in that blue or aqua color, and you'll see some of the amenities that go along with that.

On the next slide, I'll show you that first option.

So this is Design Option 1. So instead of having pedestrians cross the tracks at-grade, we have an option to allow pedestrians to use an underpass and that's what all those things show in red.

That's showing the ramping system, the stairs, and the tunnel that would go underneath the tracks, but still two side platforms to access the existing train station.

Then we have a Design Option 2 on the next slide.

So this is a new term to give you, this is what's called an island platform. So instead, before we have the side platforms, an island platform is just different in the fact that pedestrians or riders can access both tracks from one platform.

So there are some improvements to this, but it does require some shifting of the tracks. So shown in red, is that new island platform.

Once, again, instead of having pedestrians cross at-grade or across the tracks, we'd have them cross using an underpass to go underneath the tracks. Also, going under Commuter Way and directly access the station parking lot to the top of the page.

So that's at base design for the stations and then the two options we're carrying forward with the Canyon Siding Extension project.

So on the next slide, I will talk about the Lancaster terminal improvements.

Once again I'll just give you a little bit of the lay of the land of what it looks like today. So this graphic shows what it is today. At the top of the page, we have the Lancaster Station, this is what's out there today existing.

We have a slide platform, and Metrolink has two tracks that service the area, and then there's also two UP Railroad tracks that service the area and then cross over

Lancaster Boulevard.

As you can see, the existing Metrolink tracks don't cross over Lancaster Boulevard and terminate right there at the station.

On the bottom of the page as if you were to keep on crossing over Lancaster Boulevard -- so we're going more to the north on the bottom of the page.

You can see that all that's to the north of Lancaster Boulevard is just the UP Railroad tracks, there's no tracks you see there in the City of Lancaster parking lot.

Just want to point that out, because that's going to be the major change you're going to see that's part of the improvement.

So if you go to the next slide, this is the base option or the base design that we're looking at. To allow for the improved service that Brian talked about earlier, we need more storage capacity for the trains to be stored and cleaned overnight and also to be fueled.

So at this location, you can see everything in that light blue color. We're actually adding one 1,000-foot track that can store two additional trains and then two 500-foot storage track as well, just to the top of the page -- or the west of the page.

So each one of those 500-feet storage tracks can hold a train. So in total we can store four additional

trains there.

We also have capacity for fueling and new operation and maintenance facilities for Metrolink staff. To the left of the page, you can also see that we've added one new track across Lancaster Boulevard.

Similar to what we talked about Glen Oak Road, we have to have the similar safety improvements to have that new crossing at that location.

So there would also be improvements to the Lancaster Boulevard. So for Lancaster terminal improvements we have several options as well.

If you go to the next slide.

So this is Design Option 1, and the base design, we didn't have any major changes to the existing platform. It would still be that side platform that you see out there today.

We wanted to have some design options to improve service at this station as well. So for Design Option 1, once again, that terminal is an island platform.

So we would be adding an island platform to the station and to access that station, we would use a new pedestrian underpass or pedestrian tunnel that's shown in red.

So you can see that people will access the platform from the existing station parking lot near the existing

building and access the center platform where they can access both tracks or wherever the train may be.

On the next slide, this is Design Option 2. So the only major difference between Design Option 1 and Design Option 2 is that instead of using a tunnel, we'll use a pedestrian bridge and that's shown in red, called out there.

At the end of the station, you can see, instead of going under the tracks, people will be going over the tracks, and we'll have stairs and an elevator to access that for ADA access.

Then finally we have Design Option 3 on the next slide. So once again, we have a side -- sorry -- a center or an island platform.

The way that pedestrians will access this station is through at-grade crossing. So you can see on the left and the right of the page, you'll see that there's crossings along the track.

So you can see the major difference between Option 1, option 2, and Option 3, is just really how riders will access the platform.

With that, if you go to the next slide, I believe, I get to hand it off to Peter.

Oh, no, sorry, I got one more. The environmental schedule, very important.

We started this environmental process with the

notice of preparation, which was in October and November of 2020 -- or sorry, that was in October and then the scoping meetings took place in October and November of 2020.

We then spent that time working on the technical studies and developing the draft EIR, which was published at the end of July 2021.

We are currently here today during No. 5, in the public hearings that are taking place in August, and then the process of the public comment period will be closed in mid September, which Danielle will talk a little bit more about later.

Then finally looking to publish the final EIR in late 2021. Beyond that, we have the design schedule and construction schedule.

So in late 2021, this project will be handed off to Metrolink to deliver the construction project.

So in partnership with Metro and Metrolink, they will work together to deliver this project, which includes the administrative preparation which means working on the procurement documents in fall 2021, starting design in July 2022, ending the design in 2024.

Then completing any type of right-of-way work in 2025. We'll actually begin construction in December of 2024, is the current schedule.

So with that, if you go to the next slide, I believe

I now get to hand it off to Peter.

Thank you all.

MR. FELDMAN: Thank you, Eric.

Happy Saturday, everyone. So I'm going to provide a sort of high-level review of the project impacts associated with the project identified in the draft EIR.

Just to preface the presentation, you know, this isn't intended to be an exhaustive discussion of all the impacts addressed in the EIR or all of the environmental topics that we address.

This presentation just identifies the potentially significant impacts that the EIR identified in our analysis.

So with that, next slide please.

So starting with aesthetics and visual impacts. For the most part, aesthetic impacts are -- the potentially significant aesthetic impacts are associated with the Canyon Siding Extension improvement in the City of Santa Clarita.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the project site, including the presence -- of the types of impacts would be, you know, visual presence of construction equipment, as well as construction personnel and activities.

These activities would be most visible or would affect the views for residents to the north of the site, one such view is included in the slide.

So skipping over to the next bullet, I just want to stay in Santa Clarita for a moment, the permanent impacts associated with the project include permanent alterations to the hillside along the south side of the project site.

These impacts would include removal of vegetation, as well as actual changes to the contours of the hillside due to some fairly substantial grading that would occur along the south side of the site.

Going back to the construction impacts associated with the project -- and this applies to all the capital improvements sites -- all the capital improvements.

There's potential for nighttime construction, which would result in a new source of nighttime lighting, which could impact adjacent land uses surrounding any of the capital improvement sites if and when nighttime construction occurs.

To mitigate these impacts, the EIR proposes screening the Canyon Siding Extension construction site to block views of equipment and construction activities.

Impacts associated with nighttime lighting during construction, would be mitigated by requiring screening around each of the construction sites when active construction is taking place to prevent any light from spilling over onto adjacent land uses.

Also, construction contractors would be required to

direct lights only towards areas of active construction.

To mitigate the permeant impacts to the hillside along the canyon siding site, the EIR proposes to provided replacement vegetation consistent with existing natural vegetation to limit the degree to which views of the hillside would change.

Next slide, please.

So moving on to biology and water resources. I'll start with biological resources. The EIR determined that construction activities, such as site clearing and vegetation removal, has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within the capital improvement sites and their surroundings.

With the Balboa double-track Extension Site and the Canyon Siding Extension site presenting the greatest concern, as these are areas that have undeveloped natural ears in the surrounding and, you know, they're a little bit less urban than, say, Lancaster and Lancaster terminal.

In particular, nesting birds and bats are likely to use vegetation and structures, such as the I-5 bridge and the Balboa double-track area for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures, but to summarize them,

they consist mainly of pre construction surveys to determine if there's any wildlife or sensitive plant species present prior to construction so that planning around those species can be done.

Then during construction, biological monitoring would take place kind of on an as-needed basis where construction activities would occur within these sensitive areas or vegetation areas mainly.

Other mitigation strategies identified in the EIR include delineating the construction site so that construction personnel do not disturb areas that are either sensitive or do not -- or where they don't need to be, for instance, as well as vegetation replacement once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during storm events, may carry contaminants into local water bodies downstream at many of the capital improvement sites.

In addition, while not anticipated, there is potential of excavation activities to encounter contaminated groundwater. Particularly, at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster terminal improvements, would include a wash facility that would generate waste water requiring

proper disposal and handling as well.

To mitigate these impacts, the project would be required to comply with a set of permits including stormwater discharge permits, which would require development of a stormwater pollution prevention plan or SWPP, as well.

Watering permits for any groundwater encountered and a stormwater discharge permit for industrial activities to address the wash facility in Lancaster.

Next slide, please.

So for cultural, tribal cultural, and paleontological resources, I want to preface this discussion just to explain what some of these things are.

Cultural resources are resources that are historic or prehistoric in nature, things like historic buildings or archeological artifacts buried in the ground, while tribal cultural resources include, basically, any resource identified by Native American tribes as important to the tribes.

Paleontological resources probably don't need any explanation, but they are generally fossils and very prehistoric resources.

So with that, regarding tribal cultural resources, the AVL Corridor has been identified as a tribal cultural resource by the KizhNation.

According to the tribe, the corridor was used as a

trade and migration route. In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

While no cultural or tribal cultural resources were identified during our analysis within the construction footprint of any of the capital improvements sites, there is potential to encounter unknown resources during excavation and Earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archeological monitoring program, which will included presence of archeological and tribal monitors during excavation activities, as well as a cultural resource monitoring plan, which would describe specific procedures in the event that a potential resource is encountered.

Those procedures are pretty typical. Things like, you know, a qualified archeologist needs to be present before removing any of these potential resources.

As a note, tribal consultation for this project is ongoing and that includes the development of mitigation measures specific to tribal cultural resources.

For paleontological resources, similar to cultural and tribal resources, there is potential for ground-disturbing activities to encounter unknown fossils or geological resources.

Similarly, mitigation for this potential impact would include paleontological monitoring and a paleontological mitigation program very similar to the cultural mitigation program.

Next slide, please.

So hazards, hazardous materials, geology, and soils. So starting with hazards and hazardous materials, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities.

These types of hazardous materials would be things like fuels or solvents, sort of typical chemicals used on a construction site.

In addition, there's potential for contaminated soil or groundwater, both due to historic industrial uses surrounding the AVL, as well as the railroad operations that occur on the AVL, which have a tendency to contribute contaminants to soils and groundwater.

Regarding contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese list of hazardous wastes sites, which just heightens the sensitivity of the area and triggers some additional concerns about excavations in the Canyon Siding area.

Finally, the Balboa double-track site is located

within a City of Los Angeles designated methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts, the EIR will require a hazardous materials management plan, as well as a soil and groundwater management plan to address the handling and disposal of hazardous materials and waste, either those associated with construction activities or those encountered on the site.

In addition, the EIR requires preparation of a Phase 1 and Phase 2 environmental site assessment for each site to determine any hazardous concerns specific to each of the sites.

That's really when we'll have a good idea of what's inside the ground in terms of contaminants and how best to manager those contaminants when construction begins.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations.

Next slide, please -- oh, I'm sorry, not next slide.

For geology and soils -- sorry -- simply grading activities could result in unstable soils or slopes posing potential seismic concerns as a fair amount of grading would occur along hillsides with this project.

In the event of an earthquake, landslides

are -- there is a risk of landslides from construction.

So to address this impact, a geotechnical report including recommended seismic design measures will be prepared as design on the project progress in the next phase.

Next slide now, thank you.

So for noise and vibration, generally construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are listed on this slide, and in addition, vibration generated by construction, similarly, would likely exceed vibration annoyance thresholds at residential land uses in close proximity to construction activities.

Do note that all construction activities are anticipated to exceed noise limits -- not all -- sorry.

Not all construction activities are anticipated to exceed noise limits, and generally, significant noise would only occur during the nosiest or most intensive periods of construction.

To address these construction impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment to be used during particular times of day.

It would require things like notification of nearby sensitive land uses, residents prior to particularly noisy activities, as well as the deployment of noise-dampening equipment such as noise blankets over certain types of equipment at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable, and this is mainly due to the proximity of a few sensitive land uses to the construction zones.

They're simply just too close to the construction site to really ensure that the mitigation we've identified would reduce noise levels below the applicable thresholds.

To address vibration impacts, a vibration monitoring plan similar to the noise control plan would be developed. Based on our analysis, all impacts from the proposed service to increase operation of the improved Metrolink service along the AVL would be less than significant.

Next slide, please.

So finally transportation, air quality, and greenhouse gasses. Starting with transportation, construction of the project would result in typical discussions to local traffic, such as road or lane closures, and traffic delays from things like construction trucks utilizing local roadways.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or when construction work is in close enough proximity to the track that there's a safety concern, and Metrolink service would have to plan around the construction a little bit.

So to address these impacts, a construction traffic management plan -- well, several plans for each site really, would be developed to minimize impacts along local roadways and sidewalks.

To address the delays to Metrolink service, a construction service plan would be developed in concert with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions.

Regarding air quality and greenhouse gas emissions, the increase in Metrolink service, that's the additional train that's would be running up and down the AVL Corridor, would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional Thresholds.

The South Coast Air Quality Management District includes a large portion of LA County, and basically, for this project, it's the portion of the corridor that is south of the Antelope Valley. The Antelope Valley has its own management district.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emissions.

While the improved service would result in a decrease in passenger vehicle miles traveled, that is fewer cars -- fewer people would be traveling in their cars and would be using the improved transit service, the EIR still determined that the decrease in vehicle miles traveled would not offset the increases in nitrogen oxides and greenhouse gas emissions below applicable thresholds.

While no mitigation is available to address the locomotive emissions, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero-emission fleet sometime in the future.

The EIR unfortunately couldn't assume that any of these emission reduction strategies could be employed by the time the project -- by the time full build-out is realized.

So as a result, the EIR determined that impacts associated with air quality and greenhouse gas emissions would be significant and unavoidable.

The EIR does identify construction period mitigation measures, such as construction equipment specifications and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emissions contributed by

the project, but regardless of the mitigation we've identified, the impacts are still significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to take us to the public comment.

MS. VALENTINO: Thank you, Peter. That was very informative, and I just wanted to thank everyone for being on the line with us today.

Before we get into our public comment session, I do want to acknowledge, we have Doug Mensman here from the Office of Mayor Eric Garcetti. We really appreciate you being here.

We also have Jacqueline Ayer from the Town of Acton from Save Our Town. We also have City of Santa Clarita staff, Ian Pari.

So thank you all for being here, and, again, if you'd like to be acknowledged today, we really appreciate you letting us know you're out there, and we would love to acknowledge you.

Thank you for being here on your Saturday morning.

Now, with that, we want to go over the locations where you can find the environmental document available for public review and comment.

We did provide the document in each of these libraries listed on this slide, so essentially along the

76-mile corridor, you should find a library in each city, in each town, where you can find the document and review it, a hard copy.

We also have it on our Metro website, of course. So you can go at any time on your own time to the website and view it there.

We also have a copy at the Metro headquarters if you wish to reach out and make an appointment, we can try to make that available to you as well.

Next slide, please.

Just a reminder, we have two virtual meetings pertaining to this phase of project, pertaining to the draft EIR release of public review milestone.

So the first one we had was Wednesday of this week on August 18th from 6:00 to 7:30, and we do have another one, of course, today, which is what we're doing now.

Then we plan to close up our 45-day formal review comment period by September 10th and move into the next phase of project, which is preparing for the final environmental document.

We have provided Spanish and Armenian interpretation to both meetings per request of stakeholders, and we also have our presentations that you're seeing today in each of the three languages available through the Zoom feature, through the Zoom chat, and also on our website if you need to

find them there.

Next slide, please.

Opportunity for public comment, again, will be throughout the 45 days through September 10th, and for today's purposes, if you wish to make a comment, you can do so by the telephone.

For any call-in participants, you may make a comment through the phone. You can also do it through your web option through Zoom simply by raising your hand, raise your hand feature.

You can also write your comment in the Q&A today at any time, and we'll make sure to acknowledge that through the Q&A.

Each person will have two minutes per comment. So we appreciate your help and support with sticking to those two minutes, and if we have time, we'll be happy to bring you back for another two minutes.

You can also mail your comment at any time to Brian Balderrama between now and September 10th. He is receiving comments directly at the mailing address here, which is at LA Metro One Gateway Plaza, Mailstop 99-17-2, Los Angeles, California 90012.

You can also send your comments, again, at any time between now and September 10th to avl@metro.net, and you can submit it on our online comment form which is at

metro.net/avl.

Our telephone hotline, if you prefer to just phone in your comment and leave a voicemail, you can do that at any time at (213) 922-4844.

So our goal here is to always have multiple tools and options to you, whether it's telephone or virtual, through the Internet, so that you can have the convenience of different options to submit your comment.

Next slide, please.

So next steps, as we mentioned, after the 45-day comment period, the technical team will be preparing their final environmental document.

Each comment submitted during this formal comment period will be gathered and put together into the document where there will be responses to comments made available, as well as the comments submitted.

We will be also providing written responses on any significant environmental issues that will be raised in your comments, so stay tuned for those responses once that final document is available.

Prior to finalizing the project, the project team will go to the Metro Board to provide an update to the Metro Board sharing the milestone completion of the draft and moving into the final document adoption.

The Metro board will then give direction to the team

as we move into our next steps.

Next slide, please.

How to submit public comment?

We're going to get started with our session now. Just a reminder that if you're joining us through the Zoom app, make sure to raise your hand feature -- use your hand icon to let us know you would like to speak.

If you're joining by telephone, just dial star 9 to make sure to raise your hand, and when it's your turn to speak, if you're on the Zoom app, you'll be asked to just unmute your microphone.

If you're joining by phone, you're going to want to dial star 6 to unmute your mic. So the instructions are here on the screen, we'll keep those up for you.

We also have reminders in our Q&A and chat today if you wish to review those, and then that's really it.

If you want to write a comment, again, submit it in the Q&A during this meeting, and we'll review the Q&A today while we're here, and then you can also, again, submit a comment on our website.

With that, we can move to the next steps of starting our hearing.

So I'm going to take a quick look at our chat and see if anyone has submitted any questions, and we will get started with two minutes per speaker.

Great. We have a raised hand here from Perias Pillay. Perias, if we can go ahead and get you on the line and start your comment.

Just a reminder, that if you're joining us by phone, press star 9 to raise your hand and then star 6 to unmute your mic.

Okay. Perias, we're going to come back to you, but don't worry. We're going to make sure we catch you, and if you have any issues with reaching us today, at any time you can always call us on our technical helpline at (909) 310-2788.

So if you're experiencing any technical challenges, feel free to call us direct at (909) 310-2788. So we'll come back to you, Perias.

We will go to Ian Pari. The question submitted through the Q&A is: Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal preemptions? PH2-1

So that's a great question, Ian, and we are making note of your question here today, and this question will be included in the environmental document for analysis and response. So thank you.

Okay. Perias, if you need any assistance, just a reminder to call us. We will get the phone at (909) 310-2788, and we'll happily troubleshoot anything you

need here.

Okay. Great. Well, we have a pause in our questions and comments.

So while we wait for further submissions, just want to thank you all again for making the time on your Saturday to be here and being a part of the effort to make a better project through your good feedback and sharing your concerns and questions.

It really helps our technical team as they prepare a final document, and we do want to also find out from you, if you're able to share with us today, how you learned about the meeting.

So if you're willing to share how you found out about the meeting, we did work with Metrolink to provide digital signage on the station platforms, a lot of newspaper adds were done across the 76-mile corridor, and I think over nine different newspapers.

There was also digital advertising and mailers and flyers and E-blasts. So we would love to hear from you what might be the way to reach you for this project and future projects.

So feel free to let us know what you found most effective. We did do a text messaging campaign as well. Some folks prefer to get text messages. So, again, we would love to hear what is the most effective way to reach you and

your community.

While we wait for comments, just a reminder that if you're joining us through the telephone and you wish to speak, just press -- just dial star 9 to raise your hand to let us know you have a comment, and then just go ahead and dial star 6 to unmute your mic.

Then, of course, for Zoom app users, raise your hand, use the raise hand feature, and you'll be prompted to unmute your mic when it's time to speak.

Everyone's a little quiet this Saturday.

I hope everybody had their coffee and everybody is paying attention out there. We did have a meeting on Wednesday as well. So we did get quite a number of folks on Wednesday.

We always try to have a meeting during the work week, you know, Monday through Friday, and then we try to offer a weekend option for those who, even if it's after work, still couldn't make it.

We try to give a couple options, so we can reach people as easily as possible. If you missed today's meeting, you can go to our website at any time, and you'll be able to find the presentations there today on our website.

You'll be able to find the environmental document and all of the materials that you would need for providing a comment.

MR. BALDERRAMA: Danielle, this would be a great time to promote our new website, just the format structure that Metro is doing.

MS. VALENTINO: Sure. So please also be thoughtful and patient with us as our agency is going through a very exciting overhaul of our website.

So we are looking to launch a new website for the agency by Monday. So just know that you will find a new look, a new look to LA Metro's website.

So we are -- we're eager to see what that will be for your experience on our page. We look forward to your feedback and comments in regard to the new look and feel once we get to next week.

Okay. Great. We have a raised hand here from Matthew Pearson, and Matthew we see that you have a verbal comment. So we'll go ahead and get you on the line and start your two minutes.

Go ahead.

MR. PEARSON: Coming through?

MS. VALENTINO: There you go. We hear you.

MR. PEARSON: Okay. It says that this was an optional EIR because expansions of this sort are exempt under California law, and I think for good reason.

So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there

PH2-2

to improve service, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes?

The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running.

PH2-2 (cont.)

Yeah, that was it.

MS. VALENTINO: Great. Thank you very much, Matthew, for that feedback, and I'm sure Brian may chime in a bit about the comment.

MR. BALDERRAMA: Yes, definitely. So the two-part question. For the first part, yes, the EIR, the process in itself is exempt.

Considering there are multiple stakeholders from Union Station all the way to the tailend in Lancaster, there were several stakeholders that wanted us to do that additional analysis on some of those technical studies, a deeper dive, than we would do just by checking the boxes with exemption.

Just to be safe that, if there were any impacts identified, that this project was truly mitigating any impacts that they created.

Second part of your question, it is definitely directed to Metrolink. We will take your name down, pass

that information over to our partners at Metrolink, you should note from their website, what you're referring to is in line with their rail modernization program.

So if you were to type that onto their website, you would probably get information and probably get directed to the key staff involved.

MS. VALENTINO: Great. Thanks, Brian.

Yeah, that's great feedback, and one thing we've learned too throughout our projects is, it's hard to find too many of the same opinions out there.

We've gotten feedback that, you know, sometimes we should be doing more and then other times we do get feedback that we should do way less in terms of studies and analysis.

So your feedback is actually really important, because we have gotten different views expressed already on that.

So we will be sharing those views in the environmental document as well on that issue specifically, since we did get some comment on that.

So taking a quick look, we have, at the moment, no further questions or -- I don't think we have any hands raised at the moment.

Just a reminder to press star 9 to raise your hand and star 6 to unmute or submit your comment through the Q&A function in this meeting.

Actually, while we wait for more comments, let us know if you ride transit, if you take any transit services.

I know, you know, with COVID, it's just an unusual year and a half plus, but let us know generally speaking if you're a transit rider.

Have you taken the current commuter rail services that are already on the AVL corridor? Do you take bus? Do you take light rail? Do you take subway?

We'd love to hear what are some of the transit services you use, whether it's computer rail or other transit services, specifically -- particularly if it's on the AVL.

We'd be curious to hear about your way of moving through the county preCOVID and during COVID. It's all information that is useful.

Just a reminder too that we did get requests for Armenian and Spanish. So if you have interest in hearing the content in those languages, you can just click on your icon and select which of the languages you wish to be hearing this meeting in today.

Of course, we have the PowerPoint translated to each of those languages available as well. Also, just a reminder that during today's meeting, you could go to our website, which we have listed here, metro.net/avl -- I think is the shorthand, but metro.net/avl.

Through that, you'll see today the environmental

document is there with full detail, so you're able to pull that up during this meeting and take a look and see if that helps prompt you with any questions.

In the event you can't do that today, we will accept your comment at any time between now and September 10th. So you still have time after today, of course, to review the document and submit your comment.

We don't see anyone indicating if they ever ride Metrolink or take commuter rail. I was hoping to see some hands go up there, but everybody is staying pretty quiet today.

Okay. It looks like -- I think, I saw someone typing here. Oh, that's not a question, so, no, not yet.

Just a reminder, if you want to submit a comment today during this meeting and you want to be heard, if you're joining us by phone, press star 9 to raise your hand, star 6 to unmute your mic.

If you're joining us through the Zoom app, use the raise hand icon feature, that will indicate to us you want to speak, and we will be sure to unmute you.

You can also submit it through the Q&A function at any time. If you're having any technical issues of any kind or just need assistance, you can always call (909) 310-2788, and we'll be available to pick up the phone and troubleshoot anything you may be experiencing.

MS. YANEZ-FORGASH: Danielle, we do have Jacque Ayer.

MS. VALENTINO: Oh, great. Thank you. Great. I see that added now.

Jacqueline Ayer, we will be ready to take your question.

Remember, just a reminder, I know you joined us the other day, but if you're having trouble you can call us on the line, the telephone line, (909) 310-2788 or just press -- if you're joining us by telephone, press star 9 to raise your hand, star 6 to unmute your mic.

MS. AYER: Can you hear me?

MS. VALENTINO: Yes, we can hear you.

MS. AYER: Thank you very much.

My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together.

We had an engineering evaluation done using the data from your draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the Community of Acton.

PH2-3

It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community.

Ten miles of the project as I said is in the Community of Acton, and so your draft EIR noise assessment

did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insults of 65 decimals and 70 decimals.

So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shows that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels. PH2-3 (cont.)

All the residences within 1,500 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards.

So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community.

Thank you.

MS. YANEZ-FORGASH: Danielle, you're on mute.

MS. VALENTINO: Oh, thank you. Sorry about that. Thank you, Jacqueline. Just want to stay you ended right on time. We appreciate that feedback, and we definitely recorded that today.

MR. BALDERRAMA: Jacqueline, thank you for taking the time to do all of that analysis. We can't wait to review

that and be able to respond to you properly.

MS. VALENTINO: Great. Thank you, Brian.

Well, let's see here, let's see if anybody else has come up with some questions or has some comments to make. We have more time left. We're actually here until 12:30.

So no rush, you can take a look at the document, read some material online, and, again, if you missed today's opportunity, not to worry, you can submit any time until September 10th, we'll even take it up to midnight, 11:59 to be precise. So don't worry, you have time if you don't have much for today.

We do have a comment here from Perias Pillay, and I think your comment is: The chat feature is not working. I'm a daily Metro rail and bus rider and occasional Metrolink rider, most of the San Bernardino line. PH2-4

Okay. Great.

"I don't use the AVL, but I'm interested in all transit improvements."

Wonderful. Thank you for sharing that. It's just nice to know that there are people out there -- I know COVID is just a strange time all around.

So it's not by any stretch a normal test for all of us, but it is good to hear people come to these meetings who, you know, take transit or use services like this and understand what it is like to be a rider and, you know, the

value of these types of services.

Thank you for letting us know about your experience with the chat feature. So we will take a look at that right now.

We are getting other questions through the chat feature, so it seems to be working, but we will double check that. Thank you for flagging that.

Okay. Great. Now, Jacqueline Ayer, I see a question here just submitted through the Q&A.

Forgive me, to Perias, my apologies, I keep referring it to the chat, but it's really the Q&A feature. So if you're submitting through the Q&A feature, that's what we mean.

So we are receiving anything through the Q&A. So don't worry about that, you can just continue to submit as you have been through the Q&A.

Jacqueline, we got your note here that you did not do the analysis that you were just speaking of, you did not directly do the analysis. PH2-5

You mentioned that the Acton Town Council contacted a local engineer and then they did the analysis.

So thank you for that clarification, that's helpful. Great. Thanks to everyone for making the time. We know that there's so many things you could be doing with your Saturday, but we really do -- this is important.

It's important because this is your community, this is a railroad that already is there, obviously been there for a long time running through many communities, running through from Downtown LA all the way to Lancaster.

Obviously already an active corridor, so we appreciate everybody who takes the time to learn about proposed improvements in the area.

It's important to help us for making a better project and making a more meaningful outcome and deliverables once we get to the phase of construction. So thank you for your engagements.

Okay. Well, let's see who submitted anything. Nothing yet, but just a reminder if anyone just joined the line, you can make a question or comment, if you're using the phone, by just simply dialing start 9 to raise your hand and then star 6 to unmute your microphone.

If you're joining us through Zoom, you can use your raise hand feature, and then we will be prompted to unmute your mic when it's your turn to speak.

You can also use your Q&A feature to submit your comment or question at any time during this meeting, and, of course, you can always submit us a comment or question through our project e-mail address.

You can also send it through regular mail to Brian Balderrama at Metro mailing address, and you can also

submit it through our online comment form.

You can also send it -- or you can actually call us on our project hotline to just leave a message at any time. Your voicemail will be recorded as a formal comment during these 45 days.

So you can always just pick up the phone and leave a message, and we will include that in the environmental document.

Okay. Just a reminder, if you want to make a comment today during our formal hearing, you're welcome to do so any time between now and 12:30.

We also have two language rooms, we did get requests for, of course, Spanish, and we also got a request for Armenian.

So we do have Armenian and Spanish lines, separate translation rooms here at this meeting today.

So we are happy to be providing that, and we are going to be here, even if it's quiet, don't worry.

We're not going to walk out and leave you here, we're going to make sure that we're here until the end in case any comments or questions come up and not short-shift you on your time.

So feel free to submit anything during the live meeting today or circle back through our other project contact tools during this 45-day window ending on September

10th.

Can we go back a slide just to allow for the contact tools page to be visible while we wait for some more comments to come through.

Perfect, thank you.

Just a reminder, this is our contact tools page. You know, this is so if you don't have comments today, but wish to follow up between now and September 10th, you'll have our project website, our telephone hotline, which, of course, is 24 hours.

You can leave a message during those 45 days, and we will include that as a comment on the document, and can you mail it to Brian Balderrama, who is our project manager and Deputy Executive Officer, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

All comments we ask for between now and September 10th at 11:59. I think there's a reference on our website as 5:00 p.m., close of business at 5:00 p.m., but don't worry, we'll accept it, basically, up until midnight. So not to worry about that.

If you're having any technical problems, you can call (909) 310-2788, and we will be sure to pick up the call and help you out if you're having any technical challenges.

I think we're running down the clock here, so this must be good news that, maybe, there's plenty of information,

and no one has a lot of questions because hopefully their questions have been answered or, maybe, you just need more time to review the information before submitting.

So thank you again for being here and making the time and making this a priority to be informed and be engaged in these proposed improvements in this corridor.

We really appreciate it and appreciate your efforts to question the information, make comments, and see how we can make a better project as a result of the dialog and the information that's been shared to date.

Just a quick reminder, if you have a public comment you wish to make today, if you're using the telephone, just dial star 9 to raise your hand and then dial star 6 to unmute your mic.

If you're joining us through the Zoom application, just use your raise hand feature, the raise hand icon, and we will be sure to prompt you to unmute your mic when it's time to speak.

You can also submit through the Q&A function during this meeting as well. If you're having any technical difficulties today, not to worry, we can help you out. Just call us, (909) 310-2788, and we'll be happy to support you and troubleshoot anything.

Maria, while we wait just a moment, could we go back to the slide with the library locations for the environmental

document?

Perfect. So just a reminder that if you prefer to view the document in hard copy, you can go to these libraries. These are along the corridor, and they did give our environmental team the confirmation that they're open.

So you can go to these locations all the way from Los Angeles Public Library, all the way far north is the Lancaster Library to view the document.

We know some people still prefer the hard copy, so that is definitely an option for you as well.

Great. We have five minutes left, so not to worry, if you have a sudden question or a comment that has just come up, feel free to share.

We have a little bit more time left, and then we will be promptly leaving the meeting at 12:30 to respect your time and let you get on with your Saturday.

So feel free to reach out in these next five minutes, and, again, if you missed today's opportunity, you can always reach out at any time to the project team through our telephone hotline -- if you wish to leave a comment there, through our e-mail address, through the online comment form, or just regular mail, you can send a comment.

So these options will be available through September 10th, if you wish to follow up with a question or comment after today's meeting.

Great. Just a reminder if you wish to make a comment, last few minutes, to press star 9 to raise your hand if you're joining us by telephone or press star 6 to unmute your mic.

If you're joining us through the Zoom application, use your raise hand icon feature, and you will be prompted to be unmuted when we're ready for you.

You can also send your comment to Brian Balderrama at One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012, and you can also send it to avl@metro.net, which is our e-mail address.

You can also dial it in at (213) 922-4844 and leave a voice recording, and we will be sure to get that as well. Our Metro website is metro.net/avl.

So we encourage you to visit the site today and review the document there or at any of the library locations.

As a reminder, if you have any trouble whatsoever with any of these steps, you can reach us at our telephone project hotline starting on Monday, (213) 922-4844, and again that's (213) 922-4844, is our project hotline that we will be checking on Monday.

Then, of course, you can call us today on this weekend, Saturday, at (909) 310-2788. If you're having any technical issues with the meeting, you can call (909) 310-2788.

We're just about at time and just want to really -- again, no further comments have come in, so we'll keep our eyes here if in the next two minutes a comment comes in.

Again, just on behalf of the team, we wish to thank you for your engagement, making the time, whether you came also on Wednesday earlier this week, or today just appreciate your engagement and caring about the proposals on the table and being a part of making a better project.

Again, get your comments to us before September 10th, if you can, but we will still accept them through September 10th through the various contact tools we shared.

Again, on behalf of the team, we thank you, and I know our project manager, Brian, would like to say a couple words.

MR. BALDERRAMA: Yes. I want to echo Danielle's sentiment. Thank you all for joining us on the weekend.

We encourage you to continue to be providing us comments and go to our project webpage and all the resources that are available to you.

Thank you.

Again, any comment is great comment, and we hope you have a great day.

MS. VALENTINO: Thank you, Brian. Thank you to the project team, and thank you to all of you once again.

Have a wonderful weekend. Stay safe, and stay well.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

PUBLIC HEARING NO. 2

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements Program

TRANSCRIPT OF PROCEEDINGS

August 21, 2021

Case No:

CERTIFIED COPY

Antelope Valley Line Capacity and Service Improvements Program

Saturday, August 21, 2021

11:00 a.m. - 12:30 p.m.

CERTIFIED COPY

REPORTED BY:

Katherine Thomas
CSR No. 14378

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Antelope Valley Line Capacity
and Service Improvements Program

Murrieta, California
Saturday, August 21, 2021

MS. VALENTINO: Good morning, everyone. This is Danielle Valentino from LA Metro welcoming you this morning to our public hearing on the Metro Antelope Valley Line Corridor.

This is called the Antelope Valley Line Capacity and Service Improvements Program, and it's an environmental impact report process, and we are having our second public hearing this morning in regard to this proposed project.

We're going to give it a few minutes here as people get situated and ensure that their audio and their video is working and making sure that they have good connection to the meeting today.

So please stay with us, and we will be getting started here in just a couple minutes.

Thank you.

Okay. Great. Well, I think we're going to get started. Again, thank you all for being here today. This is our Metro legal hearing on the Antelope Valley Line Capacity and Service Improvements Program.

You're going to hear today about a series of proposed improvements to the existing corridor to help support additional service and more improved reliability along the corridor.

So we will have our technical team presenting to you shortly.

Next slide, please.

If you need language support today, please know that we do have both Spanish and Armenian interpretation available to you.

If you're joining us through the Zoom application, please click on your interpretation icon and select the language you would like to hear and listen in today, Spanish or Armenian.

Then we also have the presentation from today in both Spanish and Armenian available in the chat of the meeting. So you can access those PowerPoints in the chat and you can also find those PowerPoints on our project website.

So if you go to the website, you'll find those there. If you have any issues with the Zoom connection, you can always find that on our website.

Also, we do have the interpreters right now interpreting and providing the same information I'm sharing with you in English in their Spanish and Armenian language rooms. So please tune in to those rooms if you need support.

Next slide, please.

Just a quick reminder that all cameras are off and your microphones are muted when you're not speaking. You can submit your questions at any time to the Q&A function.

Your oral public comment will be able to follow the presentation and you'll be able to just raise your hand and we'll call on you after our team has presented.

If you have any issues with connection today or technical issues with being in this meeting, at any time you can also call us at this phone number listed here at the bottom of the screen.

With that, I'll go ahead and announce that number in case you're joining by telephone. If you have any technical issues it's (909) 310-2788. Again, that's (909) 310-2788.

Also, before we get a little bit further into the program, just a reminder to let us know you're here. We'd love to acknowledge you today for taking your time out on your Saturday to learn about this project.

So let us know, if you can, your name and your organization and, if you'd like, who you're representing. We'd be glad to announce you, particularly staff from our elected offices or local organizations.

Now with that, next slide, please.

This is our presenters today and our project team

members that you'll be hearing from. Brian Balderrama is our Deputy Executive Officer for Metro Regional Rail, and he is our project manager in this initiative.

We have Eric Banghart who is a principal project manager with Mott MacDonald, and we also have Peter Feldman who is our environmental planner from Terry A. Hayes Associates.

Then, I am from Metro Community Relations supporting the facilitation of today's discussion.

Next slide, please.

The purpose of the meeting, I'm going to turn this on over to Brian, and he's going to get us underway into the program.

MR. BALDERRAMA: Thank you, Danielle.

We will give you an overview of the Antelope Valley Line Capacity and Service Improvement Program today.

Just for clarification, if you hear our abbreviation, AVL, mentioned, that's what we're referring to, the Antelope Valley Line.

Then we'll go into our environmental process, as well as findings from some of our technical disciplines, and then before we proceed into public comment, you'll definitely hear from Danielle to receive additional information.

Next slide, please.

So in more detail when we go and discuss the project

overview for you, we'll describe the project, the environmental settings, some of the stakeholders that have been involved to date, the project benefits, and funding that went into it, and then go into more detail of the proposed project elements, as well as an overview of our project timeline.

When we go into our environmental study, we'll cover topics like aesthetics, noise and vibration, transportation, cultural resources, and air quality, all important topics that some of have you have already provided us comments on.

Then the third part of our program today is to go into that public comment session. So very important information, please listen for instructions to follow-up.

Next slide, please.

So as the project overview, the project proposes an expansion of our computer rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements located along the AVL Corridor, one is within the City of Los Angeles, a second is in the City of Santa Clarita, and a third would be located in Lancaster for the Lancaster Terminal Improvement Project.

The fourth infrastructure improvement project,

Brighton Street to McGinley Avenue double-track Project, has already been environmentally cleared separately has part of larger Brighton to Roxford double-track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30 minutes bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As for an overview for the AVL Corridor, the Antelope Valley Line is a 76.6-mile railroad route owned by Metro and used by the operators such as the Southern California Regional Rail Authority.

The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, New Hall, Santa Clarita, Acton, Palmdale and Lancaster.

The Union Pacific Railroad operates Class 1 freight service on this corridor as well. The route is a federal rail administrative Class 4 with maximum speeds of 79 miles per hour.

Currently, there are up to thirty Metrolink trains commuter -- Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL.

Next slide, please.

Though the proposed project is statutorily exempt under CEQA, Metro wanted to address any community concerns and prepared an EIR study for the more detailed evaluation of project impacts.

This approach was supported by all of our project stakeholders, specifically the North Los Angeles Transportation Coalition, who also serves as a project funding partner.

It should be noted the technical studies were not completed in isolation. This EIR study considers the communicative impacts for projects such as LINK US, East San Fernando Valley Corridor, the California High Speed Rail Authority Phase 1 program, and the Metrolink SCORE Phase 1B program.

Next slide, please.

This is a collection of our project stakeholders involved regularly receiving project updates for coordination purposes and/or providing comments to date during this entire environmental process.

The list is not comprehensive, and we hope it continues to grow with all of you that are joining us today.

Next slide, please.

Consider that single-track railroad is equivalent to trying to provide two-way traffic on a single-lane roadway.

By providing more double-track at key locations, we will enable twice as many computer rail trips as currently being proposed with the full build-out of this program.

We will improve the ability of the AVL to meet the strong population and employment growth forecasted for this area.

We will improve passenger service reliability and efficiency, and we will provide the necessary supporting infrastructure to enhance operational flexibility to all of our operators that are currently there today and possibly be there in the future.

Next slide, please.

Thank you. So our base project that you will see in the upcoming slides has been fully funded in two-fold. One, through Measure M subregional funds from our partners at North Los Angeles County Transportation Coalition and the other through a 2020 State grant that has got us to a project-funding level of $220,000,000.

Next slide, please.

Now I'm going to hand it over to Eric, who will be able to go into the proposed project elements in more detail.

MR. BANGHART: Great. Thank you very much, Brian.

As Brian mentioned, I'm going to talk about the three proposed throughout the corridor working from south to north of our double-track Canyon Siding in Lancaster

terminal.

Next slide, please.

So first is the Balboa double-track Extension. This is in the very northern part of the City of Los Angeles near where the 5 and 14 Freeways intersect.

There's three specific things to point out to you: First is the extension is about 6,300 feet or just over a mile.

It will be within the existing railroad right-of-way, and there are some encroachments on CalTrans property near that No. 3 that's called out.

Finally, where the No. 4 dot is, that's where the alignment goes underneath the I-5 Freeway. So we go underneath the freeway.

There are existing I-5 columns there. So we will need to add column protection or pier protection to those existing columns.

For this improvement, there's no option. So you'll see in future ones we have options, but this one just has the base design.

Go to the next slide.

Next, is the Canyon Siding Exception. This is inside the City of Santa Clarita right near the Santa Clarita station. It's an extension of existing siding of almost approximately 8,400 feet all the way to just east of Golden

Oak Road.

Once again, the project will be contained with the existing right-of-way and that will accommodate the improvements to the tracks and the station. I'll talk in a second about the station improvements.

We'll be converting the existing turnout to a crossover where that No. 3 is located on the map. This will allow, as Brian talked about, almost, like, it being a two-lane road, it will allow trains to pass each other. So it will improve service operations through this area.

Then finally at Golden Oak Road, because we will be crossing that street, we'll have to make improvements with new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety, and installation of new crossing gates and high visibility crosswalks.

So that's there at the No. 4 on the map. This does that have options.

So if you go to the next slide.

The options are all located around the station. So just to give you a little bit of the lay of the land, this is the existing station you see out there today if you go out.

The platform is about 500 feet long, there's a parking lot at the top of the page, and the platforms are a bit up on a hill, so there's actually stairs and ramps that

connect people from the parking lots up the platform.

Most of the bus pick-up and drop-off is in the parking lot. So that's the existing conditions.

If you go to the next slide, so this is our base design.

What we will be doing to this, since we're adding a new track, so a second track throughout this entire corridor, we would be adding not only a new track but also a new platform so people can access that track and people can be picked up and dropped off from the train.

So this is what we call the side platform, so the platforms are to the side of the track. So you see we have an existing side platform, that's in gray.

Then we'll be adding a new side platform that's in that blue or aqua color, and you'll see some of the amenities that go along with that.

On the next slide, I'll show you that first option.

So this is Design Option 1. So instead of having pedestrians cross the tracks at-grade, we have an option to allow pedestrians to use an underpass and that's what all those things show in red.

That's showing the ramping system, the stairs, and the tunnel that would go underneath the tracks, but still two side platforms to access the existing train station.

Then we have a Design Option 2 on the next slide.

So this is a new term to give you, this is what's called an island platform. So instead, before we have the side platforms, an island platform is just different in the fact that pedestrians or riders can access both tracks from one platform.

So there are some improvements to this, but it does require some shifting of the tracks. So shown in red, is that new island platform.

Once, again, instead of having pedestrians cross at-grade or across the tracks, we'd have them cross using an underpass to go underneath the tracks. Also, going under Commuter Way and directly access the station parking lot to the top of the page.

So that's at base design for the stations and then the two options we're carrying forward with the Canyon Siding Extension project.

So on the next slide, I will talk about the Lancaster terminal improvements.

Once again I'll just give you a little bit of the lay of the land of what it looks like today. So this graphic shows what it is today. At the top of the page, we have the Lancaster Station, this is what's out there today existing.

We have a slide platform, and Metrolink has two tracks that service the area, and then there's also two UP Railroad tracks that service the area and then cross over

Lancaster Boulevard.

As you can see, the existing Metrolink tracks don't cross over Lancaster Boulevard and terminate right there at the station.

On the bottom of the page as if you were to keep on crossing over Lancaster Boulevard -- so we're going more to the north on the bottom of the page.

You can see that all that's to the north of Lancaster Boulevard is just the UP Railroad tracks, there's no tracks you see there in the City of Lancaster parking lot.

Just want to point that out, because that's going to be the major change you're going to see that's part of the improvement.

So if you go to the next slide, this is the base option or the base design that we're looking at. To allow for the improved service that Brian talked about earlier, we need more storage capacity for the trains to be stored and cleaned overnight and also to be fueled.

So at this location, you can see everything in that light blue color. We're actually adding one 1,000-foot track that can store two additional trains and then two 500-foot storage track as well, just to the top of the page -- or the west of the page.

So each one of those 500-feet storage tracks can hold a train. So in total we can store four additional

trains there.

We also have capacity for fueling and new operation and maintenance facilities for Metrolink staff. To the left of the page, you can also see that we've added one new track across Lancaster Boulevard.

Similar to what we talked about Glen Oak Road, we have to have the similar safety improvements to have that new crossing at that location.

So there would also be improvements to the Lancaster Boulevard. So for Lancaster terminal improvements we have several options as well.

If you go to the next slide.

So this is Design Option 1, and the base design, we didn't have any major changes to the existing platform. It would still be that side platform that you see out there today.

We wanted to have some design options to improve service at this station as well. So for Design Option 1, once again, that terminal is an island platform.

So we would be adding an island platform to the station and to access that station, we would use a new pedestrian underpass or pedestrian tunnel that's shown in red.

So you can see that people will access the platform from the existing station parking lot near the existing

building and access the center platform where they can access both tracks or wherever the train may be.

On the next slide, this is Design Option 2. So the only major difference between Design Option 1 and Design Option 2 is that instead of using a tunnel, we'll use a pedestrian bridge and that's shown in red, called out there.

At the end of the station, you can see, instead of going under the tracks, people will be going over the tracks, and we'll have stairs and an elevator to access that for ADA access.

Then finally we have Design Option 3 on the next slide. So once again, we have a side -- sorry -- a center or an island platform.

The way that pedestrians will access this station is through at-grade crossing. So you can see on the left and the right of the page, you'll see that there's crossings along the track.

So you can see the major difference between Option 1, option 2, and Option 3, is just really how riders will access the platform.

With that, if you go to the next slide, I believe, I get to hand it off to Peter.

Oh, no, sorry, I got one more. The environmental schedule, very important.

We started this environmental process with the

notice of preparation, which was in October and November of 2020 -- or sorry, that was in October and then the scoping meetings took place in October and November of 2020.

We then spent that time working on the technical studies and developing the draft EIR, which was published at the end of July 2021.

We are currently here today during No. 5, in the public hearings that are taking place in August, and then the process of the public comment period will be closed in mid September, which Danielle will talk a little bit more about later.

Then finally looking to publish the final EIR in late 2021. Beyond that, we have the design schedule and construction schedule.

So in late 2021, this project will be handed off to Metrolink to deliver the construction project.

So in partnership with Metro and Metrolink, they will work together to deliver this project, which includes the administrative preparation which means working on the procurement documents in fall 2021, starting design in July 2022, ending the design in 2024.

Then completing any type of right-of-way work in 2025. We'll actually begin construction in December of 2024, is the current schedule.

So with that, if you go to the next slide, I believe

I now get to hand it off to Peter.

Thank you all.

MR. FELDMAN: Thank you, Eric.

Happy Saturday, everyone. So I'm going to provide a sort of high-level review of the project impacts associated with the project identified in the draft EIR.

Just to preface the presentation, you know, this isn't intended to be an exhaustive discussion of all the impacts addressed in the EIR or all of the environmental topics that we address.

This presentation just identifies the potentially significant impacts that the EIR identified in our analysis.

So with that, next slide please.

So starting with aesthetics and visual impacts. For the most part, aesthetic impacts are -- the potentially significant aesthetic impacts are associated with the Canyon Siding Extension improvement in the City of Santa Clarita.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the project site, including the presence -- of the types of impacts would be, you know, visual presence of construction equipment, as well as construction personnel and activities.

These activities would be most visible or would affect the views for residents to the north of the site, one such view is included in the slide.

So skipping over to the next bullet, I just want to stay in Santa Clarita for a moment, the permanent impacts associated with the project include permanent alterations to the hillside along the south side of the project site.

These impacts would include removal of vegetation, as well as actual changes to the contours of the hillside due to some fairly substantial grading that would occur along the south side of the site.

Going back to the construction impacts associated with the project -- and this applies to all the capital improvements sites -- all the capital improvements.

There's potential for nighttime construction, which would result in a new source of nighttime lighting, which could impact adjacent land uses surrounding any of the capital improvement sites if and when nighttime construction occurs.

To mitigate these impacts, the EIR proposes screening the Canyon Siding Extension construction site to block views of equipment and construction activities.

Impacts associated with nighttime lighting during construction, would be mitigated by requiring screening around each of the construction sites when active construction is taking place to prevent any light from spilling over onto adjacent land uses.

Also, construction contractors would be required to

direct lights only towards areas of active construction.

To mitigate the permeant impacts to the hillside along the canyon siding site, the EIR proposes to provided replacement vegetation consistent with existing natural vegetation to limit the degree to which views of the hillside would change.

Next slide, please.

So moving on to biology and water resources. I'll start with biological resources. The EIR determined that construction activities, such as site clearing and vegetation removal, has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within the capital improvement sites and their surroundings.

With the Balboa double-track Extension Site and the Canyon Siding Extension site presenting the greatest concern, as these are areas that have undeveloped natural ears in the surrounding and, you know, they're a little bit less urban than, say, Lancaster and Lancaster terminal.

In particular, nesting birds and bats are likely to use vegetation and structures, such as the I-5 bridge and the Balboa double-track area for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures, but to summarize them,

they consist mainly of pre construction surveys to determine if there's any wildlife or sensitive plant species present prior to construction so that planning around those species can be done.

Then during construction, biological monitoring would take place kind of on an as-needed basis where construction activities would occur within these sensitive areas or vegetation areas mainly.

Other mitigation strategies identified in the EIR include delineating the construction site so that construction personnel do not disturb areas that are either sensitive or do not -- or where they don't need to be, for instance, as well as vegetation replacement once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during storm events, may carry contaminants into local water bodies downstream at many of the capital improvement sites.

In addition, while not anticipated, there is potential of excavation activities to encounter contaminated groundwater. Particularly, at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster terminal improvements, would include a wash facility that would generate waste water requiring

proper disposal and handling as well.

To mitigate these impacts, the project would be required to comply with a set of permits including stormwater discharge permits, which would require development of a stormwater pollution prevention plan or SWPP, as well.

Watering permits for any groundwater encountered and a stormwater discharge permit for industrial activities to address the wash facility in Lancaster.

Next slide, please.

So for cultural, tribal cultural, and paleontological resources, I want to preface this discussion just to explain what some of these things are.

Cultural resources are resources that are historic or prehistoric in nature, things like historic buildings or archeological artifacts buried in the ground, while tribal cultural resources include, basically, any resource identified by Native American tribes as important to the tribes.

Paleontological resources probably don't need any explanation, but they are generally fossils and very prehistoric resources.

So with that, regarding tribal cultural resources, the AVL Corridor has been identified as a tribal cultural resource by the KizhNation.

According to the tribe, the corridor was used as a

trade and migration route. In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

While no cultural or tribal cultural resources were identified during our analysis within the construction footprint of any of the capital improvements sites, there is potential to encounter unknown resources during excavation and Earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archeological monitoring program, which will included presence of archeological and tribal monitors during excavation activities, as well as a cultural resource monitoring plan, which would describe specific procedures in the event that a potential resource is encountered.

Those procedures are pretty typical. Things like, you know, a qualified archeologist needs to be present before removing any of these potential resources.

As a note, tribal consultation for this project is ongoing and that includes the development of mitigation measures specific to tribal cultural resources.

For paleontological resources, similar to cultural and tribal resources, there is potential for ground-disturbing activities to encounter unknown fossils or geological resources.

Similarly, mitigation for this potential impact would include paleontological monitoring and a paleontological mitigation program very similar to the cultural mitigation program.

Next slide, please.

So hazards, hazardous materials, geology, and soils. So starting with hazards and hazardous materials, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities.

These types of hazardous materials would be things like fuels or solvents, sort of typical chemicals used on a construction site.

In addition, there's potential for contaminated soil or groundwater, both due to historic industrial uses surrounding the AVL, as well as the railroad operations that occur on the AVL, which have a tendency to contribute contaminants to soils and groundwater.

Regarding contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese list of hazardous wastes sites, which just heightens the sensitivity of the area and triggers some additional concerns about excavations in the Canyon Siding area.

Finally, the Balboa double-track site is located

within a City of Los Angeles designated methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts, the EIR will require a hazardous materials management plan, as well as a soil and groundwater management plan to address the handling and disposal of hazardous materials and waste, either those associated with construction activities or those encountered on the site.

In addition, the EIR requires preparation of a Phase 1 and Phase 2 environmental site assessment for each site to determine any hazardous concerns specific to each of the sites.

That's really when we'll have a good idea of what's inside the ground in terms of contaminants and how best to manager those contaminants when construction begins.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations.

Next slide, please -- oh, I'm sorry, not next slide.

For geology and soils -- sorry -- simply grading activities could result in unstable soils or slopes posing potential seismic concerns as a fair amount of grading would occur along hillsides with this project.

In the event of an earthquake, landslides

are -- there is a risk of landslides from construction.

So to address this impact, a geotechnical report including recommended seismic design measures will be prepared as design on the project progress in the next phase.

Next slide now, thank you.

So for noise and vibration, generally construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are listed on this slide, and in addition, vibration generated by construction, similarly, would likely exceed vibration annoyance thresholds at residential land uses in close proximity to construction activities.

Do note that all construction activities are anticipated to exceed noise limits -- not all -- sorry.

Not all construction activities are anticipated to exceed noise limits, and generally, significant noise would only occur during the nosiest or most intensive periods of construction.

To address these construction impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment to be used during particular times of day.

It would require things like notification of nearby sensitive land uses, residents prior to particularly noisy activities, as well as the deployment of noise-dampening equipment such as noise blankets over certain types of equipment at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable, and this is mainly due to the proximity of a few sensitive land uses to the construction zones.

They're simply just too close to the construction site to really ensure that the mitigation we've identified would reduce noise levels below the applicable thresholds.

To address vibration impacts, a vibration monitoring plan similar to the noise control plan would be developed. Based on our analysis, all impacts from the proposed service to increase operation of the improved Metrolink service along the AVL would be less than significant.

Next slide, please.

So finally transportation, air quality, and greenhouse gasses. Starting with transportation, construction of the project would result in typical discussions to local traffic, such as road or lane closures, and traffic delays from things like construction trucks utilizing local roadways.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or when construction work is in close enough proximity to the track that there's a safety concern, and Metrolink service would have to plan around the construction a little bit.

So to address these impacts, a construction traffic management plan -- well, several plans for each site really, would be developed to minimize impacts along local roadways and sidewalks.

To address the delays to Metrolink service, a construction service plan would be developed in concert with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions.

Regarding air quality and greenhouse gas emissions, the increase in Metrolink service, that's the additional train that's would be running up and down the AVL Corridor, would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional Thresholds.

The South Coast Air Quality Management District includes a large portion of LA County, and basically, for this project, it's the portion of the corridor that is south of the Antelope Valley. The Antelope Valley has its own management district.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emissions.

While the improved service would result in a decrease in passenger vehicle miles traveled, that is fewer cars -- fewer people would be traveling in their cars and would be using the improved transit service, the EIR still determined that the decrease in vehicle miles traveled would not offset the increases in nitrogen oxides and greenhouse gas emissions below applicable thresholds.

While no mitigation is available to address the locomotive emissions, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero-emission fleet sometime in the future.

The EIR unfortunately couldn't assume that any of these emission reduction strategies could be employed by the time the project -- by the time full build-out is realized.

So as a result, the EIR determined that impacts associated with air quality and greenhouse gas emissions would be significant and unavoidable.

The EIR does identify construction period mitigation measures, such as construction equipment specifications and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emissions contributed by

the project, but regardless of the mitigation we've identified, the impacts are still significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to take us to the public comment.

MS. VALENTINO: Thank you, Peter. That was very informative, and I just wanted to thank everyone for being on the line with us today.

Before we get into our public comment session, I do want to acknowledge, we have Doug Mensman here from the Office of Mayor Eric Garcetti. We really appreciate you being here.

We also have Jacqueline Ayer from the Town of Acton from Save Our Town. We also have City of Santa Clarita staff, Ian Pari.

So thank you all for being here, and, again, if you'd like to be acknowledged today, we really appreciate you letting us know you're out there, and we would love to acknowledge you.

Thank you for being here on your Saturday morning.

Now, with that, we want to go over the locations where you can find the environmental document available for public review and comment.

We did provide the document in each of these libraries listed on this slide, so essentially along the

76-mile corridor, you should find a library in each city, in each town, where you can find the document and review it, a hard copy.

We also have it on our Metro website, of course. So you can go at any time on your own time to the website and view it there.

We also have a copy at the Metro headquarters if you wish to reach out and make an appointment, we can try to make that available to you as well.

Next slide, please.

Just a reminder, we have two virtual meetings pertaining to this phase of project, pertaining to the draft EIR release of public review milestone.

So the first one we had was Wednesday of this week on August 18th from 6:00 to 7:30, and we do have another one, of course, today, which is what we're doing now.

Then we plan to close up our 45-day formal review comment period by September 10th and move into the next phase of project, which is preparing for the final environmental document.

We have provided Spanish and Armenian interpretation to both meetings per request of stakeholders, and we also have our presentations that you're seeing today in each of the three languages available through the Zoom feature, through the Zoom chat, and also on our website if you need to

find them there.

Next slide, please.

Opportunity for public comment, again, will be throughout the 45 days through September 10th, and for today's purposes, if you wish to make a comment, you can do so by the telephone.

For any call-in participants, you may make a comment through the phone. You can also do it through your web option through Zoom simply by raising your hand, raise your hand feature.

You can also write your comment in the Q&A today at any time, and we'll make sure to acknowledge that through the Q&A.

Each person will have two minutes per comment. So we appreciate your help and support with sticking to those two minutes, and if we have time, we'll be happy to bring you back for another two minutes.

You can also mail your comment at any time to Brian Balderrama between now and September 10th. He is receiving comments directly at the mailing address here, which is at LA Metro One Gateway Plaza, Mailstop 99-17-2, Los Angeles, California 90012.

You can also send your comments, again, at any time between now and September 10th to avl@metro.net, and you can submit it on our online comment form which is at

metro.net/avl.

Our telephone hotline, if you prefer to just phone in your comment and leave a voicemail, you can do that at any time at (213) 922-4844.

So our goal here is to always have multiple tools and options to you, whether it's telephone or virtual, through the Internet, so that you can have the convenience of different options to submit your comment.

Next slide, please.

So next steps, as we mentioned, after the 45-day comment period, the technical team will be preparing their final environmental document.

Each comment submitted during this formal comment period will be gathered and put together into the document where there will be responses to comments made available, as well as the comments submitted.

We will be also providing written responses on any significant environmental issues that will be raised in your comments, so stay tuned for those responses once that final document is available.

Prior to finalizing the project, the project team will go to the Metro Board to provide an update to the Metro Board sharing the milestone completion of the draft and moving into the final document adoption.

The Metro board will then give direction to the team

as we move into our next steps.

Next slide, please.

How to submit public comment?

We're going to get started with our session now. Just a reminder that if you're joining us through the Zoom app, make sure to raise your hand feature -- use your hand icon to let us know you would like to speak.

If you're joining by telephone, just dial star 9 to make sure to raise your hand, and when it's your turn to speak, if you're on the Zoom app, you'll be asked to just unmute your microphone.

If you're joining by phone, you're going to want to dial star 6 to unmute your mic. So the instructions are here on the screen, we'll keep those up for you.

We also have reminders in our Q&A and chat today if you wish to review those, and then that's really it.

If you want to write a comment, again, submit it in the Q&A during this meeting, and we'll review the Q&A today while we're here, and then you can also, again, submit a comment on our website.

With that, we can move to the next steps of starting our hearing.

So I'm going to take a quick look at our chat and see if anyone has submitted any questions, and we will get started with two minutes per speaker.

Great. We have a raised hand here from Perias Pillay. Perias, if we can go ahead and get you on the line and start your comment.

Just a reminder, that if you're joining us by phone, press star 9 to raise your hand and then star 6 to unmute your mic.

Okay. Perias, we're going to come back to you, but don't worry. We're going to make sure we catch you, and if you have any issues with reaching us today, at any time you can always call us on our technical helpline at (909) 310-2788.

So if you're experiencing any technical challenges, feel free to call us direct at (909) 310-2788. So we'll come back to you, Perias.

We will go to Ian Pari. The question submitted through the Q&A is: Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal preemptions? PH2-1

So that's a great question, Ian, and we are making note of your question here today, and this question will be included in the environmental document for analysis and response. So thank you.

Okay. Perias, if you need any assistance, just a reminder to call us. We will get the phone at (909) 310-2788, and we'll happily troubleshoot anything you

need here.

Okay. Great. Well, we have a pause in our questions and comments.

So while we wait for further submissions, just want to thank you all again for making the time on your Saturday to be here and being a part of the effort to make a better project through your good feedback and sharing your concerns and questions.

It really helps our technical team as they prepare a final document, and we do want to also find out from you, if you're able to share with us today, how you learned about the meeting.

So if you're willing to share how you found out about the meeting, we did work with Metrolink to provide digital signage on the station platforms, a lot of newspaper adds were done across the 76-mile corridor, and I think over nine different newspapers.

There was also digital advertising and mailers and flyers and E-blasts. So we would love to hear from you what might be the way to reach you for this project and future projects.

So feel free to let us know what you found most effective. We did do a text messaging campaign as well. Some folks prefer to get text messages. So, again, we would love to hear what is the most effective way to reach you and

your community.

While we wait for comments, just a reminder that if you're joining us through the telephone and you wish to speak, just press -- just dial star 9 to raise your hand to let us know you have a comment, and then just go ahead and dial star 6 to unmute your mic.

Then, of course, for Zoom app users, raise your hand, use the raise hand feature, and you'll be prompted to unmute your mic when it's time to speak.

Everyone's a little quiet this Saturday.

I hope everybody had their coffee and everybody is paying attention out there. We did have a meeting on Wednesday as well. So we did get quite a number of folks on Wednesday.

We always try to have a meeting during the work week, you know, Monday through Friday, and then we try to offer a weekend option for those who, even if it's after work, still couldn't make it.

We try to give a couple options, so we can reach people as easily as possible. If you missed today's meeting, you can go to our website at any time, and you'll be able to find the presentations there today on our website.

You'll be able to find the environmental document and all of the materials that you would need for providing a comment.

MR. BALDERRAMA: Danielle, this would be a great time to promote our new website, just the format structure that Metro is doing.

MS. VALENTINO: Sure. So please also be thoughtful and patient with us as our agency is going through a very exciting overhaul of our website.

So we are looking to launch a new website for the agency by Monday. So just know that you will find a new look, a new look to LA Metro's website.

So we are -- we're eager to see what that will be for your experience on our page. We look forward to your feedback and comments in regard to the new look and feel once we get to next week.

Okay. Great. We have a raised hand here from Matthew Pearson, and Matthew we see that you have a verbal comment. So we'll go ahead and get you on the line and start your two minutes.

Go ahead.

MR. PEARSON: Coming through?

MS. VALENTINO: There you go. We hear you.

MR. PEARSON: Okay. It says that this was an optional EIR because expansions of this sort are exempt under California law, and I think for good reason.

So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there

PH2-2

to improve service, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes?

The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running.

PH2-2 (cont.)

Yeah, that was it.

MS. VALENTINO: Great. Thank you very much, Matthew, for that feedback, and I'm sure Brian may chime in a bit about the comment.

MR. BALDERRAMA: Yes, definitely. So the two-part question. For the first part, yes, the EIR, the process in itself is exempt.

Considering there are multiple stakeholders from Union Station all the way to the tailend in Lancaster, there were several stakeholders that wanted us to do that additional analysis on some of those technical studies, a deeper dive, than we would do just by checking the boxes with exemption.

Just to be safe that, if there were any impacts identified, that this project was truly mitigating any impacts that they created.

Second part of your question, it is definitely directed to Metrolink. We will take your name down, pass

that information over to our partners at Metrolink, you should note from their website, what you're referring to is in line with their rail modernization program.

So if you were to type that onto their website, you would probably get information and probably get directed to the key staff involved.

MS. VALENTINO: Great. Thanks, Brian.

Yeah, that's great feedback, and one thing we've learned too throughout our projects is, it's hard to find too many of the same opinions out there.

We've gotten feedback that, you know, sometimes we should be doing more and then other times we do get feedback that we should do way less in terms of studies and analysis.

So your feedback is actually really important, because we have gotten different views expressed already on that.

So we will be sharing those views in the environmental document as well on that issue specifically, since we did get some comment on that.

So taking a quick look, we have, at the moment, no further questions or -- I don't think we have any hands raised at the moment.

Just a reminder to press star 9 to raise your hand and star 6 to unmute or submit your comment through the Q&A function in this meeting.

Actually, while we wait for more comments, let us know if you ride transit, if you take any transit services.

I know, you know, with COVID, it's just an unusual year and a half plus, but let us know generally speaking if you're a transit rider.

Have you taken the current commuter rail services that are already on the AVL corridor? Do you take bus? Do you take light rail? Do you take subway?

We'd love to hear what are some of the transit services you use, whether it's computer rail or other transit services, specifically -- particularly if it's on the AVL.

We'd be curious to hear about your way of moving through the county preCOVID and during COVID. It's all information that is useful.

Just a reminder too that we did get requests for Armenian and Spanish. So if you have interest in hearing the content in those languages, you can just click on your icon and select which of the languages you wish to be hearing this meeting in today.

Of course, we have the PowerPoint translated to each of those languages available as well. Also, just a reminder that during today's meeting, you could go to our website, which we have listed here, metro.net/avl -- I think is the shorthand, but metro.net/avl.

Through that, you'll see today the environmental

document is there with full detail, so you're able to pull that up during this meeting and take a look and see if that helps prompt you with any questions.

In the event you can't do that today, we will accept your comment at any time between now and September 10th. So you still have time after today, of course, to review the document and submit your comment.

We don't see anyone indicating if they ever ride Metrolink or take commuter rail. I was hoping to see some hands go up there, but everybody is staying pretty quiet today.

Okay. It looks like -- I think, I saw someone typing here. Oh, that's not a question, so, no, not yet.

Just a reminder, if you want to submit a comment today during this meeting and you want to be heard, if you're joining us by phone, press star 9 to raise your hand, star 6 to unmute your mic.

If you're joining us through the Zoom app, use the raise hand icon feature, that will indicate to us you want to speak, and we will be sure to unmute you.

You can also submit it through the Q&A function at any time. If you're having any technical issues of any kind or just need assistance, you can always call (909) 310-2788, and we'll be available to pick up the phone and troubleshoot anything you may be experiencing.

MS. YANEZ-FORGASH: Danielle, we do have Jacque Ayer.

MS. VALENTINO: Oh, great. Thank you. Great. I see that added now.

Jacqueline Ayer, we will be ready to take your question.

Remember, just a reminder, I know you joined us the other day, but if you're having trouble you can call us on the line, the telephone line, (909) 310-2788 or just press -- if you're joining us by telephone, press star 9 to raise your hand, star 6 to unmute your mic.

MS. AYER: Can you hear me?

MS. VALENTINO: Yes, we can hear you.

MS. AYER: Thank you very much.

My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together.

We had an engineering evaluation done using the data from your draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the Community of Acton.

PH2-3

It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community.

Ten miles of the project as I said is in the Community of Acton, and so your draft EIR noise assessment

did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insults of 65 decimals and 70 decimals.

So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shows that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels. PH2-3 (cont.)

All the residences within 1,500 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards.

So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community.

Thank you.

MS. YANEZ-FORGASH: Danielle, you're on mute.

MS. VALENTINO: Oh, thank you. Sorry about that. Thank you, Jacqueline. Just want to stay you ended right on time. We appreciate that feedback, and we definitely recorded that today.

MR. BALDERRAMA: Jacqueline, thank you for taking the time to do all of that analysis. We can't wait to review

that and be able to respond to you properly.

MS. VALENTINO: Great. Thank you, Brian.

Well, let's see here, let's see if anybody else has come up with some questions or has some comments to make. We have more time left. We're actually here until 12:30.

So no rush, you can take a look at the document, read some material online, and, again, if you missed today's opportunity, not to worry, you can submit any time until September 10th, we'll even take it up to midnight, 11:59 to be precise. So don't worry, you have time if you don't have much for today.

We do have a comment here from Perias Pillay, and I think your comment is: The chat feature is not working. I'm a daily Metro rail and bus rider and occasional Metrolink rider, most of the San Bernardino line. PH2-4

Okay. Great.

"I don't use the AVL, but I'm interested in all transit improvements."

Wonderful. Thank you for sharing that. It's just nice to know that there are people out there -- I know COVID is just a strange time all around.

So it's not by any stretch a normal test for all of us, but it is good to hear people come to these meetings who, you know, take transit or use services like this and understand what it is like to be a rider and, you know, the

value of these types of services.

Thank you for letting us know about your experience with the chat feature. So we will take a look at that right now.

We are getting other questions through the chat feature, so it seems to be working, but we will double check that. Thank you for flagging that.

Okay. Great. Now, Jacqueline Ayer, I see a question here just submitted through the Q&A.

Forgive me, to Perias, my apologies, I keep referring it to the chat, but it's really the Q&A feature. So if you're submitting through the Q&A feature, that's what we mean.

So we are receiving anything through the Q&A. So don't worry about that, you can just continue to submit as you have been through the Q&A.

Jacqueline, we got your note here that you did not do the analysis that you were just speaking of, you did not directly do the analysis. PH2-5

You mentioned that the Acton Town Council contacted a local engineer and then they did the analysis.

So thank you for that clarification, that's helpful. Great. Thanks to everyone for making the time. We know that there's so many things you could be doing with your Saturday, but we really do -- this is important.

It's important because this is your community, this is a railroad that already is there, obviously been there for a long time running through many communities, running through from Downtown LA all the way to Lancaster.

Obviously already an active corridor, so we appreciate everybody who takes the time to learn about proposed improvements in the area.

It's important to help us for making a better project and making a more meaningful outcome and deliverables once we get to the phase of construction. So thank you for your engagements.

Okay. Well, let's see who submitted anything. Nothing yet, but just a reminder if anyone just joined the line, you can make a question or comment, if you're using the phone, by just simply dialing start 9 to raise your hand and then star 6 to unmute your microphone.

If you're joining us through Zoom, you can use your raise hand feature, and then we will be prompted to unmute your mic when it's your turn to speak.

You can also use your Q&A feature to submit your comment or question at any time during this meeting, and, of course, you can always submit us a comment or question through our project e-mail address.

You can also send it through regular mail to Brian Balderrama at Metro mailing address, and you can also

submit it through our online comment form.

You can also send it -- or you can actually call us on our project hotline to just leave a message at any time. Your voicemail will be recorded as a formal comment during these 45 days.

So you can always just pick up the phone and leave a message, and we will include that in the environmental document.

Okay. Just a reminder, if you want to make a comment today during our formal hearing, you're welcome to do so any time between now and 12:30.

We also have two language rooms, we did get requests for, of course, Spanish, and we also got a request for Armenian.

So we do have Armenian and Spanish lines, separate translation rooms here at this meeting today.

So we are happy to be providing that, and we are going to be here, even if it's quiet, don't worry.

We're not going to walk out and leave you here, we're going to make sure that we're here until the end in case any comments or questions come up and not short-shift you on your time.

So feel free to submit anything during the live meeting today or circle back through our other project contact tools during this 45-day window ending on September

10th.

Can we go back a slide just to allow for the contact tools page to be visible while we wait for some more comments to come through.

Perfect, thank you.

Just a reminder, this is our contact tools page. You know, this is so if you don't have comments today, but wish to follow up between now and September 10th, you'll have our project website, our telephone hotline, which, of course, is 24 hours.

You can leave a message during those 45 days, and we will include that as a comment on the document, and can you mail it to Brian Balderrama, who is our project manager and Deputy Executive Officer, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

All comments we ask for between now and September 10th at 11:59. I think there's a reference on our website as 5:00 p.m., close of business at 5:00 p.m., but don't worry, we'll accept it, basically, up until midnight. So not to worry about that.

If you're having any technical problems, you can call (909) 310-2788, and we will be sure to pick up the call and help you out if you're having any technical challenges.

I think we're running down the clock here, so this must be good news that, maybe, there's plenty of information,

and no one has a lot of questions because hopefully their questions have been answered or, maybe, you just need more time to review the information before submitting.

So thank you again for being here and making the time and making this a priority to be informed and be engaged in these proposed improvements in this corridor.

We really appreciate it and appreciate your efforts to question the information, make comments, and see how we can make a better project as a result of the dialog and the information that's been shared to date.

Just a quick reminder, if you have a public comment you wish to make today, if you're using the telephone, just dial star 9 to raise your hand and then dial star 6 to unmute your mic.

If you're joining us through the Zoom application, just use your raise hand feature, the raise hand icon, and we will be sure to prompt you to unmute your mic when it's time to speak.

You can also submit through the Q&A function during this meeting as well. If you're having any technical difficulties today, not to worry, we can help you out. Just call us, (909) 310-2788, and we'll be happy to support you and troubleshoot anything.

Maria, while we wait just a moment, could we go back to the slide with the library locations for the environmental

document?

Perfect. So just a reminder that if you prefer to view the document in hard copy, you can go to these libraries. These are along the corridor, and they did give our environmental team the confirmation that they're open.

So you can go to these locations all the way from Los Angeles Public Library, all the way far north is the Lancaster Library to view the document.

We know some people still prefer the hard copy, so that is definitely an option for you as well.

Great. We have five minutes left, so not to worry, if you have a sudden question or a comment that has just come up, feel free to share.

We have a little bit more time left, and then we will be promptly leaving the meeting at 12:30 to respect your time and let you get on with your Saturday.

So feel free to reach out in these next five minutes, and, again, if you missed today's opportunity, you can always reach out at any time to the project team through our telephone hotline -- if you wish to leave a comment there, through our e-mail address, through the online comment form, or just regular mail, you can send a comment.

So these options will be available through September 10th, if you wish to follow up with a question or comment after today's meeting.

Great. Just a reminder if you wish to make a comment, last few minutes, to press star 9 to raise your hand if you're joining us by telephone or press star 6 to unmute your mic.

If you're joining us through the Zoom application, use your raise hand icon feature, and you will be prompted to be unmuted when we're ready for you.

You can also send your comment to Brian Balderrama at One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012, and you can also send it to avl@metro.net, which is our e-mail address.

You can also dial it in at (213) 922-4844 and leave a voice recording, and we will be sure to get that as well. Our Metro website is metro.net/avl.

So we encourage you to visit the site today and review the document there or at any of the library locations.

As a reminder, if you have any trouble whatsoever with any of these steps, you can reach us at our telephone project hotline starting on Monday, (213) 922-4844, and again that's (213) 922-4844, is our project hotline that we will be checking on Monday.

Then, of course, you can call us today on this weekend, Saturday, at (909) 310-2788. If you're having any technical issues with the meeting, you can call (909) 310-2788.

We're just about at time and just want to really -- again, no further comments have come in, so we'll keep our eyes here if in the next two minutes a comment comes in.

Again, just on behalf of the team, we wish to thank you for your engagement, making the time, whether you came also on Wednesday earlier this week, or today just appreciate your engagement and caring about the proposals on the table and being a part of making a better project.

Again, get your comments to us before September 10th, if you can, but we will still accept them through September 10th through the various contact tools we shared.

Again, on behalf of the team, we thank you, and I know our project manager, Brian, would like to say a couple words.

MR. BALDERRAMA: Yes. I want to echo Danielle's sentiment. Thank you all for joining us on the weekend.

We encourage you to continue to be providing us comments and go to our project webpage and all the resources that are available to you.

Thank you.

Again, any comment is great comment, and we hope you have a great day.

MS. VALENTINO: Thank you, Brian. Thank you to the project team, and thank you to all of you once again.

Have a wonderful weekend. Stay safe, and stay well.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

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PUBLIC HEARING NO. 2

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements Program

TRANSCRIPT OF PROCEEDINGS

August 21, 2021

Case No:

CERTIFIED COPY

Antelope Valley Line Capacity and Service Improvements Program

Saturday, August 21, 2021

11:00 a.m. - 12:30 p.m.

CERTIFIED COPY

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Antelope Valley Line Capacity
and Service Improvements Program

Murrieta, California
Saturday, August 21, 2021

MS. VALENTINO: Good morning, everyone. This is Danielle Valentino from LA Metro welcoming you this morning to our public hearing on the Metro Antelope Valley Line Corridor.

This is called the Antelope Valley Line Capacity and Service Improvements Program, and it's an environmental impact report process, and we are having our second public hearing this morning in regard to this proposed project.

We're going to give it a few minutes here as people get situated and ensure that their audio and their video is working and making sure that they have good connection to the meeting today.

So please stay with us, and we will be getting started here in just a couple minutes.

Thank you.

Okay. Great. Well, I think we're going to get started. Again, thank you all for being here today. This is our Metro legal hearing on the Antelope Valley Line Capacity and Service Improvements Program.

You're going to hear today about a series of proposed improvements to the existing corridor to help support additional service and more improved reliability along the corridor.

So we will have our technical team presenting to you shortly.

Next slide, please.

If you need language support today, please know that we do have both Spanish and Armenian interpretation available to you.

If you're joining us through the Zoom application, please click on your interpretation icon and select the language you would like to hear and listen in today, Spanish or Armenian.

Then we also have the presentation from today in both Spanish and Armenian available in the chat of the meeting. So you can access those PowerPoints in the chat and you can also find those PowerPoints on our project website.

So if you go to the website, you'll find those there. If you have any issues with the Zoom connection, you can always find that on our website.

Also, we do have the interpreters right now interpreting and providing the same information I'm sharing with you in English in their Spanish and Armenian language rooms. So please tune in to those rooms if you need support.

Next slide, please.

Just a quick reminder that all cameras are off and your microphones are muted when you're not speaking. You can submit your questions at any time to the Q&A function.

Your oral public comment will be able to follow the presentation and you'll be able to just raise your hand and we'll call on you after our team has presented.

If you have any issues with connection today or technical issues with being in this meeting, at any time you can also call us at this phone number listed here at the bottom of the screen.

With that, I'll go ahead and announce that number in case you're joining by telephone. If you have any technical issues it's (909) 310-2788. Again, that's (909) 310-2788.

Also, before we get a little bit further into the program, just a reminder to let us know you're here. We'd love to acknowledge you today for taking your time out on your Saturday to learn about this project.

So let us know, if you can, your name and your organization and, if you'd like, who you're representing. We'd be glad to announce you, particularly staff from our elected offices or local organizations.

Now with that, next slide, please.

This is our presenters today and our project team

members that you'll be hearing from. Brian Balderrama is our Deputy Executive Officer for Metro Regional Rail, and he is our project manager in this initiative.

We have Eric Banghart who is a principal project manager with Mott MacDonald, and we also have Peter Feldman who is our environmental planner from Terry A. Hayes Associates.

Then, I am from Metro Community Relations supporting the facilitation of today's discussion.

Next slide, please.

The purpose of the meeting, I'm going to turn this on over to Brian, and he's going to get us underway into the program.

MR. BALDERRAMA: Thank you, Danielle.

We will give you an overview of the Antelope Valley Line Capacity and Service Improvement Program today.

Just for clarification, if you hear our abbreviation, AVL, mentioned, that's what we're referring to, the Antelope Valley Line.

Then we'll go into our environmental process, as well as findings from some of our technical disciplines, and then before we proceed into public comment, you'll definitely hear from Danielle to receive additional information.

Next slide, please.

So in more detail when we go and discuss the project

overview for you, we'll describe the project, the environmental settings, some of the stakeholders that have been involved to date, the project benefits, and funding that went into it, and then go into more detail of the proposed project elements, as well as an overview of our project timeline.

When we go into our environmental study, we'll cover topics like aesthetics, noise and vibration, transportation, cultural resources, and air quality, all important topics that some of have you have already provided us comments on.

Then the third part of our program today is to go into that public comment session. So very important information, please listen for instructions to follow-up.

Next slide, please.

So as the project overview, the project proposes an expansion of our computer rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements located along the AVL Corridor, one is within the City of Los Angeles, a second is in the City of Santa Clarita, and a third would be located in Lancaster for the Lancaster Terminal Improvement Project.

The fourth infrastructure improvement project,

Brighton Street to McGinley Avenue double-track Project, has already been environmentally cleared separately has part of larger Brighton to Roxford double-track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30 minutes bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As for an overview for the AVL Corridor, the Antelope Valley Line is a 76.6-mile railroad route owned by Metro and used by the operators such as the Southern California Regional Rail Authority.

The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, New Hall, Santa Clarita, Acton, Palmdale and Lancaster.

The Union Pacific Railroad operates Class 1 freight service on this corridor as well. The route is a federal rail administrative Class 4 with maximum speeds of 79 miles per hour.

Currently, there are up to thirty Metrolink trains commuter -- Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL.

Next slide, please.

Though the proposed project is statutorily exempt under CEQA, Metro wanted to address any community concerns and prepared an EIR study for the more detailed evaluation of project impacts.

This approach was supported by all of our project stakeholders, specifically the North Los Angeles Transportation Coalition, who also serves as a project funding partner.

It should be noted the technical studies were not completed in isolation. This EIR study considers the communicative impacts for projects such as LINK US, East San Fernando Valley Corridor, the California High Speed Rail Authority Phase 1 program, and the Metrolink SCORE Phase 1B program.

Next slide, please.

This is a collection of our project stakeholders involved regularly receiving project updates for coordination purposes and/or providing comments to date during this entire environmental process.

The list is not comprehensive, and we hope it continues to grow with all of you that are joining us today.

Next slide, please.

Consider that single-track railroad is equivalent to trying to provide two-way traffic on a single-lane roadway.

By providing more double-track at key locations, we will enable twice as many computer rail trips as currently being proposed with the full build-out of this program.

We will improve the ability of the AVL to meet the strong population and employment growth forecasted for this area.

We will improve passenger service reliability and efficiency, and we will provide the necessary supporting infrastructure to enhance operational flexibility to all of our operators that are currently there today and possibly be there in the future.

Next slide, please.

Thank you. So our base project that you will see in the upcoming slides has been fully funded in two-fold. One, through Measure M subregional funds from our partners at North Los Angeles County Transportation Coalition and the other through a 2020 State grant that has got us to a project-funding level of $220,000,000.

Next slide, please.

Now I'm going to hand it over to Eric, who will be able to go into the proposed project elements in more detail.

MR. BANGHART: Great. Thank you very much, Brian.

As Brian mentioned, I'm going to talk about the three proposed throughout the corridor working from south to north of our double-track Canyon Siding in Lancaster

terminal.

Next slide, please.

So first is the Balboa double-track Extension. This is in the very northern part of the City of Los Angeles near where the 5 and 14 Freeways intersect.

There's three specific things to point out to you: First is the extension is about 6,300 feet or just over a mile.

It will be within the existing railroad right-of-way, and there are some encroachments on CalTrans property near that No. 3 that's called out.

Finally, where the No. 4 dot is, that's where the alignment goes underneath the I-5 Freeway. So we go underneath the freeway.

There are existing I-5 columns there. So we will need to add column protection or pier protection to those existing columns.

For this improvement, there's no option. So you'll see in future ones we have options, but this one just has the base design.

Go to the next slide.

Next, is the Canyon Siding Exception. This is inside the City of Santa Clarita right near the Santa Clarita station. It's an extension of existing siding of almost approximately 8,400 feet all the way to just east of Golden

Oak Road.

Once again, the project will be contained with the existing right-of-way and that will accommodate the improvements to the tracks and the station. I'll talk in a second about the station improvements.

We'll be converting the existing turnout to a crossover where that No. 3 is located on the map. This will allow, as Brian talked about, almost, like, it being a two-lane road, it will allow trains to pass each other. So it will improve service operations through this area.

Then finally at Golden Oak Road, because we will be crossing that street, we'll have to make improvements with new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety, and installation of new crossing gates and high visibility crosswalks.

So that's there at the No. 4 on the map. This does that have options.

So if you go to the next slide.

The options are all located around the station. So just to give you a little bit of the lay of the land, this is the existing station you see out there today if you go out.

The platform is about 500 feet long, there's a parking lot at the top of the page, and the platforms are a bit up on a hill, so there's actually stairs and ramps that

connect people from the parking lots up the platform.

Most of the bus pick-up and drop-off is in the parking lot. So that's the existing conditions.

If you go to the next slide, so this is our base design.

What we will be doing to this, since we're adding a new track, so a second track throughout this entire corridor, we would be adding not only a new track but also a new platform so people can access that track and people can be picked up and dropped off from the train.

So this is what we call the side platform, so the platforms are to the side of the track. So you see we have an existing side platform, that's in gray.

Then we'll be adding a new side platform that's in that blue or aqua color, and you'll see some of the amenities that go along with that.

On the next slide, I'll show you that first option.

So this is Design Option 1. So instead of having pedestrians cross the tracks at-grade, we have an option to allow pedestrians to use an underpass and that's what all those things show in red.

That's showing the ramping system, the stairs, and the tunnel that would go underneath the tracks, but still two side platforms to access the existing train station.

Then we have a Design Option 2 on the next slide.

So this is a new term to give you, this is what's called an island platform. So instead, before we have the side platforms, an island platform is just different in the fact that pedestrians or riders can access both tracks from one platform.

So there are some improvements to this, but it does require some shifting of the tracks. So shown in red, is that new island platform.

Once, again, instead of having pedestrians cross at-grade or across the tracks, we'd have them cross using an underpass to go underneath the tracks. Also, going under Commuter Way and directly access the station parking lot to the top of the page.

So that's at base design for the stations and then the two options we're carrying forward with the Canyon Siding Extension project.

So on the next slide, I will talk about the Lancaster terminal improvements.

Once again I'll just give you a little bit of the lay of the land of what it looks like today. So this graphic shows what it is today. At the top of the page, we have the Lancaster Station, this is what's out there today existing.

We have a slide platform, and Metrolink has two tracks that service the area, and then there's also two UP Railroad tracks that service the area and then cross over

Lancaster Boulevard.

As you can see, the existing Metrolink tracks don't cross over Lancaster Boulevard and terminate right there at the station.

On the bottom of the page as if you were to keep on crossing over Lancaster Boulevard -- so we're going more to the north on the bottom of the page.

You can see that all that's to the north of Lancaster Boulevard is just the UP Railroad tracks, there's no tracks you see there in the City of Lancaster parking lot.

Just want to point that out, because that's going to be the major change you're going to see that's part of the improvement.

So if you go to the next slide, this is the base option or the base design that we're looking at. To allow for the improved service that Brian talked about earlier, we need more storage capacity for the trains to be stored and cleaned overnight and also to be fueled.

So at this location, you can see everything in that light blue color. We're actually adding one 1,000-foot track that can store two additional trains and then two 500-foot storage track as well, just to the top of the page -- or the west of the page.

So each one of those 500-feet storage tracks can hold a train. So in total we can store four additional

trains there.

We also have capacity for fueling and new operation and maintenance facilities for Metrolink staff. To the left of the page, you can also see that we've added one new track across Lancaster Boulevard.

Similar to what we talked about Glen Oak Road, we have to have the similar safety improvements to have that new crossing at that location.

So there would also be improvements to the Lancaster Boulevard. So for Lancaster terminal improvements we have several options as well.

If you go to the next slide.

So this is Design Option 1, and the base design, we didn't have any major changes to the existing platform. It would still be that side platform that you see out there today.

We wanted to have some design options to improve service at this station as well. So for Design Option 1, once again, that terminal is an island platform.

So we would be adding an island platform to the station and to access that station, we would use a new pedestrian underpass or pedestrian tunnel that's shown in red.

So you can see that people will access the platform from the existing station parking lot near the existing

building and access the center platform where they can access both tracks or wherever the train may be.

On the next slide, this is Design Option 2. So the only major difference between Design Option 1 and Design Option 2 is that instead of using a tunnel, we'll use a pedestrian bridge and that's shown in red, called out there.

At the end of the station, you can see, instead of going under the tracks, people will be going over the tracks, and we'll have stairs and an elevator to access that for ADA access.

Then finally we have Design Option 3 on the next slide. So once again, we have a side -- sorry -- a center or an island platform.

The way that pedestrians will access this station is through at-grade crossing. So you can see on the left and the right of the page, you'll see that there's crossings along the track.

So you can see the major difference between Option 1, option 2, and Option 3, is just really how riders will access the platform.

With that, if you go to the next slide, I believe, I get to hand it off to Peter.

Oh, no, sorry, I got one more. The environmental schedule, very important.

We started this environmental process with the

notice of preparation, which was in October and November of 2020 -- or sorry, that was in October and then the scoping meetings took place in October and November of 2020.

We then spent that time working on the technical studies and developing the draft EIR, which was published at the end of July 2021.

We are currently here today during No. 5, in the public hearings that are taking place in August, and then the process of the public comment period will be closed in mid September, which Danielle will talk a little bit more about later.

Then finally looking to publish the final EIR in late 2021. Beyond that, we have the design schedule and construction schedule.

So in late 2021, this project will be handed off to Metrolink to deliver the construction project.

So in partnership with Metro and Metrolink, they will work together to deliver this project, which includes the administrative preparation which means working on the procurement documents in fall 2021, starting design in July 2022, ending the design in 2024.

Then completing any type of right-of-way work in 2025. We'll actually begin construction in December of 2024, is the current schedule.

So with that, if you go to the next slide, I believe

I now get to hand it off to Peter.

Thank you all.

MR. FELDMAN: Thank you, Eric.

Happy Saturday, everyone. So I'm going to provide a sort of high-level review of the project impacts associated with the project identified in the draft EIR.

Just to preface the presentation, you know, this isn't intended to be an exhaustive discussion of all the impacts addressed in the EIR or all of the environmental topics that we address.

This presentation just identifies the potentially significant impacts that the EIR identified in our analysis.

So with that, next slide please.

So starting with aesthetics and visual impacts. For the most part, aesthetic impacts are -- the potentially significant aesthetic impacts are associated with the Canyon Siding Extension improvement in the City of Santa Clarita.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the project site, including the presence -- of the types of impacts would be, you know, visual presence of construction equipment, as well as construction personnel and activities.

These activities would be most visible or would affect the views for residents to the north of the site, one such view is included in the slide.

So skipping over to the next bullet, I just want to stay in Santa Clarita for a moment, the permanent impacts associated with the project include permanent alterations to the hillside along the south side of the project site.

These impacts would include removal of vegetation, as well as actual changes to the contours of the hillside due to some fairly substantial grading that would occur along the south side of the site.

Going back to the construction impacts associated with the project -- and this applies to all the capital improvements sites -- all the capital improvements.

There's potential for nighttime construction, which would result in a new source of nighttime lighting, which could impact adjacent land uses surrounding any of the capital improvement sites if and when nighttime construction occurs.

To mitigate these impacts, the EIR proposes screening the Canyon Siding Extension construction site to block views of equipment and construction activities.

Impacts associated with nighttime lighting during construction, would be mitigated by requiring screening around each of the construction sites when active construction is taking place to prevent any light from spilling over onto adjacent land uses.

Also, construction contractors would be required to

direct lights only towards areas of active construction.

To mitigate the permeant impacts to the hillside along the canyon siding site, the EIR proposes to provided replacement vegetation consistent with existing natural vegetation to limit the degree to which views of the hillside would change.

Next slide, please.

So moving on to biology and water resources. I'll start with biological resources. The EIR determined that construction activities, such as site clearing and vegetation removal, has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within the capital improvement sites and their surroundings.

With the Balboa double-track Extension Site and the Canyon Siding Extension site presenting the greatest concern, as these are areas that have undeveloped natural ears in the surrounding and, you know, they're a little bit less urban than, say, Lancaster and Lancaster terminal.

In particular, nesting birds and bats are likely to use vegetation and structures, such as the I-5 bridge and the Balboa double-track area for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures, but to summarize them,

they consist mainly of pre construction surveys to determine if there's any wildlife or sensitive plant species present prior to construction so that planning around those species can be done.

Then during construction, biological monitoring would take place kind of on an as-needed basis where construction activities would occur within these sensitive areas or vegetation areas mainly.

Other mitigation strategies identified in the EIR include delineating the construction site so that construction personnel do not disturb areas that are either sensitive or do not -- or where they don't need to be, for instance, as well as vegetation replacement once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during storm events, may carry contaminants into local water bodies downstream at many of the capital improvement sites.

In addition, while not anticipated, there is potential of excavation activities to encounter contaminated groundwater. Particularly, at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster terminal improvements, would include a wash facility that would generate waste water requiring

proper disposal and handling as well.

To mitigate these impacts, the project would be required to comply with a set of permits including stormwater discharge permits, which would require development of a stormwater pollution prevention plan or SWPP, as well.

Watering permits for any groundwater encountered and a stormwater discharge permit for industrial activities to address the wash facility in Lancaster.

Next slide, please.

So for cultural, tribal cultural, and paleontological resources, I want to preface this discussion just to explain what some of these things are.

Cultural resources are resources that are historic or prehistoric in nature, things like historic buildings or archeological artifacts buried in the ground, while tribal cultural resources include, basically, any resource identified by Native American tribes as important to the tribes.

Paleontological resources probably don't need any explanation, but they are generally fossils and very prehistoric resources.

So with that, regarding tribal cultural resources, the AVL Corridor has been identified as a tribal cultural resource by the KizhNation.

According to the tribe, the corridor was used as a

trade and migration route. In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

While no cultural or tribal cultural resources were identified during our analysis within the construction footprint of any of the capital improvements sites, there is potential to encounter unknown resources during excavation and Earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archeological monitoring program, which will included presence of archeological and tribal monitors during excavation activities, as well as a cultural resource monitoring plan, which would describe specific procedures in the event that a potential resource is encountered.

Those procedures are pretty typical. Things like, you know, a qualified archeologist needs to be present before removing any of these potential resources.

As a note, tribal consultation for this project is ongoing and that includes the development of mitigation measures specific to tribal cultural resources.

For paleontological resources, similar to cultural and tribal resources, there is potential for ground-disturbing activities to encounter unknown fossils or geological resources.

Similarly, mitigation for this potential impact would include paleontological monitoring and a paleontological mitigation program very similar to the cultural mitigation program.

Next slide, please.

So hazards, hazardous materials, geology, and soils. So starting with hazards and hazardous materials, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities.

These types of hazardous materials would be things like fuels or solvents, sort of typical chemicals used on a construction site.

In addition, there's potential for contaminated soil or groundwater, both due to historic industrial uses surrounding the AVL, as well as the railroad operations that occur on the AVL, which have a tendency to contribute contaminants to soils and groundwater.

Regarding contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese list of hazardous wastes sites, which just heightens the sensitivity of the area and triggers some additional concerns about excavations in the Canyon Siding area.

Finally, the Balboa double-track site is located

within a City of Los Angeles designated methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts, the EIR will require a hazardous materials management plan, as well as a soil and groundwater management plan to address the handling and disposal of hazardous materials and waste, either those associated with construction activities or those encountered on the site.

In addition, the EIR requires preparation of a Phase 1 and Phase 2 environmental site assessment for each site to determine any hazardous concerns specific to each of the sites.

That's really when we'll have a good idea of what's inside the ground in terms of contaminants and how best to manager those contaminants when construction begins.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations.

Next slide, please -- oh, I'm sorry, not next slide.

For geology and soils -- sorry -- simply grading activities could result in unstable soils or slopes posing potential seismic concerns as a fair amount of grading would occur along hillsides with this project.

In the event of an earthquake, landslides

are -- there is a risk of landslides from construction.

So to address this impact, a geotechnical report including recommended seismic design measures will be prepared as design on the project progress in the next phase.

Next slide now, thank you.

So for noise and vibration, generally construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are listed on this slide, and in addition, vibration generated by construction, similarly, would likely exceed vibration annoyance thresholds at residential land uses in close proximity to construction activities.

Do note that all construction activities are anticipated to exceed noise limits -- not all -- sorry.

Not all construction activities are anticipated to exceed noise limits, and generally, significant noise would only occur during the nosiest or most intensive periods of construction.

To address these construction impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment to be used during particular times of day.

It would require things like notification of nearby sensitive land uses, residents prior to particularly noisy activities, as well as the deployment of noise-dampening equipment such as noise blankets over certain types of equipment at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable, and this is mainly due to the proximity of a few sensitive land uses to the construction zones.

They're simply just too close to the construction site to really ensure that the mitigation we've identified would reduce noise levels below the applicable thresholds.

To address vibration impacts, a vibration monitoring plan similar to the noise control plan would be developed. Based on our analysis, all impacts from the proposed service to increase operation of the improved Metrolink service along the AVL would be less than significant.

Next slide, please.

So finally transportation, air quality, and greenhouse gasses. Starting with transportation, construction of the project would result in typical discussions to local traffic, such as road or lane closures, and traffic delays from things like construction trucks utilizing local roadways.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or when construction work is in close enough proximity to the track that there's a safety concern, and Metrolink service would have to plan around the construction a little bit.

So to address these impacts, a construction traffic management plan -- well, several plans for each site really, would be developed to minimize impacts along local roadways and sidewalks.

To address the delays to Metrolink service, a construction service plan would be developed in concert with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions.

Regarding air quality and greenhouse gas emissions, the increase in Metrolink service, that's the additional train that's would be running up and down the AVL Corridor, would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional Thresholds.

The South Coast Air Quality Management District includes a large portion of LA County, and basically, for this project, it's the portion of the corridor that is south of the Antelope Valley. The Antelope Valley has its own management district.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emissions.

While the improved service would result in a decrease in passenger vehicle miles traveled, that is fewer cars -- fewer people would be traveling in their cars and would be using the improved transit service, the EIR still determined that the decrease in vehicle miles traveled would not offset the increases in nitrogen oxides and greenhouse gas emissions below applicable thresholds.

While no mitigation is available to address the locomotive emissions, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero-emission fleet sometime in the future.

The EIR unfortunately couldn't assume that any of these emission reduction strategies could be employed by the time the project -- by the time full build-out is realized.

So as a result, the EIR determined that impacts associated with air quality and greenhouse gas emissions would be significant and unavoidable.

The EIR does identify construction period mitigation measures, such as construction equipment specifications and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emissions contributed by

the project, but regardless of the mitigation we've identified, the impacts are still significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to take us to the public comment.

MS. VALENTINO: Thank you, Peter. That was very informative, and I just wanted to thank everyone for being on the line with us today.

Before we get into our public comment session, I do want to acknowledge, we have Doug Mensman here from the Office of Mayor Eric Garcetti. We really appreciate you being here.

We also have Jacqueline Ayer from the Town of Acton from Save Our Town. We also have City of Santa Clarita staff, Ian Pari.

So thank you all for being here, and, again, if you'd like to be acknowledged today, we really appreciate you letting us know you're out there, and we would love to acknowledge you.

Thank you for being here on your Saturday morning.

Now, with that, we want to go over the locations where you can find the environmental document available for public review and comment.

We did provide the document in each of these libraries listed on this slide, so essentially along the

76-mile corridor, you should find a library in each city, in each town, where you can find the document and review it, a hard copy.

We also have it on our Metro website, of course. So you can go at any time on your own time to the website and view it there.

We also have a copy at the Metro headquarters if you wish to reach out and make an appointment, we can try to make that available to you as well.

Next slide, please.

Just a reminder, we have two virtual meetings pertaining to this phase of project, pertaining to the draft EIR release of public review milestone.

So the first one we had was Wednesday of this week on August 18th from 6:00 to 7:30, and we do have another one, of course, today, which is what we're doing now.

Then we plan to close up our 45-day formal review comment period by September 10th and move into the next phase of project, which is preparing for the final environmental document.

We have provided Spanish and Armenian interpretation to both meetings per request of stakeholders, and we also have our presentations that you're seeing today in each of the three languages available through the Zoom feature, through the Zoom chat, and also on our website if you need to

find them there.

Next slide, please.

Opportunity for public comment, again, will be throughout the 45 days through September 10th, and for today's purposes, if you wish to make a comment, you can do so by the telephone.

For any call-in participants, you may make a comment through the phone. You can also do it through your web option through Zoom simply by raising your hand, raise your hand feature.

You can also write your comment in the Q&A today at any time, and we'll make sure to acknowledge that through the Q&A.

Each person will have two minutes per comment. So we appreciate your help and support with sticking to those two minutes, and if we have time, we'll be happy to bring you back for another two minutes.

You can also mail your comment at any time to Brian Balderrama between now and September 10th. He is receiving comments directly at the mailing address here, which is at LA Metro One Gateway Plaza, Mailstop 99-17-2, Los Angeles, California 90012.

You can also send your comments, again, at any time between now and September 10th to avl@metro.net, and you can submit it on our online comment form which is at

metro.net/avl.

Our telephone hotline, if you prefer to just phone in your comment and leave a voicemail, you can do that at any time at (213) 922-4844.

So our goal here is to always have multiple tools and options to you, whether it's telephone or virtual, through the Internet, so that you can have the convenience of different options to submit your comment.

Next slide, please.

So next steps, as we mentioned, after the 45-day comment period, the technical team will be preparing their final environmental document.

Each comment submitted during this formal comment period will be gathered and put together into the document where there will be responses to comments made available, as well as the comments submitted.

We will be also providing written responses on any significant environmental issues that will be raised in your comments, so stay tuned for those responses once that final document is available.

Prior to finalizing the project, the project team will go to the Metro Board to provide an update to the Metro Board sharing the milestone completion of the draft and moving into the final document adoption.

The Metro board will then give direction to the team

as we move into our next steps.

Next slide, please.

How to submit public comment?

We're going to get started with our session now. Just a reminder that if you're joining us through the Zoom app, make sure to raise your hand feature -- use your hand icon to let us know you would like to speak.

If you're joining by telephone, just dial star 9 to make sure to raise your hand, and when it's your turn to speak, if you're on the Zoom app, you'll be asked to just unmute your microphone.

If you're joining by phone, you're going to want to dial star 6 to unmute your mic. So the instructions are here on the screen, we'll keep those up for you.

We also have reminders in our Q&A and chat today if you wish to review those, and then that's really it.

If you want to write a comment, again, submit it in the Q&A during this meeting, and we'll review the Q&A today while we're here, and then you can also, again, submit a comment on our website.

With that, we can move to the next steps of starting our hearing.

So I'm going to take a quick look at our chat and see if anyone has submitted any questions, and we will get started with two minutes per speaker.

Great. We have a raised hand here from Perias Pillay. Perias, if we can go ahead and get you on the line and start your comment.

Just a reminder, that if you're joining us by phone, press star 9 to raise your hand and then star 6 to unmute your mic.

Okay. Perias, we're going to come back to you, but don't worry. We're going to make sure we catch you, and if you have any issues with reaching us today, at any time you can always call us on our technical helpline at (909) 310-2788.

So if you're experiencing any technical challenges, feel free to call us direct at (909) 310-2788. So we'll come back to you, Perias.

We will go to Ian Pari. The question submitted through the Q&A is: Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal preemptions? PH2-1

So that's a great question, Ian, and we are making note of your question here today, and this question will be included in the environmental document for analysis and response. So thank you.

Okay. Perias, if you need any assistance, just a reminder to call us. We will get the phone at (909) 310-2788, and we'll happily troubleshoot anything you

need here.

Okay. Great. Well, we have a pause in our questions and comments.

So while we wait for further submissions, just want to thank you all again for making the time on your Saturday to be here and being a part of the effort to make a better project through your good feedback and sharing your concerns and questions.

It really helps our technical team as they prepare a final document, and we do want to also find out from you, if you're able to share with us today, how you learned about the meeting.

So if you're willing to share how you found out about the meeting, we did work with Metrolink to provide digital signage on the station platforms, a lot of newspaper adds were done across the 76-mile corridor, and I think over nine different newspapers.

There was also digital advertising and mailers and flyers and E-blasts. So we would love to hear from you what might be the way to reach you for this project and future projects.

So feel free to let us know what you found most effective. We did do a text messaging campaign as well. Some folks prefer to get text messages. So, again, we would love to hear what is the most effective way to reach you and

your community.

While we wait for comments, just a reminder that if you're joining us through the telephone and you wish to speak, just press -- just dial star 9 to raise your hand to let us know you have a comment, and then just go ahead and dial star 6 to unmute your mic.

Then, of course, for Zoom app users, raise your hand, use the raise hand feature, and you'll be prompted to unmute your mic when it's time to speak.

Everyone's a little quiet this Saturday.

I hope everybody had their coffee and everybody is paying attention out there. We did have a meeting on Wednesday as well. So we did get quite a number of folks on Wednesday.

We always try to have a meeting during the work week, you know, Monday through Friday, and then we try to offer a weekend option for those who, even if it's after work, still couldn't make it.

We try to give a couple options, so we can reach people as easily as possible. If you missed today's meeting, you can go to our website at any time, and you'll be able to find the presentations there today on our website.

You'll be able to find the environmental document and all of the materials that you would need for providing a comment.

MR. BALDERRAMA: Danielle, this would be a great time to promote our new website, just the format structure that Metro is doing.

MS. VALENTINO: Sure. So please also be thoughtful and patient with us as our agency is going through a very exciting overhaul of our website.

So we are looking to launch a new website for the agency by Monday. So just know that you will find a new look, a new look to LA Metro's website.

So we are -- we're eager to see what that will be for your experience on our page. We look forward to your feedback and comments in regard to the new look and feel once we get to next week.

Okay. Great. We have a raised hand here from Matthew Pearson, and Matthew we see that you have a verbal comment. So we'll go ahead and get you on the line and start your two minutes.

Go ahead.

MR. PEARSON: Coming through?

MS. VALENTINO: There you go. We hear you.

MR. PEARSON: Okay. It says that this was an optional EIR because expansions of this sort are exempt under California law, and I think for good reason.

So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there

PH2-2

to improve service, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes?

The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running.

PH2-2 (cont.)

Yeah, that was it.

MS. VALENTINO: Great. Thank you very much, Matthew, for that feedback, and I'm sure Brian may chime in a bit about the comment.

MR. BALDERRAMA: Yes, definitely. So the two-part question. For the first part, yes, the EIR, the process in itself is exempt.

Considering there are multiple stakeholders from Union Station all the way to the tailend in Lancaster, there were several stakeholders that wanted us to do that additional analysis on some of those technical studies, a deeper dive, than we would do just by checking the boxes with exemption.

Just to be safe that, if there were any impacts identified, that this project was truly mitigating any impacts that they created.

Second part of your question, it is definitely directed to Metrolink. We will take your name down, pass

that information over to our partners at Metrolink, you should note from their website, what you're referring to is in line with their rail modernization program.

So if you were to type that onto their website, you would probably get information and probably get directed to the key staff involved.

MS. VALENTINO: Great. Thanks, Brian.

Yeah, that's great feedback, and one thing we've learned too throughout our projects is, it's hard to find too many of the same opinions out there.

We've gotten feedback that, you know, sometimes we should be doing more and then other times we do get feedback that we should do way less in terms of studies and analysis.

So your feedback is actually really important, because we have gotten different views expressed already on that.

So we will be sharing those views in the environmental document as well on that issue specifically, since we did get some comment on that.

So taking a quick look, we have, at the moment, no further questions or -- I don't think we have any hands raised at the moment.

Just a reminder to press star 9 to raise your hand and star 6 to unmute or submit your comment through the Q&A function in this meeting.

Actually, while we wait for more comments, let us know if you ride transit, if you take any transit services.

I know, you know, with COVID, it's just an unusual year and a half plus, but let us know generally speaking if you're a transit rider.

Have you taken the current commuter rail services that are already on the AVL corridor? Do you take bus? Do you take light rail? Do you take subway?

We'd love to hear what are some of the transit services you use, whether it's computer rail or other transit services, specifically -- particularly if it's on the AVL.

We'd be curious to hear about your way of moving through the county preCOVID and during COVID. It's all information that is useful.

Just a reminder too that we did get requests for Armenian and Spanish. So if you have interest in hearing the content in those languages, you can just click on your icon and select which of the languages you wish to be hearing this meeting in today.

Of course, we have the PowerPoint translated to each of those languages available as well. Also, just a reminder that during today's meeting, you could go to our website, which we have listed here, metro.net/avl -- I think is the shorthand, but metro.net/avl.

Through that, you'll see today the environmental

document is there with full detail, so you're able to pull that up during this meeting and take a look and see if that helps prompt you with any questions.

In the event you can't do that today, we will accept your comment at any time between now and September 10th. So you still have time after today, of course, to review the document and submit your comment.

We don't see anyone indicating if they ever ride Metrolink or take commuter rail. I was hoping to see some hands go up there, but everybody is staying pretty quiet today.

Okay. It looks like -- I think, I saw someone typing here. Oh, that's not a question, so, no, not yet.

Just a reminder, if you want to submit a comment today during this meeting and you want to be heard, if you're joining us by phone, press star 9 to raise your hand, star 6 to unmute your mic.

If you're joining us through the Zoom app, use the raise hand icon feature, that will indicate to us you want to speak, and we will be sure to unmute you.

You can also submit it through the Q&A function at any time. If you're having any technical issues of any kind or just need assistance, you can always call (909) 310-2788, and we'll be available to pick up the phone and troubleshoot anything you may be experiencing.

MS. YANEZ-FORGASH: Danielle, we do have Jacque Ayer.

MS. VALENTINO: Oh, great. Thank you. Great. I see that added now.

Jacqueline Ayer, we will be ready to take your question.

Remember, just a reminder, I know you joined us the other day, but if you're having trouble you can call us on the line, the telephone line, (909) 310-2788 or just press -- if you're joining us by telephone, press star 9 to raise your hand, star 6 to unmute your mic.

MS. AYER: Can you hear me?

MS. VALENTINO: Yes, we can hear you.

MS. AYER: Thank you very much.

My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together.

We had an engineering evaluation done using the data from your draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the Community of Acton.

PH2-3

It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community.

Ten miles of the project as I said is in the Community of Acton, and so your draft EIR noise assessment

did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insults of 65 decimals and 70 decimals.

So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shows that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels. PH2-3 (cont.)

All the residences within 1,500 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards.

So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community.

Thank you.

MS. YANEZ-FORGASH: Danielle, you're on mute.

MS. VALENTINO: Oh, thank you. Sorry about that. Thank you, Jacqueline. Just want to stay you ended right on time. We appreciate that feedback, and we definitely recorded that today.

MR. BALDERRAMA: Jacqueline, thank you for taking the time to do all of that analysis. We can't wait to review

that and be able to respond to you properly.

MS. VALENTINO: Great. Thank you, Brian.

Well, let's see here, let's see if anybody else has come up with some questions or has some comments to make. We have more time left. We're actually here until 12:30.

So no rush, you can take a look at the document, read some material online, and, again, if you missed today's opportunity, not to worry, you can submit any time until September 10th, we'll even take it up to midnight, 11:59 to be precise. So don't worry, you have time if you don't have much for today.

We do have a comment here from Perias Pillay, and I think your comment is: The chat feature is not working. I'm a daily Metro rail and bus rider and occasional Metrolink rider, most of the San Bernardino line. PH2-4

Okay. Great.

"I don't use the AVL, but I'm interested in all transit improvements."

Wonderful. Thank you for sharing that. It's just nice to know that there are people out there -- I know COVID is just a strange time all around.

So it's not by any stretch a normal test for all of us, but it is good to hear people come to these meetings who, you know, take transit or use services like this and understand what it is like to be a rider and, you know, the

value of these types of services.

Thank you for letting us know about your experience with the chat feature. So we will take a look at that right now.

We are getting other questions through the chat feature, so it seems to be working, but we will double check that. Thank you for flagging that.

Okay. Great. Now, Jacqueline Ayer, I see a question here just submitted through the Q&A.

Forgive me, to Perias, my apologies, I keep referring it to the chat, but it's really the Q&A feature. So if you're submitting through the Q&A feature, that's what we mean.

So we are receiving anything through the Q&A. So don't worry about that, you can just continue to submit as you have been through the Q&A.

Jacqueline, we got your note here that you did not do the analysis that you were just speaking of, you did not directly do the analysis. PH2-5

You mentioned that the Acton Town Council contacted a local engineer and then they did the analysis.

So thank you for that clarification, that's helpful. Great. Thanks to everyone for making the time. We know that there's so many things you could be doing with your Saturday, but we really do -- this is important.

It's important because this is your community, this is a railroad that already is there, obviously been there for a long time running through many communities, running through from Downtown LA all the way to Lancaster.

Obviously already an active corridor, so we appreciate everybody who takes the time to learn about proposed improvements in the area.

It's important to help us for making a better project and making a more meaningful outcome and deliverables once we get to the phase of construction. So thank you for your engagements.

Okay. Well, let's see who submitted anything. Nothing yet, but just a reminder if anyone just joined the line, you can make a question or comment, if you're using the phone, by just simply dialing start 9 to raise your hand and then star 6 to unmute your microphone.

If you're joining us through Zoom, you can use your raise hand feature, and then we will be prompted to unmute your mic when it's your turn to speak.

You can also use your Q&A feature to submit your comment or question at any time during this meeting, and, of course, you can always submit us a comment or question through our project e-mail address.

You can also send it through regular mail to Brian Balderrama at Metro mailing address, and you can also

submit it through our online comment form.

You can also send it -- or you can actually call us on our project hotline to just leave a message at any time. Your voicemail will be recorded as a formal comment during these 45 days.

So you can always just pick up the phone and leave a message, and we will include that in the environmental document.

Okay. Just a reminder, if you want to make a comment today during our formal hearing, you're welcome to do so any time between now and 12:30.

We also have two language rooms, we did get requests for, of course, Spanish, and we also got a request for Armenian.

So we do have Armenian and Spanish lines, separate translation rooms here at this meeting today.

So we are happy to be providing that, and we are going to be here, even if it's quiet, don't worry.

We're not going to walk out and leave you here, we're going to make sure that we're here until the end in case any comments or questions come up and not short-shift you on your time.

So feel free to submit anything during the live meeting today or circle back through our other project contact tools during this 45-day window ending on September

10th.

Can we go back a slide just to allow for the contact tools page to be visible while we wait for some more comments to come through.

Perfect, thank you.

Just a reminder, this is our contact tools page. You know, this is so if you don't have comments today, but wish to follow up between now and September 10th, you'll have our project website, our telephone hotline, which, of course, is 24 hours.

You can leave a message during those 45 days, and we will include that as a comment on the document, and can you mail it to Brian Balderrama, who is our project manager and Deputy Executive Officer, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

All comments we ask for between now and September 10th at 11:59. I think there's a reference on our website as 5:00 p.m., close of business at 5:00 p.m., but don't worry, we'll accept it, basically, up until midnight. So not to worry about that.

If you're having any technical problems, you can call (909) 310-2788, and we will be sure to pick up the call and help you out if you're having any technical challenges.

I think we're running down the clock here, so this must be good news that, maybe, there's plenty of information,

and no one has a lot of questions because hopefully their questions have been answered or, maybe, you just need more time to review the information before submitting.

So thank you again for being here and making the time and making this a priority to be informed and be engaged in these proposed improvements in this corridor.

We really appreciate it and appreciate your efforts to question the information, make comments, and see how we can make a better project as a result of the dialog and the information that's been shared to date.

Just a quick reminder, if you have a public comment you wish to make today, if you're using the telephone, just dial star 9 to raise your hand and then dial star 6 to unmute your mic.

If you're joining us through the Zoom application, just use your raise hand feature, the raise hand icon, and we will be sure to prompt you to unmute your mic when it's time to speak.

You can also submit through the Q&A function during this meeting as well. If you're having any technical difficulties today, not to worry, we can help you out. Just call us, (909) 310-2788, and we'll be happy to support you and troubleshoot anything.

Maria, while we wait just a moment, could we go back to the slide with the library locations for the environmental

document?

Perfect. So just a reminder that if you prefer to view the document in hard copy, you can go to these libraries. These are along the corridor, and they did give our environmental team the confirmation that they're open.

So you can go to these locations all the way from Los Angeles Public Library, all the way far north is the Lancaster Library to view the document.

We know some people still prefer the hard copy, so that is definitely an option for you as well.

Great. We have five minutes left, so not to worry, if you have a sudden question or a comment that has just come up, feel free to share.

We have a little bit more time left, and then we will be promptly leaving the meeting at 12:30 to respect your time and let you get on with your Saturday.

So feel free to reach out in these next five minutes, and, again, if you missed today's opportunity, you can always reach out at any time to the project team through our telephone hotline -- if you wish to leave a comment there, through our e-mail address, through the online comment form, or just regular mail, you can send a comment.

So these options will be available through September 10th, if you wish to follow up with a question or comment after today's meeting.

Great. Just a reminder if you wish to make a comment, last few minutes, to press star 9 to raise your hand if you're joining us by telephone or press star 6 to unmute your mic.

If you're joining us through the Zoom application, use your raise hand icon feature, and you will be prompted to be unmuted when we're ready for you.

You can also send your comment to Brian Balderrama at One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012, and you can also send it to avl@metro.net, which is our e-mail address.

You can also dial it in at (213) 922-4844 and leave a voice recording, and we will be sure to get that as well. Our Metro website is metro.net/avl.

So we encourage you to visit the site today and review the document there or at any of the library locations.

As a reminder, if you have any trouble whatsoever with any of these steps, you can reach us at our telephone project hotline starting on Monday, (213) 922-4844, and again that's (213) 922-4844, is our project hotline that we will be checking on Monday.

Then, of course, you can call us today on this weekend, Saturday, at (909) 310-2788. If you're having any technical issues with the meeting, you can call (909) 310-2788.

We're just about at time and just want to really -- again, no further comments have come in, so we'll keep our eyes here if in the next two minutes a comment comes in.

Again, just on behalf of the team, we wish to thank you for your engagement, making the time, whether you came also on Wednesday earlier this week, or today just appreciate your engagement and caring about the proposals on the table and being a part of making a better project.

Again, get your comments to us before September 10th, if you can, but we will still accept them through September 10th through the various contact tools we shared.

Again, on behalf of the team, we thank you, and I know our project manager, Brian, would like to say a couple words.

MR. BALDERRAMA: Yes. I want to echo Danielle's sentiment. Thank you all for joining us on the weekend.

We encourage you to continue to be providing us comments and go to our project webpage and all the resources that are available to you.

Thank you.

Again, any comment is great comment, and we hope you have a great day.

MS. VALENTINO: Thank you, Brian. Thank you to the project team, and thank you to all of you once again.

Have a wonderful weekend. Stay safe, and stay well.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

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PUBLIC HEARING NO. 2

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

Antelope Valley Line Capacity and Service Improvements Program

TRANSCRIPT OF PROCEEDINGS

August 21, 2021

Case No:

CERTIFIED COPY

Antelope Valley Line Capacity and Service Improvements Program

Saturday, August 21, 2021

11:00 a.m. - 12:30 p.m.

CERTIFIED COPY

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Antelope Valley Line Capacity
and Service Improvements Program

Murrieta, California
Saturday, August 21, 2021

MS. VALENTINO: Good morning, everyone. This is Danielle Valentino from LA Metro welcoming you this morning to our public hearing on the Metro Antelope Valley Line Corridor.

This is called the Antelope Valley Line Capacity and Service Improvements Program, and it's an environmental impact report process, and we are having our second public hearing this morning in regard to this proposed project.

We're going to give it a few minutes here as people get situated and ensure that their audio and their video is working and making sure that they have good connection to the meeting today.

So please stay with us, and we will be getting started here in just a couple minutes.

Thank you.

Okay. Great. Well, I think we're going to get started. Again, thank you all for being here today. This is our Metro legal hearing on the Antelope Valley Line Capacity and Service Improvements Program.

You're going to hear today about a series of proposed improvements to the existing corridor to help support additional service and more improved reliability along the corridor.

So we will have our technical team presenting to you shortly.

Next slide, please.

If you need language support today, please know that we do have both Spanish and Armenian interpretation available to you.

If you're joining us through the Zoom application, please click on your interpretation icon and select the language you would like to hear and listen in today, Spanish or Armenian.

Then we also have the presentation from today in both Spanish and Armenian available in the chat of the meeting. So you can access those PowerPoints in the chat and you can also find those PowerPoints on our project website.

So if you go to the website, you'll find those there. If you have any issues with the Zoom connection, you can always find that on our website.

Also, we do have the interpreters right now interpreting and providing the same information I'm sharing with you in English in their Spanish and Armenian language rooms. So please tune in to those rooms if you need support.

Next slide, please.

Just a quick reminder that all cameras are off and your microphones are muted when you're not speaking. You can submit your questions at any time to the Q&A function.

Your oral public comment will be able to follow the presentation and you'll be able to just raise your hand and we'll call on you after our team has presented.

If you have any issues with connection today or technical issues with being in this meeting, at any time you can also call us at this phone number listed here at the bottom of the screen.

With that, I'll go ahead and announce that number in case you're joining by telephone. If you have any technical issues it's (909) 310-2788. Again, that's (909) 310-2788.

Also, before we get a little bit further into the program, just a reminder to let us know you're here. We'd love to acknowledge you today for taking your time out on your Saturday to learn about this project.

So let us know, if you can, your name and your organization and, if you'd like, who you're representing. We'd be glad to announce you, particularly staff from our elected offices or local organizations.

Now with that, next slide, please.

This is our presenters today and our project team

members that you'll be hearing from. Brian Balderrama is our Deputy Executive Officer for Metro Regional Rail, and he is our project manager in this initiative.

We have Eric Banghart who is a principal project manager with Mott MacDonald, and we also have Peter Feldman who is our environmental planner from Terry A. Hayes Associates.

Then, I am from Metro Community Relations supporting the facilitation of today's discussion.

Next slide, please.

The purpose of the meeting, I'm going to turn this on over to Brian, and he's going to get us underway into the program.

MR. BALDERRAMA: Thank you, Danielle.

We will give you an overview of the Antelope Valley Line Capacity and Service Improvement Program today.

Just for clarification, if you hear our abbreviation, AVL, mentioned, that's what we're referring to, the Antelope Valley Line.

Then we'll go into our environmental process, as well as findings from some of our technical disciplines, and then before we proceed into public comment, you'll definitely hear from Danielle to receive additional information.

Next slide, please.

So in more detail when we go and discuss the project

overview for you, we'll describe the project, the environmental settings, some of the stakeholders that have been involved to date, the project benefits, and funding that went into it, and then go into more detail of the proposed project elements, as well as an overview of our project timeline.

When we go into our environmental study, we'll cover topics like aesthetics, noise and vibration, transportation, cultural resources, and air quality, all important topics that some of have you have already provided us comments on.

Then the third part of our program today is to go into that public comment session. So very important information, please listen for instructions to follow-up.

Next slide, please.

So as the project overview, the project proposes an expansion of our computer rail service along the entire AVL Corridor through four infrastructure improvements collectively required to facilitate the proposed service increase.

Of the four infrastructure improvements located along the AVL Corridor, one is within the City of Los Angeles, a second is in the City of Santa Clarita, and a third would be located in Lancaster for the Lancaster Terminal Improvement Project.

The fourth infrastructure improvement project,

Brighton Street to McGinley Avenue double-track Project, has already been environmentally cleared separately has part of larger Brighton to Roxford double-track Project.

This proposed project requires that all four infrastructure improvements on the AVL Corridor are needed in order to increase rail capacity to 30 minutes bidirectional service to Santa Clarita and hourly bidirectional service to the end of the line in Lancaster.

As for an overview for the AVL Corridor, the Antelope Valley Line is a 76.6-mile railroad route owned by Metro and used by the operators such as the Southern California Regional Rail Authority.

The AVL extends from the Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, New Hall, Santa Clarita, Acton, Palmdale and Lancaster.

The Union Pacific Railroad operates Class 1 freight service on this corridor as well. The route is a federal rail administrative Class 4 with maximum speeds of 79 miles per hour.

Currently, there are up to thirty Metrolink trains commuter -- Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL.

Next slide, please.

Though the proposed project is statutorily exempt under CEQA, Metro wanted to address any community concerns and prepared an EIR study for the more detailed evaluation of project impacts.

This approach was supported by all of our project stakeholders, specifically the North Los Angeles Transportation Coalition, who also serves as a project funding partner.

It should be noted the technical studies were not completed in isolation. This EIR study considers the communicative impacts for projects such as LINK US, East San Fernando Valley Corridor, the California High Speed Rail Authority Phase 1 program, and the Metrolink SCORE Phase 1B program.

Next slide, please.

This is a collection of our project stakeholders involved regularly receiving project updates for coordination purposes and/or providing comments to date during this entire environmental process.

The list is not comprehensive, and we hope it continues to grow with all of you that are joining us today.

Next slide, please.

Consider that single-track railroad is equivalent to trying to provide two-way traffic on a single-lane roadway.

By providing more double-track at key locations, we will enable twice as many computer rail trips as currently being proposed with the full build-out of this program.

We will improve the ability of the AVL to meet the strong population and employment growth forecasted for this area.

We will improve passenger service reliability and efficiency, and we will provide the necessary supporting infrastructure to enhance operational flexibility to all of our operators that are currently there today and possibly be there in the future.

Next slide, please.

Thank you. So our base project that you will see in the upcoming slides has been fully funded in two-fold. One, through Measure M subregional funds from our partners at North Los Angeles County Transportation Coalition and the other through a 2020 State grant that has got us to a project-funding level of $220,000,000.

Next slide, please.

Now I'm going to hand it over to Eric, who will be able to go into the proposed project elements in more detail.

MR. BANGHART: Great. Thank you very much, Brian.

As Brian mentioned, I'm going to talk about the three proposed throughout the corridor working from south to north of our double-track Canyon Siding in Lancaster

terminal.

Next slide, please.

So first is the Balboa double-track Extension. This is in the very northern part of the City of Los Angeles near where the 5 and 14 Freeways intersect.

There's three specific things to point out to you: First is the extension is about 6,300 feet or just over a mile.

It will be within the existing railroad right-of-way, and there are some encroachments on CalTrans property near that No. 3 that's called out.

Finally, where the No. 4 dot is, that's where the alignment goes underneath the I-5 Freeway. So we go underneath the freeway.

There are existing I-5 columns there. So we will need to add column protection or pier protection to those existing columns.

For this improvement, there's no option. So you'll see in future ones we have options, but this one just has the base design.

Go to the next slide.

Next, is the Canyon Siding Exception. This is inside the City of Santa Clarita right near the Santa Clarita station. It's an extension of existing siding of almost approximately 8,400 feet all the way to just east of Golden

Oak Road.

Once again, the project will be contained with the existing right-of-way and that will accommodate the improvements to the tracks and the station. I'll talk in a second about the station improvements.

We'll be converting the existing turnout to a crossover where that No. 3 is located on the map. This will allow, as Brian talked about, almost, like, it being a two-lane road, it will allow trains to pass each other. So it will improve service operations through this area.

Then finally at Golden Oak Road, because we will be crossing that street, we'll have to make improvements with new road traffic signals, new striping throughout the intersection, curb adjustments to provide pedestrian and bicycle safety, and installation of new crossing gates and high visibility crosswalks.

So that's there at the No. 4 on the map. This does that have options.

So if you go to the next slide.

The options are all located around the station. So just to give you a little bit of the lay of the land, this is the existing station you see out there today if you go out.

The platform is about 500 feet long, there's a parking lot at the top of the page, and the platforms are a bit up on a hill, so there's actually stairs and ramps that

connect people from the parking lots up the platform.

Most of the bus pick-up and drop-off is in the parking lot. So that's the existing conditions.

If you go to the next slide, so this is our base design.

What we will be doing to this, since we're adding a new track, so a second track throughout this entire corridor, we would be adding not only a new track but also a new platform so people can access that track and people can be picked up and dropped off from the train.

So this is what we call the side platform, so the platforms are to the side of the track. So you see we have an existing side platform, that's in gray.

Then we'll be adding a new side platform that's in that blue or aqua color, and you'll see some of the amenities that go along with that.

On the next slide, I'll show you that first option.

So this is Design Option 1. So instead of having pedestrians cross the tracks at-grade, we have an option to allow pedestrians to use an underpass and that's what all those things show in red.

That's showing the ramping system, the stairs, and the tunnel that would go underneath the tracks, but still two side platforms to access the existing train station.

Then we have a Design Option 2 on the next slide.

So this is a new term to give you, this is what's called an island platform. So instead, before we have the side platforms, an island platform is just different in the fact that pedestrians or riders can access both tracks from one platform.

So there are some improvements to this, but it does require some shifting of the tracks. So shown in red, is that new island platform.

Once, again, instead of having pedestrians cross at-grade or across the tracks, we'd have them cross using an underpass to go underneath the tracks. Also, going under Commuter Way and directly access the station parking lot to the top of the page.

So that's at base design for the stations and then the two options we're carrying forward with the Canyon Siding Extension project.

So on the next slide, I will talk about the Lancaster terminal improvements.

Once again I'll just give you a little bit of the lay of the land of what it looks like today. So this graphic shows what it is today. At the top of the page, we have the Lancaster Station, this is what's out there today existing.

We have a slide platform, and Metrolink has two tracks that service the area, and then there's also two UP Railroad tracks that service the area and then cross over

Lancaster Boulevard.

As you can see, the existing Metrolink tracks don't cross over Lancaster Boulevard and terminate right there at the station.

On the bottom of the page as if you were to keep on crossing over Lancaster Boulevard -- so we're going more to the north on the bottom of the page.

You can see that all that's to the north of Lancaster Boulevard is just the UP Railroad tracks, there's no tracks you see there in the City of Lancaster parking lot.

Just want to point that out, because that's going to be the major change you're going to see that's part of the improvement.

So if you go to the next slide, this is the base option or the base design that we're looking at. To allow for the improved service that Brian talked about earlier, we need more storage capacity for the trains to be stored and cleaned overnight and also to be fueled.

So at this location, you can see everything in that light blue color. We're actually adding one 1,000-foot track that can store two additional trains and then two 500-foot storage track as well, just to the top of the page -- or the west of the page.

So each one of those 500-feet storage tracks can hold a train. So in total we can store four additional

trains there.

We also have capacity for fueling and new operation and maintenance facilities for Metrolink staff. To the left of the page, you can also see that we've added one new track across Lancaster Boulevard.

Similar to what we talked about Glen Oak Road, we have to have the similar safety improvements to have that new crossing at that location.

So there would also be improvements to the Lancaster Boulevard. So for Lancaster terminal improvements we have several options as well.

If you go to the next slide.

So this is Design Option 1, and the base design, we didn't have any major changes to the existing platform. It would still be that side platform that you see out there today.

We wanted to have some design options to improve service at this station as well. So for Design Option 1, once again, that terminal is an island platform.

So we would be adding an island platform to the station and to access that station, we would use a new pedestrian underpass or pedestrian tunnel that's shown in red.

So you can see that people will access the platform from the existing station parking lot near the existing

building and access the center platform where they can access both tracks or wherever the train may be.

On the next slide, this is Design Option 2. So the only major difference between Design Option 1 and Design Option 2 is that instead of using a tunnel, we'll use a pedestrian bridge and that's shown in red, called out there.

At the end of the station, you can see, instead of going under the tracks, people will be going over the tracks, and we'll have stairs and an elevator to access that for ADA access.

Then finally we have Design Option 3 on the next slide. So once again, we have a side -- sorry -- a center or an island platform.

The way that pedestrians will access this station is through at-grade crossing. So you can see on the left and the right of the page, you'll see that there's crossings along the track.

So you can see the major difference between Option 1, option 2, and Option 3, is just really how riders will access the platform.

With that, if you go to the next slide, I believe, I get to hand it off to Peter.

Oh, no, sorry, I got one more. The environmental schedule, very important.

We started this environmental process with the

notice of preparation, which was in October and November of 2020 -- or sorry, that was in October and then the scoping meetings took place in October and November of 2020.

We then spent that time working on the technical studies and developing the draft EIR, which was published at the end of July 2021.

We are currently here today during No. 5, in the public hearings that are taking place in August, and then the process of the public comment period will be closed in mid September, which Danielle will talk a little bit more about later.

Then finally looking to publish the final EIR in late 2021. Beyond that, we have the design schedule and construction schedule.

So in late 2021, this project will be handed off to Metrolink to deliver the construction project.

So in partnership with Metro and Metrolink, they will work together to deliver this project, which includes the administrative preparation which means working on the procurement documents in fall 2021, starting design in July 2022, ending the design in 2024.

Then completing any type of right-of-way work in 2025. We'll actually begin construction in December of 2024, is the current schedule.

So with that, if you go to the next slide, I believe

I now get to hand it off to Peter.

Thank you all.

MR. FELDMAN: Thank you, Eric.

Happy Saturday, everyone. So I'm going to provide a sort of high-level review of the project impacts associated with the project identified in the draft EIR.

Just to preface the presentation, you know, this isn't intended to be an exhaustive discussion of all the impacts addressed in the EIR or all of the environmental topics that we address.

This presentation just identifies the potentially significant impacts that the EIR identified in our analysis.

So with that, next slide please.

So starting with aesthetics and visual impacts. For the most part, aesthetic impacts are -- the potentially significant aesthetic impacts are associated with the Canyon Siding Extension improvement in the City of Santa Clarita.

First, construction of the Canyon Siding Extension would alter views of the hillside along the south side of the project site, including the presence -- of the types of impacts would be, you know, visual presence of construction equipment, as well as construction personnel and activities.

These activities would be most visible or would affect the views for residents to the north of the site, one such view is included in the slide.

So skipping over to the next bullet, I just want to stay in Santa Clarita for a moment, the permanent impacts associated with the project include permanent alterations to the hillside along the south side of the project site.

These impacts would include removal of vegetation, as well as actual changes to the contours of the hillside due to some fairly substantial grading that would occur along the south side of the site.

Going back to the construction impacts associated with the project -- and this applies to all the capital improvements sites -- all the capital improvements.

There's potential for nighttime construction, which would result in a new source of nighttime lighting, which could impact adjacent land uses surrounding any of the capital improvement sites if and when nighttime construction occurs.

To mitigate these impacts, the EIR proposes screening the Canyon Siding Extension construction site to block views of equipment and construction activities.

Impacts associated with nighttime lighting during construction, would be mitigated by requiring screening around each of the construction sites when active construction is taking place to prevent any light from spilling over onto adjacent land uses.

Also, construction contractors would be required to

direct lights only towards areas of active construction.

To mitigate the permeant impacts to the hillside along the canyon siding site, the EIR proposes to provided replacement vegetation consistent with existing natural vegetation to limit the degree to which views of the hillside would change.

Next slide, please.

So moving on to biology and water resources. I'll start with biological resources. The EIR determined that construction activities, such as site clearing and vegetation removal, has the potential to affect wildlife habitat, as well as wildlife and plant species themselves.

Some sensitive species, such as the California Gnat Catcher, have ranges within the capital improvement sites and their surroundings.

With the Balboa double-track Extension Site and the Canyon Siding Extension site presenting the greatest concern, as these are areas that have undeveloped natural ears in the surrounding and, you know, they're a little bit less urban than, say, Lancaster and Lancaster terminal.

In particular, nesting birds and bats are likely to use vegetation and structures, such as the I-5 bridge and the Balboa double-track area for nesting and roosting.

To address these potential impacts, the EIR proposed 19 individual mitigation measures, but to summarize them,

they consist mainly of pre construction surveys to determine if there's any wildlife or sensitive plant species present prior to construction so that planning around those species can be done.

Then during construction, biological monitoring would take place kind of on an as-needed basis where construction activities would occur within these sensitive areas or vegetation areas mainly.

Other mitigation strategies identified in the EIR include delineating the construction site so that construction personnel do not disturb areas that are either sensitive or do not -- or where they don't need to be, for instance, as well as vegetation replacement once construction is complete.

For water resources, the EIR determined that water flowing off the construction site, such as during storm events, may carry contaminants into local water bodies downstream at many of the capital improvement sites.

In addition, while not anticipated, there is potential of excavation activities to encounter contaminated groundwater. Particularly, at the Canyon Siding Extension site, which would need to be disposed of properly.

Finally, the proposed layover facility, which is part of the Lancaster terminal improvements, would include a wash facility that would generate waste water requiring

proper disposal and handling as well.

To mitigate these impacts, the project would be required to comply with a set of permits including stormwater discharge permits, which would require development of a stormwater pollution prevention plan or SWPP, as well.

Watering permits for any groundwater encountered and a stormwater discharge permit for industrial activities to address the wash facility in Lancaster.

Next slide, please.

So for cultural, tribal cultural, and paleontological resources, I want to preface this discussion just to explain what some of these things are.

Cultural resources are resources that are historic or prehistoric in nature, things like historic buildings or archeological artifacts buried in the ground, while tribal cultural resources include, basically, any resource identified by Native American tribes as important to the tribes.

Paleontological resources probably don't need any explanation, but they are generally fossils and very prehistoric resources.

So with that, regarding tribal cultural resources, the AVL Corridor has been identified as a tribal cultural resource by the KizhNation.

According to the tribe, the corridor was used as a

trade and migration route. In addition, the AVL is within the traditional ancestral territory of the Fernandeño Tataviam Band of Mission Indians.

While no cultural or tribal cultural resources were identified during our analysis within the construction footprint of any of the capital improvements sites, there is potential to encounter unknown resources during excavation and Earth-moving activities.

To mitigate these potential impacts, the EIR requires development of an archeological monitoring program, which will included presence of archeological and tribal monitors during excavation activities, as well as a cultural resource monitoring plan, which would describe specific procedures in the event that a potential resource is encountered.

Those procedures are pretty typical. Things like, you know, a qualified archeologist needs to be present before removing any of these potential resources.

As a note, tribal consultation for this project is ongoing and that includes the development of mitigation measures specific to tribal cultural resources.

For paleontological resources, similar to cultural and tribal resources, there is potential for ground-disturbing activities to encounter unknown fossils or geological resources.

Similarly, mitigation for this potential impact would include paleontological monitoring and a paleontological mitigation program very similar to the cultural mitigation program.

Next slide, please.

So hazards, hazardous materials, geology, and soils. So starting with hazards and hazardous materials, construction of the project has the potential to result in the accidental release of various hazardous materials or wastes consistent with typical construction activities.

These types of hazardous materials would be things like fuels or solvents, sort of typical chemicals used on a construction site.

In addition, there's potential for contaminated soil or groundwater, both due to historic industrial uses surrounding the AVL, as well as the railroad operations that occur on the AVL, which have a tendency to contribute contaminants to soils and groundwater.

Regarding contaminated soil and groundwater, the Canyon Siding Extension site is located on a portion of the Whitaker-Bermite site, which is listed on the Cortese list of hazardous wastes sites, which just heightens the sensitivity of the area and triggers some additional concerns about excavations in the Canyon Siding area.

Finally, the Balboa double-track site is located

within a City of Los Angeles designated methane zone requiring special precautions when conducting construction activities.

To mitigate these potential impacts, the EIR will require a hazardous materials management plan, as well as a soil and groundwater management plan to address the handling and disposal of hazardous materials and waste, either those associated with construction activities or those encountered on the site.

In addition, the EIR requires preparation of a Phase 1 and Phase 2 environmental site assessment for each site to determine any hazardous concerns specific to each of the sites.

That's really when we'll have a good idea of what's inside the ground in terms of contaminants and how best to manager those contaminants when construction begins.

Finally, the project would be required to comply with the City of Los Angeles Building Code methane regulations.

Next slide, please -- oh, I'm sorry, not next slide.

For geology and soils -- sorry -- simply grading activities could result in unstable soils or slopes posing potential seismic concerns as a fair amount of grading would occur along hillsides with this project.

In the event of an earthquake, landslides

are -- there is a risk of landslides from construction.

So to address this impact, a geotechnical report including recommended seismic design measures will be prepared as design on the project progress in the next phase.

Next slide now, thank you.

So for noise and vibration, generally construction activities are anticipated to exceed applicable noise limits at residential and some sensitive commercial land uses surrounding each of the capital improvement sites.

The noise limits are listed on this slide, and in addition, vibration generated by construction, similarly, would likely exceed vibration annoyance thresholds at residential land uses in close proximity to construction activities.

Do note that all construction activities are anticipated to exceed noise limits -- not all -- sorry.

Not all construction activities are anticipated to exceed noise limits, and generally, significant noise would only occur during the nosiest or most intensive periods of construction.

To address these construction impacts, a noise control plan would be developed based on local noise limits. This plan would include sort of a menu of mitigation strategies, such as specifying the types of equipment to be used during particular times of day.

It would require things like notification of nearby sensitive land uses, residents prior to particularly noisy activities, as well as the deployment of noise-dampening equipment such as noise blankets over certain types of equipment at particular locations.

Despite these mitigation measures, the EIR determined that the potential construction noise impacts would be significant and unavoidable, and this is mainly due to the proximity of a few sensitive land uses to the construction zones.

They're simply just too close to the construction site to really ensure that the mitigation we've identified would reduce noise levels below the applicable thresholds.

To address vibration impacts, a vibration monitoring plan similar to the noise control plan would be developed. Based on our analysis, all impacts from the proposed service to increase operation of the improved Metrolink service along the AVL would be less than significant.

Next slide, please.

So finally transportation, air quality, and greenhouse gasses. Starting with transportation, construction of the project would result in typical discussions to local traffic, such as road or lane closures, and traffic delays from things like construction trucks utilizing local roadways.

In addition, there's potential for construction to disrupt regular Metrolink service in areas where the existing track would require construction work or when construction work is in close enough proximity to the track that there's a safety concern, and Metrolink service would have to plan around the construction a little bit.

So to address these impacts, a construction traffic management plan -- well, several plans for each site really, would be developed to minimize impacts along local roadways and sidewalks.

To address the delays to Metrolink service, a construction service plan would be developed in concert with Metrolink to ensure that construction is conducted in a way that minimizes service disruptions.

Regarding air quality and greenhouse gas emissions, the increase in Metrolink service, that's the additional train that's would be running up and down the AVL Corridor, would generate nitrogen oxide emissions that would exceed South Coast Air Quality Management District Regional Thresholds.

The South Coast Air Quality Management District includes a large portion of LA County, and basically, for this project, it's the portion of the corridor that is south of the Antelope Valley. The Antelope Valley has its own management district.

Additionally, the increased locomotive activity would generate a significant amount of greenhouse gas emissions.

While the improved service would result in a decrease in passenger vehicle miles traveled, that is fewer cars -- fewer people would be traveling in their cars and would be using the improved transit service, the EIR still determined that the decrease in vehicle miles traveled would not offset the increases in nitrogen oxides and greenhouse gas emissions below applicable thresholds.

While no mitigation is available to address the locomotive emissions, Metrolink is currently studying alternative fuel technologies and other emission reduction strategies with an ultimate goal of a zero-emission fleet sometime in the future.

The EIR unfortunately couldn't assume that any of these emission reduction strategies could be employed by the time the project -- by the time full build-out is realized.

So as a result, the EIR determined that impacts associated with air quality and greenhouse gas emissions would be significant and unavoidable.

The EIR does identify construction period mitigation measures, such as construction equipment specifications and compliance with Metro's Green Construction Policy to help reduce the overall greenhouse gas emissions contributed by

the project, but regardless of the mitigation we've identified, the impacts are still significant and unavoidable.

With that, I'm going to hand the presentation back to Danielle to take us to the public comment.

MS. VALENTINO: Thank you, Peter. That was very informative, and I just wanted to thank everyone for being on the line with us today.

Before we get into our public comment session, I do want to acknowledge, we have Doug Mensman here from the Office of Mayor Eric Garcetti. We really appreciate you being here.

We also have Jacqueline Ayer from the Town of Acton from Save Our Town. We also have City of Santa Clarita staff, Ian Pari.

So thank you all for being here, and, again, if you'd like to be acknowledged today, we really appreciate you letting us know you're out there, and we would love to acknowledge you.

Thank you for being here on your Saturday morning.

Now, with that, we want to go over the locations where you can find the environmental document available for public review and comment.

We did provide the document in each of these libraries listed on this slide, so essentially along the

76-mile corridor, you should find a library in each city, in each town, where you can find the document and review it, a hard copy.

We also have it on our Metro website, of course. So you can go at any time on your own time to the website and view it there.

We also have a copy at the Metro headquarters if you wish to reach out and make an appointment, we can try to make that available to you as well.

Next slide, please.

Just a reminder, we have two virtual meetings pertaining to this phase of project, pertaining to the draft EIR release of public review milestone.

So the first one we had was Wednesday of this week on August 18th from 6:00 to 7:30, and we do have another one, of course, today, which is what we're doing now.

Then we plan to close up our 45-day formal review comment period by September 10th and move into the next phase of project, which is preparing for the final environmental document.

We have provided Spanish and Armenian interpretation to both meetings per request of stakeholders, and we also have our presentations that you're seeing today in each of the three languages available through the Zoom feature, through the Zoom chat, and also on our website if you need to

find them there.

Next slide, please.

Opportunity for public comment, again, will be throughout the 45 days through September 10th, and for today's purposes, if you wish to make a comment, you can do so by the telephone.

For any call-in participants, you may make a comment through the phone. You can also do it through your web option through Zoom simply by raising your hand, raise your hand feature.

You can also write your comment in the Q&A today at any time, and we'll make sure to acknowledge that through the Q&A.

Each person will have two minutes per comment. So we appreciate your help and support with sticking to those two minutes, and if we have time, we'll be happy to bring you back for another two minutes.

You can also mail your comment at any time to Brian Balderrama between now and September 10th. He is receiving comments directly at the mailing address here, which is at LA Metro One Gateway Plaza, Mailstop 99-17-2, Los Angeles, California 90012.

You can also send your comments, again, at any time between now and September 10th to avl@metro.net, and you can submit it on our online comment form which is at

metro.net/avl.

Our telephone hotline, if you prefer to just phone in your comment and leave a voicemail, you can do that at any time at (213) 922-4844.

So our goal here is to always have multiple tools and options to you, whether it's telephone or virtual, through the Internet, so that you can have the convenience of different options to submit your comment.

Next slide, please.

So next steps, as we mentioned, after the 45-day comment period, the technical team will be preparing their final environmental document.

Each comment submitted during this formal comment period will be gathered and put together into the document where there will be responses to comments made available, as well as the comments submitted.

We will be also providing written responses on any significant environmental issues that will be raised in your comments, so stay tuned for those responses once that final document is available.

Prior to finalizing the project, the project team will go to the Metro Board to provide an update to the Metro Board sharing the milestone completion of the draft and moving into the final document adoption.

The Metro board will then give direction to the team

as we move into our next steps.

Next slide, please.

How to submit public comment?

We're going to get started with our session now. Just a reminder that if you're joining us through the Zoom app, make sure to raise your hand feature -- use your hand icon to let us know you would like to speak.

If you're joining by telephone, just dial star 9 to make sure to raise your hand, and when it's your turn to speak, if you're on the Zoom app, you'll be asked to just unmute your microphone.

If you're joining by phone, you're going to want to dial star 6 to unmute your mic. So the instructions are here on the screen, we'll keep those up for you.

We also have reminders in our Q&A and chat today if you wish to review those, and then that's really it.

If you want to write a comment, again, submit it in the Q&A during this meeting, and we'll review the Q&A today while we're here, and then you can also, again, submit a comment on our website.

With that, we can move to the next steps of starting our hearing.

So I'm going to take a quick look at our chat and see if anyone has submitted any questions, and we will get started with two minutes per speaker.

Great. We have a raised hand here from Perias Pillay. Perias, if we can go ahead and get you on the line and start your comment.

Just a reminder, that if you're joining us by phone, press star 9 to raise your hand and then star 6 to unmute your mic.

Okay. Perias, we're going to come back to you, but don't worry. We're going to make sure we catch you, and if you have any issues with reaching us today, at any time you can always call us on our technical helpline at (909) 310-2788.

So if you're experiencing any technical challenges, feel free to call us direct at (909) 310-2788. So we'll come back to you, Perias.

We will go to Ian Pari. The question submitted through the Q&A is: Did the EIR include transportation impacts to local roads due to increased train frequency and associated traffic signal preemptions? PH2-1

So that's a great question, Ian, and we are making note of your question here today, and this question will be included in the environmental document for analysis and response. So thank you.

Okay. Perias, if you need any assistance, just a reminder to call us. We will get the phone at (909) 310-2788, and we'll happily troubleshoot anything you

need here.

Okay. Great. Well, we have a pause in our questions and comments.

So while we wait for further submissions, just want to thank you all again for making the time on your Saturday to be here and being a part of the effort to make a better project through your good feedback and sharing your concerns and questions.

It really helps our technical team as they prepare a final document, and we do want to also find out from you, if you're able to share with us today, how you learned about the meeting.

So if you're willing to share how you found out about the meeting, we did work with Metrolink to provide digital signage on the station platforms, a lot of newspaper adds were done across the 76-mile corridor, and I think over nine different newspapers.

There was also digital advertising and mailers and flyers and E-blasts. So we would love to hear from you what might be the way to reach you for this project and future projects.

So feel free to let us know what you found most effective. We did do a text messaging campaign as well. Some folks prefer to get text messages. So, again, we would love to hear what is the most effective way to reach you and

your community.

While we wait for comments, just a reminder that if you're joining us through the telephone and you wish to speak, just press -- just dial star 9 to raise your hand to let us know you have a comment, and then just go ahead and dial star 6 to unmute your mic.

Then, of course, for Zoom app users, raise your hand, use the raise hand feature, and you'll be prompted to unmute your mic when it's time to speak.

Everyone's a little quiet this Saturday.

I hope everybody had their coffee and everybody is paying attention out there. We did have a meeting on Wednesday as well. So we did get quite a number of folks on Wednesday.

We always try to have a meeting during the work week, you know, Monday through Friday, and then we try to offer a weekend option for those who, even if it's after work, still couldn't make it.

We try to give a couple options, so we can reach people as easily as possible. If you missed today's meeting, you can go to our website at any time, and you'll be able to find the presentations there today on our website.

You'll be able to find the environmental document and all of the materials that you would need for providing a comment.

MR. BALDERRAMA: Danielle, this would be a great time to promote our new website, just the format structure that Metro is doing.

MS. VALENTINO: Sure. So please also be thoughtful and patient with us as our agency is going through a very exciting overhaul of our website.

So we are looking to launch a new website for the agency by Monday. So just know that you will find a new look, a new look to LA Metro's website.

So we are -- we're eager to see what that will be for your experience on our page. We look forward to your feedback and comments in regard to the new look and feel once we get to next week.

Okay. Great. We have a raised hand here from Matthew Pearson, and Matthew we see that you have a verbal comment. So we'll go ahead and get you on the line and start your two minutes.

Go ahead.

MR. PEARSON: Coming through?

MS. VALENTINO: There you go. We hear you.

MR. PEARSON: Okay. It says that this was an optional EIR because expansions of this sort are exempt under California law, and I think for good reason.

So if we're going to do similar things in the future for, say, the San Bernardino Line, adding double-track there

PH2-2

to improve service, can we just not spend all of this time, and just go do it as if we're wearing Nike shoes?

The other thing is, I think Metrolink should consider using diesel-multiple unit service like with the Arrow Project out in San Bernardino and Redlands for this kind of more frequent service that they're planning on running.

PH2-2 (cont.)

Yeah, that was it.

MS. VALENTINO: Great. Thank you very much, Matthew, for that feedback, and I'm sure Brian may chime in a bit about the comment.

MR. BALDERRAMA: Yes, definitely. So the two-part question. For the first part, yes, the EIR, the process in itself is exempt.

Considering there are multiple stakeholders from Union Station all the way to the tailend in Lancaster, there were several stakeholders that wanted us to do that additional analysis on some of those technical studies, a deeper dive, than we would do just by checking the boxes with exemption.

Just to be safe that, if there were any impacts identified, that this project was truly mitigating any impacts that they created.

Second part of your question, it is definitely directed to Metrolink. We will take your name down, pass

that information over to our partners at Metrolink, you should note from their website, what you're referring to is in line with their rail modernization program.

So if you were to type that onto their website, you would probably get information and probably get directed to the key staff involved.

MS. VALENTINO: Great. Thanks, Brian.

Yeah, that's great feedback, and one thing we've learned too throughout our projects is, it's hard to find too many of the same opinions out there.

We've gotten feedback that, you know, sometimes we should be doing more and then other times we do get feedback that we should do way less in terms of studies and analysis.

So your feedback is actually really important, because we have gotten different views expressed already on that.

So we will be sharing those views in the environmental document as well on that issue specifically, since we did get some comment on that.

So taking a quick look, we have, at the moment, no further questions or -- I don't think we have any hands raised at the moment.

Just a reminder to press star 9 to raise your hand and star 6 to unmute or submit your comment through the Q&A function in this meeting.

Actually, while we wait for more comments, let us know if you ride transit, if you take any transit services.

I know, you know, with COVID, it's just an unusual year and a half plus, but let us know generally speaking if you're a transit rider.

Have you taken the current commuter rail services that are already on the AVL corridor? Do you take bus? Do you take light rail? Do you take subway?

We'd love to hear what are some of the transit services you use, whether it's computer rail or other transit services, specifically -- particularly if it's on the AVL.

We'd be curious to hear about your way of moving through the county preCOVID and during COVID. It's all information that is useful.

Just a reminder too that we did get requests for Armenian and Spanish. So if you have interest in hearing the content in those languages, you can just click on your icon and select which of the languages you wish to be hearing this meeting in today.

Of course, we have the PowerPoint translated to each of those languages available as well. Also, just a reminder that during today's meeting, you could go to our website, which we have listed here, metro.net/avl -- I think is the shorthand, but metro.net/avl.

Through that, you'll see today the environmental

document is there with full detail, so you're able to pull that up during this meeting and take a look and see if that helps prompt you with any questions.

In the event you can't do that today, we will accept your comment at any time between now and September 10th. So you still have time after today, of course, to review the document and submit your comment.

We don't see anyone indicating if they ever ride Metrolink or take commuter rail. I was hoping to see some hands go up there, but everybody is staying pretty quiet today.

Okay. It looks like -- I think, I saw someone typing here. Oh, that's not a question, so, no, not yet.

Just a reminder, if you want to submit a comment today during this meeting and you want to be heard, if you're joining us by phone, press star 9 to raise your hand, star 6 to unmute your mic.

If you're joining us through the Zoom app, use the raise hand icon feature, that will indicate to us you want to speak, and we will be sure to unmute you.

You can also submit it through the Q&A function at any time. If you're having any technical issues of any kind or just need assistance, you can always call (909) 310-2788, and we'll be available to pick up the phone and troubleshoot anything you may be experiencing.

MS. YANEZ-FORGASH: Danielle, we do have Jacque Ayer.

MS. VALENTINO: Oh, great. Thank you. Great. I see that added now.

Jacqueline Ayer, we will be ready to take your question.

Remember, just a reminder, I know you joined us the other day, but if you're having trouble you can call us on the line, the telephone line, (909) 310-2788 or just press -- if you're joining us by telephone, press star 9 to raise your hand, star 6 to unmute your mic.

MS. AYER: Can you hear me?

MS. VALENTINO: Yes, we can hear you.

MS. AYER: Thank you very much.

My microphone seems to be working this time, thank you. Since nobody is commenting, I thought I would share some information that we've put together.

We had an engineering evaluation done using the data from your draft EIR and the FDA manual. As you perhaps know, ten miles of this project is in the Community of Acton.

PH2-3

It does propose to double the number of train trips through our community, which means it will double the number of horn soundings through the heart of our community.

Ten miles of the project as I said is in the Community of Acton, and so your draft EIR noise assessment

did not consider or look at or address the County noise element, the County general plan noise element, which establishes standards for nighttime and daytime peak use noise insults of 65 decimals and 70 decimals.

So the assessment that we've done based on the data in the EIR and using the methodologies in the FDA manual shows that all the residences within 3,000 feet of the train corridor will experience impacts -- noise impacts that exceed the general plan levels and nighttime levels. PH2-3 (cont.)

All the residences within 1,500 feet of the tracks near all the at-grade crossings on Aliso Canyon and on Crown Valley will also exceed general plan daytime standards.

So just wanted to let you know that your EIR needs to look at the LA County general plan noise element and to the extent that the impacts on our community exceed the standards adopted in that noise element, this project will create significant noise impacts within our community.

Thank you.

MS. YANEZ-FORGASH: Danielle, you're on mute.

MS. VALENTINO: Oh, thank you. Sorry about that. Thank you, Jacqueline. Just want to stay you ended right on time. We appreciate that feedback, and we definitely recorded that today.

MR. BALDERRAMA: Jacqueline, thank you for taking the time to do all of that analysis. We can't wait to review

that and be able to respond to you properly.

MS. VALENTINO: Great. Thank you, Brian.

Well, let's see here, let's see if anybody else has come up with some questions or has some comments to make. We have more time left. We're actually here until 12:30.

So no rush, you can take a look at the document, read some material online, and, again, if you missed today's opportunity, not to worry, you can submit any time until September 10th, we'll even take it up to midnight, 11:59 to be precise. So don't worry, you have time if you don't have much for today.

We do have a comment here from Perias Pillay, and I think your comment is: The chat feature is not working. I'm a daily Metro rail and bus rider and occasional Metrolink rider, most of the San Bernardino line. PH2-4

Okay. Great.

"I don't use the AVL, but I'm interested in all transit improvements."

Wonderful. Thank you for sharing that. It's just nice to know that there are people out there -- I know COVID is just a strange time all around.

So it's not by any stretch a normal test for all of us, but it is good to hear people come to these meetings who, you know, take transit or use services like this and understand what it is like to be a rider and, you know, the

value of these types of services.

Thank you for letting us know about your experience with the chat feature. So we will take a look at that right now.

We are getting other questions through the chat feature, so it seems to be working, but we will double check that. Thank you for flagging that.

Okay. Great. Now, Jacqueline Ayer, I see a question here just submitted through the Q&A.

Forgive me, to Perias, my apologies, I keep referring it to the chat, but it's really the Q&A feature. So if you're submitting through the Q&A feature, that's what we mean.

So we are receiving anything through the Q&A. So don't worry about that, you can just continue to submit as you have been through the Q&A.

Jacqueline, we got your note here that you did not do the analysis that you were just speaking of, you did not directly do the analysis. PH2-5

You mentioned that the Acton Town Council contacted a local engineer and then they did the analysis.

So thank you for that clarification, that's helpful. Great. Thanks to everyone for making the time. We know that there's so many things you could be doing with your Saturday, but we really do -- this is important.

It's important because this is your community, this is a railroad that already is there, obviously been there for a long time running through many communities, running through from Downtown LA all the way to Lancaster.

Obviously already an active corridor, so we appreciate everybody who takes the time to learn about proposed improvements in the area.

It's important to help us for making a better project and making a more meaningful outcome and deliverables once we get to the phase of construction. So thank you for your engagements.

Okay. Well, let's see who submitted anything. Nothing yet, but just a reminder if anyone just joined the line, you can make a question or comment, if you're using the phone, by just simply dialing start 9 to raise your hand and then star 6 to unmute your microphone.

If you're joining us through Zoom, you can use your raise hand feature, and then we will be prompted to unmute your mic when it's your turn to speak.

You can also use your Q&A feature to submit your comment or question at any time during this meeting, and, of course, you can always submit us a comment or question through our project e-mail address.

You can also send it through regular mail to Brian Balderrama at Metro mailing address, and you can also

submit it through our online comment form.

You can also send it -- or you can actually call us on our project hotline to just leave a message at any time. Your voicemail will be recorded as a formal comment during these 45 days.

So you can always just pick up the phone and leave a message, and we will include that in the environmental document.

Okay. Just a reminder, if you want to make a comment today during our formal hearing, you're welcome to do so any time between now and 12:30.

We also have two language rooms, we did get requests for, of course, Spanish, and we also got a request for Armenian.

So we do have Armenian and Spanish lines, separate translation rooms here at this meeting today.

So we are happy to be providing that, and we are going to be here, even if it's quiet, don't worry.

We're not going to walk out and leave you here, we're going to make sure that we're here until the end in case any comments or questions come up and not short-shift you on your time.

So feel free to submit anything during the live meeting today or circle back through our other project contact tools during this 45-day window ending on September

10th.

Can we go back a slide just to allow for the contact tools page to be visible while we wait for some more comments to come through.

Perfect, thank you.

Just a reminder, this is our contact tools page. You know, this is so if you don't have comments today, but wish to follow up between now and September 10th, you'll have our project website, our telephone hotline, which, of course, is 24 hours.

You can leave a message during those 45 days, and we will include that as a comment on the document, and can you mail it to Brian Balderrama, who is our project manager and Deputy Executive Officer, LA Metro, One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012.

All comments we ask for between now and September 10th at 11:59. I think there's a reference on our website as 5:00 p.m., close of business at 5:00 p.m., but don't worry, we'll accept it, basically, up until midnight. So not to worry about that.

If you're having any technical problems, you can call (909) 310-2788, and we will be sure to pick up the call and help you out if you're having any technical challenges.

I think we're running down the clock here, so this must be good news that, maybe, there's plenty of information,

and no one has a lot of questions because hopefully their questions have been answered or, maybe, you just need more time to review the information before submitting.

So thank you again for being here and making the time and making this a priority to be informed and be engaged in these proposed improvements in this corridor.

We really appreciate it and appreciate your efforts to question the information, make comments, and see how we can make a better project as a result of the dialog and the information that's been shared to date.

Just a quick reminder, if you have a public comment you wish to make today, if you're using the telephone, just dial star 9 to raise your hand and then dial star 6 to unmute your mic.

If you're joining us through the Zoom application, just use your raise hand feature, the raise hand icon, and we will be sure to prompt you to unmute your mic when it's time to speak.

You can also submit through the Q&A function during this meeting as well. If you're having any technical difficulties today, not to worry, we can help you out. Just call us, (909) 310-2788, and we'll be happy to support you and troubleshoot anything.

Maria, while we wait just a moment, could we go back to the slide with the library locations for the environmental

document?

Perfect. So just a reminder that if you prefer to view the document in hard copy, you can go to these libraries. These are along the corridor, and they did give our environmental team the confirmation that they're open.

So you can go to these locations all the way from Los Angeles Public Library, all the way far north is the Lancaster Library to view the document.

We know some people still prefer the hard copy, so that is definitely an option for you as well.

Great. We have five minutes left, so not to worry, if you have a sudden question or a comment that has just come up, feel free to share.

We have a little bit more time left, and then we will be promptly leaving the meeting at 12:30 to respect your time and let you get on with your Saturday.

So feel free to reach out in these next five minutes, and, again, if you missed today's opportunity, you can always reach out at any time to the project team through our telephone hotline -- if you wish to leave a comment there, through our e-mail address, through the online comment form, or just regular mail, you can send a comment.

So these options will be available through September 10th, if you wish to follow up with a question or comment after today's meeting.

Great. Just a reminder if you wish to make a comment, last few minutes, to press star 9 to raise your hand if you're joining us by telephone or press star 6 to unmute your mic.

If you're joining us through the Zoom application, use your raise hand icon feature, and you will be prompted to be unmuted when we're ready for you.

You can also send your comment to Brian Balderrama at One Gateway Plaza, MS 99-17-2, Los Angeles, California 90012, and you can also send it to avl@metro.net, which is our e-mail address.

You can also dial it in at (213) 922-4844 and leave a voice recording, and we will be sure to get that as well. Our Metro website is metro.net/avl.

So we encourage you to visit the site today and review the document there or at any of the library locations.

As a reminder, if you have any trouble whatsoever with any of these steps, you can reach us at our telephone project hotline starting on Monday, (213) 922-4844, and again that's (213) 922-4844, is our project hotline that we will be checking on Monday.

Then, of course, you can call us today on this weekend, Saturday, at (909) 310-2788. If you're having any technical issues with the meeting, you can call (909) 310-2788.

We're just about at time and just want to really -- again, no further comments have come in, so we'll keep our eyes here if in the next two minutes a comment comes in.

Again, just on behalf of the team, we wish to thank you for your engagement, making the time, whether you came also on Wednesday earlier this week, or today just appreciate your engagement and caring about the proposals on the table and being a part of making a better project.

Again, get your comments to us before September 10th, if you can, but we will still accept them through September 10th through the various contact tools we shared.

Again, on behalf of the team, we thank you, and I know our project manager, Brian, would like to say a couple words.

MR. BALDERRAMA: Yes. I want to echo Danielle's sentiment. Thank you all for joining us on the weekend.

We encourage you to continue to be providing us comments and go to our project webpage and all the resources that are available to you.

Thank you.

Again, any comment is great comment, and we hope you have a great day.

MS. VALENTINO: Thank you, Brian. Thank you to the project team, and thank you to all of you once again.

Have a wonderful weekend. Stay safe, and stay well.

(Whereupon, the meeting ended.)

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of the State of California does hereby certify:

That the foregoing Proceeding was taken before me at the time and place therein set forth.

That the testimony and all objections made at the time of the Proceeding were recorded stenographically by me and were thereafter transcribed, said transcript, being true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name, this date: August 31, 2021

Katherine Thomas

Katherine Thomas

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