Los Angeles County
Metropolitan Transportation Authority

Appendix Q Public Outreach Report

EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro

May 2026

Public Outreach Report

May 2026

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Acronyms

am	Ante Meridiem
COVID-19	Coronavirus disease 2019
CEQA	California Environmental Quality Act
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
e-blasts	Electronic newsletters
FONSI	Findings of No Significant Impact
FTA	Federal Transportation Administration
LRT	Light rail transit
Metro	Los Angeles Country Metropolitan Transportation Authority
Metro Board	Metro Board of Directors
N/A	Not Applicable
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
pm	Post Meridiem
Project	Eastside Transit Corridor Phase 2 Project
Q&A	Question and answer

1.0 INTRODUCTION

The Los Angeles Country Metropolitan Transportation Authority (Metro) has implemented a comprehensive outreach program for the Eastside Transit Corridor Phase 2 Project (Project), starting in 2007 with outreach meetings for the Alternatives Analysis and continuing through 2025 for the efforts related to the Environmental Assessment (EA). As part of this extensive outreach, Metro has informed elected officials, agency staff, community stakeholders, and the general public of the status of the Project, including progress of the environmental review process.

This Report provides a summary of previous outreach efforts conducted between 2007 and 2024 associated with the Project and the outreach efforts conducted in 2025 associated with this EA for the No Build Alternative and the Build Alternative. The Report also summarizes coordination efforts with government agencies, Tribal Consultation, and other supporting public outreach and community engagement efforts, focused on the Build Alternative's corridor jurisdictions of East Los Angeles (unincorporated Los Angeles County), the City of Commerce, and the City of Montebello.

2.0 SUMMARY OF OUTREACH EFFORTS

A summary of the previous outreach meetings, notifications, and events that took place between 2007 to 2024 and the 2025 efforts for this EA are presented below. Other public engagement strategies such as online communications and Project awareness efforts are discussed in **Section 5.0**. For further information on the history of the Project, including previous alternatives considered and the selection of the Build Alternative, see **Appendix E**, Alternatives Considered and Project Description, of the EA. Further detail on public outreach and support documentation for outreach conducted prior to 2025 can be found in Appendix B of the Eastside Transit Corridor Phase 2 Final Environmental Impact Report (EIR) (Metro 2024a) and **Appendix S** of the Eastside Transit Corridor Phase 2 Recirculated Draft EIR (Metro 2020) available on Metro's website: https://www.metro.net/projects/eastside_phase2/#documents.

2.1 Public Involvement 2007 through 2024

2.1.1 2007 Public Outreach

In 2007, Metro initiated the Alternatives Analysis phase of the Project and agency participation, and coordination began in October 2007. Public participation during this phase supported the refinement of alternatives when 47 alternatives were narrowed down to five. A Notice of Early Scoping was published on October 31, 2007, with a 30-day public comment period that was held from November 1, 2007, through November 30, 2007. Five early scoping meetings were held between November 8 and 15, 2007, which included four community meetings and one agency meeting. There was a total of 224 attendees representing a cross-section of the communities surrounding the Project. Public input was substantial with a total of 159 comments received during the comment period.

An additional 12 public meetings were held between 2007 and 2009 as part of post- Alternatives Analysis preparation and pre-Draft Environmental Impact Statement (EIS)/EIR scoping, which involved over 550 stakeholders. Open house and focus group meetings updated area City Councils, stakeholders, and the public about the Project's status and provided information about the alignments under consideration.

2.1.2 2010 Public Outreach

The scoping period during the preparation for the Draft EIS/EIR began in 2010. The Notice of Intent/Notice of Preparation was published on January 25, 2010, with the comment period ending on April 14, 2010. An agency scoping meeting was held on February 18, 2010, and four public scoping meetings were held between February 22, 2010 and February 27, 2010. More than 300 people attended these meetings, and a total of 527 comments were received from both agencies and the public. The comments received demonstrated substantial support for each of the two light rail transit (LRT) alternatives: the State Route 60 Alternative and the Washington Boulevard Alternative.

In addition, Metro conducted 12 additional community meetings between July 2010 and September 2011. These included five urban design community workshops, two community open houses, two tours of a similar rail transportation network in Portland, Oregon, a webinar, and two open houses.

2.1.3 2014 Public Outreach

A Notice of Availability was released to notify the public of the availability of the 2014 Draft EIS/EIR for review and comment. The 60-day public comment period began on August 22, 2014, and ended on October 21, 2014. During the comment period, Metro held four public hearings in communities surrounding the Project. Public hearings were held in Pico Rivera on September 27, 2014, in Montebello on September 29, 2014, in East Whittier on September 30, 2014, and in South El Monte on October 1, 2014. A total of 528 participants attended these public hearings, which resulted in 120 speakers and 148 written comments. The 2014 Draft EIS/EIR was subjected to an extensive volume and scope of comments during the 60-day public review period. As a result, the Metro Board of Directors (Metro Board) deferred the selection of a Locally Preferred Alternative and determined that additional technical investigation would be needed to address major areas of concern raised by Cooperating Agencies, corridor cities and stakeholders.

2.1.4 2017 Public Outreach

The Metro Board directed staff to carry forward two Build Alternatives for further study and to conduct additional technical studies. Metro held five community meetings between March 28, 2016, and June 22, 2016, which were attended by a total of 417 participants and generated 75 comments. An additional five community meetings were held between February 6, 2017, and February 17, 2017, with 318 participants generating 32 comments. In addition to the community meetings, Metro held 110 briefings throughout the communities surrounding the Project and hosted two tours of Metro facilities and construction sites. The Eastside Transit Corridor Phase 2 Post Draft EIS/EIR Technical Study Report was prepared and approved by the Metro Board in November 2017. Of 235 respondents surveyed at the February 2017 community meetings, 63 percent of participants agreed that an underground configuration beneath Atlantic Boulevard had sufficient merit to be recommended as the new Washington Boulevard Alternative. Additionally, 50 percent of participants expressed interest in studying the Combined Alternative in the next phase of work

2.1.5 2019 Public Outreach

Following the 2017 Post Draft EIS/EIR Technical Study, Metro re-initiated the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) processes to further evaluate potential impacts associated with the refined Build Alternatives. In advance of the Public Scoping meetings in Summer 2019, Metro offered a Community Update Meeting in East Los Angeles on May 13, 2019. The Community Update Meeting was attended by approximately 120 community members, including staff from Los Angeles County Supervisor Hilda Solis' office, community-based organization staff and members of the public.

2.1.6 2020 Public Outreach

In 2020, the Metro Board notified cooperating agencies of the decision to discontinue the Supplemental Draft EIS environmental review under NEPA and to advance a Recirculated Draft EIR pursuant to the CEQA. Metro staff planned and prepared community meetings to provide a Project update. Three meetings, focused on delivering informational updates and responding to public questions, were held between February 3 and February 8, 2020. Post Scoping meetings were held in the City of Los Angeles on February 3, 2020; in Rosemead on February 6, 2020; and in Montebello on February 8, 2020. The meetings were attended by 234 participants and generated 76 questions and comments and five comment letters. A substantial number of comments focused upon understanding transit service opportunities in the State Route 60 corridor if the State Route 60 Alternative was withdrawn from consideration for further evaluation. Streamlining construction and the delivery of the Project was a topic of focus for the community.

2.1.7 2021 Public Outreach

Metro conducted outreach at six in-person community events and engaged with community members along the corridor to provide brief Project updates. Community events were held on August 28, 2021; September 18, 2021; October 23, 2021; October 29, 2021; October 30, 2021; November 11, 2021; November 14, 2021; and November 21, 2021. These events included Metro attending community events to provide project information and updates resulting in 440 engagements with community members, such as collecting feedback, responding to questions, and distributing fact sheets.

In November 2021, Metro hosted another round of update meetings to provide a Project update, share information on design efforts, and provide an opportunity to ask questions. Due to the ongoing concern over the Coronavirus disease 2019 (COVID-19) pandemic, the meetings were held in a virtual setting via Zoom. The virtual platform allowed community members to access the meeting via a desktop, laptop, phone, or tablet. To maximize public participation and provide technical support, each meeting offered an outdoor “Tech Booth” set-up, featuring free Wi-Fi, tablets, laptops, and technical support. Additionally, toll-free numbers were available for accessing the meetings via telephone and simultaneous Spanish interpretation was also made available to participants. All in-person opportunities have Spanish-speaking staff available.

Four virtual meetings were conducted, including three presentations tailored to specific communities. The first and second meetings focused on East Los Angeles, both held on November 15, 2021; the third on Montebello held on November 16, 2021; and the fourth held on November 17, 2021. All meetings provided general updates on the Project, were attended by 276 participants, including 18 at tech booths, and generated a total of 145 comments.

2.1.8 2022 to 2024 Public Outreach

Metro received a request to meet with businesses in East Los Angeles in the unincorporated area of Los Angeles County to provide a Project update and to answer questions. Metro participated in two meetings with the first meeting held on January 27, 2022, hosted by and coordinated by the East Los

Angeles Chamber of Commerce, Whittier Merchants Association, and Via Care. The second meeting was held on March 3, 2022, hosted by Metro.

During the COVID-19 pandemic when in-person gatherings were restricted, Metro hosted four virtual community meetings focused on providing informational updates on the status of the Project and answering questions related to those specific updates. **Section 5.1** provides additional details. A meeting for East Los Angeles was held on March 9, 2022. A meeting for Commerce and Montebello was held on March 10, 2022. A meeting for Pico Rivera, Santa Fe Springs, Unincorporated Los Angeles County, and the Los Nietos Community was held on March 16, 2022. The fourth meeting was held for Whittier on March 17, 2022. A virtual community update meeting was also held on November 9, 2022. These meetings included 367 participants, including 19 at tech booths, and generated a total of 156 comments.

The Recirculated Draft EIR was released for public review for 60 days from June 30, 2022, through August 29, 2022. During the 60-day public comment period for the Recirculated Draft EIR, 301 comment submissions were received. Four public hearings were held on July 21, 2022, in East Los Angeles; on July 30, 2022, in Montebello; on August 11, 2022, virtually for Pico Rivera; and on August 17, 2022, in Whittier. These meetings included 164 attendees who provided 28 verbal comments and 8 written comments.

In addition to public meetings, Metro held coordination meetings with other key stakeholders, including on August 3, 2022, with the Gateway Cities Council of Governments Transportation Committee; on October 4, 2023, with the Gateway Cities Council of Governments Board of Directors; on October 30, 2023, with the Federal Transit Administration (FTA); and on October 31, 2023, with the Office of Assemblywoman Wendy Carillo. Comments related to NEPA that were received during the Recirculated Draft EIR comment period were taken into consideration during preparation of this EA.

The Metro Board selected the Atlantic to Greenwood Initial Operating Segment as the Locally Preferred Alternative (Build Alternative) for the Project on December 1, 2022, and adopted a motion, directing Metro staff to continue the CEQA process for the Locally Preferred Alternative and the full alignment. Pursuant to the Metro Board action in December 2022, the Final EIR was prepared and was certified in May 2024.

2.2 NEPA Public Involvement 2025-2026

In 2025, NEPA was reinitiated with the preparation of an EA in accordance with NEPA implementing regulations. Metro conducted outreach at seven in-person community events to engage with community members along the Build Alternative's alignment, to provide updates and encourage meeting participation. **Table 2.1** lists each of these community events.

Table 2.1. Community Outreach Events Attended by Metro in 2025

Event Name	Date and Location of the Event	Engagement[1]
Designated Exceptional Services for Independence Food Drive	January 17, 2025 646 S Atlantic Boulevard Los Angeles, CA 90022	150
East Los Angeles Farmers Market	January 18, 2025 4801 East 3rd Street East Los Angeles, CA 90022	166
Los Angeles County Department of Public Social Services	January 21, 2025 5445 Whittier Boulevard East Los Angeles, CA 90022	247
Heart of Compassion Food Distribution	January 22, 2025 600 S Maple Avenue Montebello, CA 90640	148
Mexican American Opportunity Foundation Food Drive	January 23, 2025 401 N Garfield Avenue Montebello, CA 90640	128
323 City Terrace Farmers Market	January 23, 2025 4018 City Terrace Drive Los Angeles, CA 90063	26
Chinese New Year Celebration: Learn and Create!	January 28, 2025 Veterans Neighborhood Library 6134 Greenwood Avenue Commerce, CA 90040	19
	Total	**884**

Source: Metro; Arellano Associates 2025.
Note:
[1] These events included Metro attending community events to provide project information and updates resulting in engagements with community members, such as collecting feedback, responding to questions, and distributing fact sheets.

Although a formal scoping period is not required for an EA under NEPA, four community meetings took place between January and February 2025 to inform the public of the start of the NEPA process. These meetings were held in the unincorporated community of East Los Angeles, Commerce, Montebello, and virtually. At each meeting, Metro staff conducted a visual presentation that provided the public with an overview of the 2024 Final EIR certification, highlighted work conducted to date, provided information on the NEPA process, and discussed next steps and anticipated project schedule. After each presentation, a question and answer (Q&A) session followed to allow community members to raise questions, provide input and receive responses from the project team. The in-person meetings also featured an open-house, during which participants could visit staffed information stations, view display boards, and ask questions. The information stations covered a range of topics, including the project overview, community engagement, community-based organization partnerships, environmental process and preliminary station concepts. Spanish speaking-staff and Spanish materials were available at the open-house and simultaneous Spanish interpretation was provided during the presentation and Q&A session.

Community-Based Organization Partners, including representatives from Via Care and Strength-Based Community Change, were present at some of these meetings. **Attachment A** through **Attachment D** of this report, include copies of notification and informational materials used to facilitate coordination and communication. **Attachment E** includes meeting highlight summaries for each of the four meetings, a cumulative summary, and log of questions that were asked by the participants.

A substantial number of questions and comments across all meetings focused on future station safety, alignment design options, funding and anticipated construction and business impacts, including property acquisition. **Table 2.2** summarizes the meeting attendance and the number of questions and comments received.

Table 2.2. Public Outreach Meetings in 2025

Meeting	Date and Time	Location	Participants	Questions/ Comments
Community Meeting #1 - East Los Angeles	January 28, 2025 5:30 pm to 7 pm	East Los Angeles Library 4837 East 3rd Street Los Angeles, CA 90022	44	14
Community Meeting #2 - Commerce	January 29, 2025 6 pm to 7:30 pm	Commerce Senior Center 2555 Commerce Way Commerce, CA 90040	24	7
Community Meeting #3 - Montebello	February 1, 2025 10 am to 11:30 am	Chet Holifield Park Community Center 1060 S Greenwood Avenue Montebello, CA 90640	71	28
Virtual Community Update Meeting	February 3, 2025 12 pm to 1:00 pm	Zoom	77	36
		Total	**216**	**85**

Source: Metro; Arellano Associates 2025.
Key: am = ante meridiem, pm = post meridiem

Following the community meetings in 2025, as part of the NEPA process, Metro has conducted additional public outreach efforts such as community pop-up events to keep the public informed and engaged. Comments related to NEPA that were received during the 2022 Recirculated Draft EIR (CEQA) and the 2024 Final EIR (CEQA) comment period were also reviewed and considered during the research and technical analysis during preparation of this EA.

3.0 GOVERNMENT AND OTHER AGENCY CONSULTATION

Cooperating Agencies are inclusive of the federal agencies with jurisdiction by law or special expertise, providing input in the areas that they oversee or by expertise. Participating agencies include agencies that have jurisdiction or special expertise regarding the environmental issues involved in a project. They are agencies that participate in the environmental review for the project. The United States Environmental Protection Agency, United States Army Corps of Engineers, and the California Department of Transportation were asked to be Cooperating Agencies and Participating Agencies. The United States Environmental Protection Agency accepted the invitation to be a Cooperating Agency, California Department of Transportation accepted the invitation to be a Participating Agency, and United States Army Corps of Engineers declined to participate in the NEPA process. FTA and Metro will continue to coordinate with these and other agencies throughout the environmental process.

4.0 NATIVE AMERICAN CONSULTATION

FTA and Metro previously initiated consultation for this Project in 2019 to comply with Section 106 of the National Historic Preservation Act of 1966; a summary of previous consultation is provided below.

As part of the previous consultation efforts, FTA and Metro contacted the Native American Heritage Commission (NAHC) by letter in July 2019 and provided them with a brief Project description and a map of the 2019 Study Area. The 2019 Study Area consisted of several jurisdictions within Los Angeles County, including areas outside of the current study area: the Cities of Bell, Commerce, El Monte, Industry, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, South El Monte, Santa Fe Springs, Whittier, unincorporated areas of Los Angeles County, which includes East Los Angeles and West Whittier-Los Nietos, and other cities within the San Gabriel Valley.

The NAHC responded to Metro on November 22, 2019, with an Assembly Bill 52 consultation list, including five tribal contacts, and provided the results of the Sacred Lands File Search, which were positive. The NAHC also requested that Metro contact the Gabrieleño Band of Mission Indians – Kizh Nation and the Gabrieleño/Tongva San Gabriel Band of Mission Indians for more information.

On December 3, 2019, FTA sent a letter to each of the following contacts on the NAHC list to initiate consultation with the tribes to comply with Assembly Bill 52. The Native American representatives identified by the NAHC are shown in **Table 4.1**.

Table 4.1. Native American Representatives identified by the Native American Heritage Commission in 2019

Name	Position	Native American Tribe
Andrew Salas	Chairperson	Gabrieleño Band of Mission Indians – Kizh Nation
Anthony Morales	Chairperson	Gabrieleño/Tongva San Gabriel Band of Mission Indians
Sandonne Goad	Chairperson	Gabrieleño/Tongva Nation
Robert Dorame	Chairperson	Gabrieleño Tongva Indians of California Tribal Council
Charles Alvarez	N/A	Gabrieleño-Tongva Tribe

Source: CDM Smith/AECOM JV 2025, ***Appendix K***.
Key: N/A = Not applicable

On December 10, 2019, Andrew Salas, Chairperson of the Gabrieleño Band of Mission Indians – Kizh Nation, responded and requested consultation. Accordingly, a consultation meeting was held between the Gabrieleño Band of Mission Indians – Kizh Nation and Metro on March 25, 2020. On April 27, 2020, the Gabrieleño Band of Mission Indians – Kizh Nation provided additional information regarding their lineage ties to the area of direct impacts via email, which has been incorporated into this EA.

As described in detail in **Appendix K**, Historic, Archaeological and Tribal Resources Technical Report, of this EA, Section 106 consultation efforts were performed beginning in 2024 and are ongoing. The NAHC was recontacted on July 12, 2024, with an updated Project description and updated map of the Build Alternative. In a letter dated July 30, 2024, the NAHC responded and reported that the Sacred Lands File search was negative for the revised Build Alternative area. The NAHC also identified 16 tribal contacts from eight tribal groups listed in **Table 4.2**, that may have additional data and information regarding tribal cultural resources within or near the APE. Letters were sent to the identified tribal contacts by FTA on January 9, 2025, with follow-up emails sent on February 3, 2025; these letters served as an invitation

to participate as Section 106 consulting parties. Additionally, follow-up calls were performed on February 13, 2025. Andrew Salas of the Gabrieleño Band of Mission Indians – Kizh Nation and Christina Conley of the Gabrieleño Tongva Indians of California Tribal Council responded and requested consultation. In addition to the 16 tribes identified by the NAHC, FTA initiated consultation with the Yuhaaviatam of San Manuel Nation at the request of the Santa Rosa Band of Cahuilla Indians who deferred their consultation to the Yuhaaviatam of San Manuel Nation in February 2025. A response was received on August 25, 2025, from the Yuhaaviatam of San Manuel Nation declining to participate in the Project. Summaries of all responses received and follow up actions are described in greater detail in **Appendix K**. Records for the previous Native American contact program from 2019-2020 and the 2024-2025 Section 106 consultation are included in Attachment B of **Appendix K**.

Table 4.2. Native American Representatives identified by the Native American Heritage Commission in 2024

Name	Position	Native American Tribe
Erica Schenk	Chairperson	Cahuilla Band of Indians
Anthony Madrigal	Tribal Historic Preservation Officer	Cahuilla Band of Indians
BobbyRay Esparza	Cultural Director	Cahuilla Band of Indians
Christina Swindall Martinez	Secretary	Gabrieleño Band of Mission Indians – Kizh Nation
Andrew Salas	Chairperson	Gabrieleño Band of Mission Indians – Kizh Nation
Anthony Morales	Chairperson	Gabrieleño/Tongva San Gabriel Band of Mission Indians
Robert Dorame	Chairperson	Gabrieleño Tongva Indians of California Tribal Council
Christina Conley	Cultural Resources Administrator	Gabrieleño Tongva Indians of California Tribal Council
Sandonne Goad	Chairperson	Gabrieleño/Tongva Nation
Charles Alvarez	Chairperson	Gabrieleño-Tongva Tribe
Sam Dunlap	Cultural Resources Director	Gabrieleño-Tongva Tribe
Vanessa Minott	Tribal Administrator	Santa Rosa Band of Cahuilla Indians
Steven Estrada	Tribal Chairman	Santa Rosa Band of Cahuilla Indians
Joseph Ontiveros	Tribal Historic Preservation Officer	Soboba Band of Luiseño Indians
Jessica Valdez	Cultural Resource Specialist	Soboba Band of Luiseño Indians
Isaiah Vivanco	Chairperson	Soboba Band of Luiseño Indians
Raylene Borrego	Cultural Resources Technician	Yuhaaviatam of San Manuel Nation

Source: CDM Smith/AECOM JV 2025, ***Appendix K***.

5.0 OTHER SUPPORTING PUBLIC OUTREACH

5.1 Public Outreach Work Plans

The Project has a public outreach work plan to highlight opportunities for public involvement during key milestones throughout the environmental process. The public outreach program includes community profiles, stakeholders, collateral material recommendations, notification strategies, communication protocols, proposed schedules for interfacing with the public and elected officials, and recommendations for meeting formats. The public outreach plan for the Project is consistent with the outreach requirements outlined in NEPA.

The Project has utilized a variety of forums and platforms, including public meetings, community workshops, Technical Advisory Committee meetings, information booths at community events, and social media (Facebook, Instagram, X [formerly Twitter], NextDoor, and YouTube). The Technical Advisory Committee meetings inform decision makers and key staff of the Project's purpose and need, provide Project updates, and review the scope and schedule for the Build Alternative. As a response to the COVID-19 pandemic, Metro has held a series of virtual community meetings via Zoom. Virtual meetings were accompanied by an on-site outdoor "Tech Booth" where the general public could participate if they did not have access to technology through a computer, smart phone, or tablet.

5.2 Ongoing Public Outreach

5.2.1 Stakeholder Database

An initial Project database was created at the inception of the environmental phase in 2009. Since that time, the database has been maintained and expanded to include elected offices, including local, regional, state, and federal representatives; department executives of city and regional agencies; academic institutions and schools; community-based organizations; chambers of commerce; major employers; utility companies; youth groups; and other key stakeholder representatives and residents of the corridor communities. The information collected in the database includes name, organization, email address, phone number, and mailing address.

The database has continued to expand as additional contacts were collected through stakeholder engagements. Maintenance of the database is ongoing to keep agency and organization contacts up-to-date prior to the start of notification for each meeting series or major announcement. New contacts are added when members of the public opt-in to receive Project communications by providing their contact information at public meetings or at pop-up events. Similarly, new agency contacts are added as they participate in Project meetings or as they become directly involved. Contacts are also added as inquiries are received through the helpline, Project email, and online submission form. This database will continue to be maintained and updated throughout the life of the Project.

In addition to the Project database, mailing lists are generated using parcel data ahead of each major milestone. Since 2019, property owners and occupants have been notified consistently with the legal requirements during the CEQA process – including notifications within a 500-foot buffer along the Project alignment at Washington Boulevard and 0.25-mile radius around the proposed stations and the MSF sites. For the NEPA process, the same notification process will be implemented.

5.2.2 Online communication tools

The Project website is updated at every major Project milestone, including prior to any public meeting series and as major Project updates become available. The website features the latest Project information, including fact sheets, Project maps, Frequently Asked Questions, and other collateral materials, presentations, display materials, and video recordings of past meetings.

5.2.3 Notification and Project Awareness Efforts

A variety of notification and informational tools are used for outreach to target audiences. Outreach methods include the following:

- Traditional methods
  - In-person meetings with cities, counties, chambers of commerce, councils of governments, educational institutions, community stakeholder groups, agency staff, and elected officials
  - Direct mail notification to property owners within a 500-foot buffer along the Project alignment and 0.25-mile around proposed stations and the MSF sites
  - Door-to-door distribution of flyer/notices to occupants (including businesses) within a 500-foot buffer along the Project alignment and 0.25-mile around proposed stations and the MSF sites
  - Legal newspaper ads (print and digital), led by Metro
  - Placement of meeting notices in Metro light rail trains (e.g., Metro E Line as well as connecting Metro buses
  - Project awareness banners at highly visible locations along the Build Alternative corridor
  - Distribute flyers to cities and key public counters such as libraries, community centers, senior centers
  - Informational tables at Pop-Ups/ local community events
- Public involvement opportunities
  - Metro hosted public community meetings
  - The display of Project materials at other Metro project community meetings (NextGen Bus Plan, Long Beach – East LA Corridor Mobility Investment Plan, Interstate 105 Express Lanes, Southeast Gateway Line (formerly known as West Santa Ana Branch Transit Corridor))

  - Metro Line rail tours
  - Transit intercepts at LRT stations (Atlantic station, Civic Center) for flyer distribution and Project overview
  - Information booths and pop-ups at various community events and at Metro E Line stations
- Project communication tools
  - Project website and StoryMap
  - Project helpline
  - Email notification to contacts with valid email addresses
  - Social media (i.e., Facebook and X [formerly Twitter])
  - NextDoor posts via Metro account
  - Project videos (video simulation, Build Alternative overview, meeting webcasts, and recordings)
- Other targeted outreach
  - Street banners placement at key intersections or high foot traffic areas within Project alignment
  - Text messages
  - The Source, Metro's online publication
  - Earned media (social media, blogs, local newspapers, other media)
  - Flyer distribution via community-based organizations to their community or network

These notification tools and outreach efforts are customized based on the type of community meetings with a focus on maximizing cost-effectiveness and participation. A variety of informational documents are made available to the public, including Project fact sheets, Metro systemwide fact sheets (i.e., Property Acquisition, Public-Private Partnership, Rail Transit Modes, frequently asked questions), meeting notices, electronic newsletters (e-blasts), and other materials. Incoming messages via email and the Project helpline are reviewed within one business day by Metro and inquiries are acknowledged and responded to by Metro where appropriate.

5.3 Public and Agency Comment Process

Throughout the Project development process, public and agency comments have been collected through a variety of methods, including orally at in-person meetings, via the Project helpline, through the mail, via online comment forms, and via Project email. During the official scoping comment period, comments were accepted via comment cards submitted at meetings or by mail, email, online comment form, or orally via a court reporter.

Comments regarding the Project were also made through social media or other online platforms and, when possible, the outreach team provided stakeholders with the list of approved comment methods in case they wanted their comment on the official record. Relevant comments submitted during official

comment periods were incorporated into the Recirculated Draft EIR and comments were addressed by the technical team.

All comments received during the Recirculated Draft EIR public review period were compiled and responded to as part of the Final EIR.

6.0 NEPA RELEASE AND PUBLIC HEARINGS

In 2025, NEPA was initiated with the preparation of an EA in accordance with NEPA implementing regulations. FTA signed the Class of Action Determination Request on May 22, 2025. To address a project funding gap and reduce environmental impacts, Metro subsequently identified a new smaller MSF option (MSF Site 3) for consideration. To fully evaluate this MSF option and conduct an additional round of targeted stakeholder outreach, Metro requested a temporary pause in the NEPA process on November 20, 2025. The pause was granted and following Metro request to restart the process, the pause was lifted on February 9, 2026. FTA will consider the comments received on the EA during the 30-day public comment period in the Finding of No Significant Impact (FONSI) and will provide responses to substantive comments.

In early 2026, as part of the NEPA process, Metro plans to conduct public outreach efforts including public meetings and open houses in preparation for the release of the EA and to keep the public informed and engaged. Details regarding the public hearings will be available on Metro's Project website: https://www.metro.net/projects/eastside_phase2/. Metro may conduct up to two rounds of community meetings (eight meetings total) for the EA pending consultation with the FTA. Each round of the community meetings will be held in the unincorporated community and cities along the Build Alternative alignment (East Los Angeles and the Cities of Commerce and Montebello) and one will be held virtually. Metro has already conducted one round of community meetings (four meetings) in January and February 2025, as discussed in **Section 2.2**.

After the EA has been released for public review and comment, Metro will conduct one round of public hearings (four meetings total) during the 30-day public comment period. A variety of notification and informational tools will be used to inform the agencies, stakeholders, and the community of the availability of the EA. This includes English and Spanish notices on the Project website, distribution of a notice to agencies, organizations, elected officials, tribal contacts, and other interested parties, as well as newspaper ads, bilingual e-blasts, social media announcements, text messages, mailings and door to door notifications. A bilingual notice will be developed with information on the EA, how to access the document and provide comments, ways to engage via community information sessions and public hearings. The notice will direct stakeholders to the Metro Project website for more information. The notice will be mailed to occupants (including businesses) within a 500-foot buffer along the Build Alternative alignment and 0.25-mile around proposed stations and the MSF sites. The mailer will also be sent to right-of-way properties and stakeholder contacts with a valid mailing address. The Project's stakeholder database includes elected officials, community groups, businesses, religious institutions, chambers of commerce, business improvement districts, employment centers, municipal transit operators, interested members of the public, and others.

The public hearings will be held in East Los Angeles and the Cities of Commerce and Montebello, along with one virtual meeting. In addition to public hearings, Metro will provide legal transcription and foreign language interpretation and ensure that all public hearing locations will be accessible by transit users and will be Americans with Disabilities Act accessible for wheelchairs. The EA will be available for review on Metro's website and a printed copy will be distributed to locally accessible libraries within the corridor jurisdictions and at the Metro Headquarters Building. The EA will be available for review at the following locations:

- Federal Transit Administration, Region 9 Office, 888 South Figueroa Street, Suite 440, Los Angeles, CA 90017
- Metro Headquarters, Dorothy Peyton Gray Transportation Library, One Gateway Plaza, Los Angeles, CA 90012
- East Los Angeles Library, 4837 E 3rd Street, East Los Angeles, CA 90022
- Rosewood Neighborhood Library, 5655 Jillson Street, Commerce, CA 90040
- Chet Holifield County Library, 1060 S Greenwood Avenue, Montebello, CA 90640
- Project Website: https://www.metro.net/projects/eastside_phase2/

In collaboration with Metro, FTA will proactively continue to coordinate with key Project stakeholder groups in the area to engage them in the planning process. At the same time, FTA will coordinate with Metro to respond to requests from community groups and other organizations to participate in their meetings.

7.0 REFERENCES CITED

Los Angeles County Metropolitan Transportation Authority (Metro). 2022. Eastside Transit Corridor Phase 2 Recirculated Draft Environmental Impact Report. State Clearinghouse Number 2010011062. Prepared by CDM Smith/AECOM Joint Venture. June.

Los Angeles County Metropolitan Transportation Authority (Metro). 2024. Eastside Transit Corridor Phase 2 Final Environmental Impact Report. State Clearinghouse Number 2010011062. Prepared by CDM Smith/AECOM Joint Venture. April. Available at: https://www.metro.net/projects/eastside_phase2/#documents. Accessed September 18, 2025.

ATTACHMENTS

Attachment A Meeting Notices

Attachment B Notification

Attachment B1 Banner Distribution Matrix
Attachment B2 Banner Community Update Meeting
Attachment B3 Placement Photos (Commerce)
Attachment B4 Placement Photos (East Los Angeles)
Attachment B5 Placement Photos (Montebello)
Attachment B6 Placement Photos (Whittier)
Attachment B7 January Meeting Announcement Project Campaign
Attachment B8 January Meeting 2025-01-07 Announcement Analysis
Attachment B9 Metro Community Relations Newsletter
Attachment B10 Extended Outreach List
Attachment B11 Multimedia Messaging Service Graphics

Attachment C Fact Sheets

Attachment D Meeting Materials

Attachment D1 Comment Cards
Attachment D2 Display Boards
Attachment D3 Rotating Slideshow
Attachment D4 Power Point In-Person
Attachment D5 Power Point Virtual
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Attachment E Meeting Highlight Summaries

Attachment E1 East Los Angeles Community Meeting Highlights
Attachment E2 Commerce Community Meeting Highlights
Attachment E3 Montebello Community Meeting Highlights
Attachment E4 Virtual Community Meeting Highlights
Attachment E5 Community Meetings Cumulative Summary
Attachment E6 Master Question Log

Attachment A Meeting Notices

EASTSIDE TRANSIT CORRIDOR PHASE 2

Join us for a Community Update Meeting in January and February.

Metro continues to make progress on the Eastside Transit Corridor Phase 2 project after the Metro Board of Directors approved the certification of the Final Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) on May 23, 2024. The Board's approval finalizes the EIR for the two-phased project that will ultimately extend the E Line from its current terminus in East Los Angeles to the City of Whittier.

Metro is initiating a process that will allow the project to seek federal funding opportunities under the National Environmental Policy Act (NEPA) for the first phase of the 4.7-mile E Line extension to Greenwood Station in the City of Montebello. Metro invites you to attend a community update meeting for the first phase of the E Line extension. The information provided at these meetings will include a recap of the Final EIR certification, work conducted to date, information on the NEPA process, a Q&A session and next steps.

In-person meetings will offer a Kids' Corner with fun activities.

For complete project information, please visit *metro.net/eastsidephase2*

Meeting Details

> **In-Person Meeting #1:**
Tuesday, January 28, 2025 | 5:30–7:00pm
East Los Angeles Library
4837 E 3rd St, Los Angeles, CA 90022

> **In-Person Meeting #2:**
Wednesday, January 29, 2025 | 6–7:30pm
Commerce Senior Center
2555 Commerce Way, Commerce, CA 90040

> **In-Person Meeting #3:**
Saturday, February 1, 2025 | 10–11:30am
Chet Holifield Park Community Center
1060 S Greenwood Av, Montebello, CA 90640

> **Virtual Meeting #4:**
Monday, February 3, 2025 | 12–1pm
Zoom link: *tinyurl.com/ESP2MEETINGS*
Call in number: 213.338.8477
Meeting ID: 850-9984-2671

Note: The same information will be presented at each meeting. Free onsite parking and Spanish interpreters will be available.

ADA accommodation and translations are available by calling 213.922.3012 and requesting services at least 72 hours in advance.

CONTACT US

213.922.3012

eastsidephase2@metro.net

metro.net/eastsidephase2

Metro

CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

Acompáñenos para una reunión de actualización comunitaria en enero y febrero.

Metro continúa avanzando el proyecto del Corredor de Transporte Hacia el Este Fase 2 después de que la Junta Directiva de Metro aprobó certificación del Informe Final de Impacto Ambiental (EIR, en inglés) de acuerdo con la Ley de Calidad Ambiental de California (CEQA, en inglés) el 23 de mayo de 2024. La aprobación de la Junta Directiva finaliza el EIR para el proyecto de dos fases que extenderá la E Line desde su terminal actual en el Este de Los Angeles hasta la Ciudad de Whittier.

Metro está comenzando el proceso para buscar financiamiento federal bajo la Ley Nacional de Política Ambiental (NEPA, en inglés) para la primera fase de la extensión de 4.7 millas de la E Line hasta la Estación Greenwood en Montebello. Los invitamos a nuestras próximas reuniones de actualización comunitarias sobre la primera fase de la extensión. En estas reuniones le daremos un resumen de la certificación del EIR Final, lo que se ha hecho hasta ahora, detalles del proceso NEPA, una sesión de preguntas y respuestas, y los próximos pasos del proyecto.

Las reuniones en persona proporcionarán un área para niños con actividades divertidas.

Para más información sobre el proyecto, visite *metro.net/eastsidephase2.*

Detalles sobre las reuniones

> **Reunión en persona #1:**
Martes, 28 de enero de 2025 | 5:30–7:00pm
East Los Angeles Library
4837 E 3rd St, Los Angeles, CA 90022

> **Reunión en persona #2:**
Miércoles, 29 de enero de 2025 | 6–7:30pm
Commerce Senior Center
2555 Commerce Way, Commerce, CA 90040

> **Reunión en persona #3:**
Sábado, 1 de febrero de 2025 | 10–11:30am
Chet Holifield Park Community Center
1060 S Greenwood Av, Montebello, CA 90640

> **Reunión virtual #4:**
Lunes, 3 de febrero de 2025 | 12–1pm
Enlace de Zoom: *tinyurl.com/ESP2MEETINGS*
ID de la reunión: 850-9984-2671
Número de llamada en español: 408.650.3123
Código de acceso: 584-695-565

Nota: La misma información se presentará en cada reunión. Habrá estacionamiento gratuito e intérpretes de español.

Ofrecemos acomodaciones ADA (Ley de Americanos con Discapacidades) y traducciones. Para solicitarlas, llame al 213.922.3012 al menos 72 horas antes de la reunión.

CONTÁCTENOS

213.922.3012
eastsidephase2@metro.net
metro.net/eastsidephase2

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Attachment B Notification

Attachment B1 Banner Distribution Matrix

Metro Eastside Transit Corridor Phase 2
Banner Distribution Matrix – January 2025

- **Banner size: 5 ft x 8 ft**
- **Total banners: 13**
- **Distribution: Week of Jan 5, 2025**
- **Banner placement photos (here)**

Pending
Confirmed
Delivered

No.	City/ Community	Contact information	Offered (Y/N)	# of Banners	Suggested locations	Final Posted Locations	Notes
1.	East LA	Eddie Torres 323-578-0513	Y	5 (4 paid by Metro/AA, and 1 donated by Eddie)	1. Atlantic Station Parking Lot 2. Belvedere Park Lake 3. East 4th St/S Mednik Av, near Griffith STEAM Middle School 4. At the corner of Via Care on Eagle St 5. Torres Tuxedos (by the Skechers tunnel)	1. Torres Tuxedos (by the Skechers tunnel) 2. Belvedere Park Lake 3. 5161 Pomona Bl 4. 410 S. Atlantic Bl (Vacant Lot) 5. Eagle St/S. Atlantic Bl intersection (donated banner)	LW 2/10: Landy picked up 3 banners from Eddie. JF 1/8: Landy picked up the 9 city banners from Eddie.
2.	Commerce	Eileen 323 722 4805 ext 2370 Roxana Lara (Public Works) 323-722-4805 ext. 4451	Y	2	1. Entrance of Veterans Memorial Park 2. Entrance of Bristow Park 3. Entrance of Bandini Park		LW 2/10: Landy picked up LW 1/16: Follow up email from Roxanna asking for digital file of banner to print two more banners so that all parks have one. I sent a password protected read only file. LW 1/16: Roxanna asked why we chose to go with those locations and why only 2 banners were available. I gave her a follow up call and explained that we had a limited supply with a quick turn around to distribute before the meetings.

							LW 1/9: Dropped off two banners to Roxanna. LW 1/8: Spoke to Roxanna on the phone to confirm drop off on 1/9. She mentioned she won't be available from 10-11am. LW 1/6: Spoke to Roxanna on the phone. Confirmed drop off address. Anytime during the week of 1/6 is ok. Drop off between 8am and 6pm at counter 1. Let front desk know it's for Roxanna. 2525 Commerce Way, Commerce CA 90040. Park on Commerce Way and enter through double sliding doors. LW 1/6: Spoke to Eileen on the phone. She asked for banner file and mentioned a call to Roxanna at Public Works to confirm drop off locations LW 12/20: emailed Eileen to confirm quantity (3 instead of 4) LW 10/2: Eileen confirmed the dimensions are fine. LW 10/1: Spoke to Eileen, says she will let City Manager know. She will call me back. Confirmed 4 locations are approved. Waiting for approval of banner dimensions.
3.	Montebello	Veronica Ramirez Recreation Manager 323-887-1200 x 1656 vlramirez@montebelloca.gov	Y	3	1. Chet Holifield Park 2. City Park 3. Reggie Rodriguez Park	1. Chet Holifield Park 2. City Park 3. Reggie Rodriguez Park	LW 1/9: Dropped off 3 banners to Veronica. She mentioned that banners will not be placed until next week due to extreme weather conditions. LW 1/8: Follow up email to Veronica asking to confirm drop off on 1/9 LW 1/6: Veronica emailed to confirm three locations.

							LW 12/30: need to confirm drop off date (week of 1/6), emailed veronica. Veronica responded with confirmation for 3 locations LW 10/2: Email response from Veronica inquiring about a graphic of banner and how many we want to display. I responded with the details accordingly. LW 10/1: Veronica to call back
4.	Pico Rivera	Monica (Public Works) 562-801-4368 Eba Soleimani (Planning) planning@pico-rivera.org Natalie Hernandez 562-801-5551 nglasman@pico-rivera.org	Y	2			LW 1/14: Dropped off 2 banners at Pico Rivera for Natalie. I requested final posted locations and pictures. LW 1/13: Received email from Natalie approving banners. Coordinated drop off of two banners for 1/14 LW 1/8: Sent a follow up email to Eba and Planning to confirm drop off for 1/9 LW 1/7: Follow up calls to Eba and Planning but no response LW 1/6: Spoke to several people on the phone, which eventually led to a conversation with Eva in the planning department. They asked for a digital file and will reach out with approval asap. LW 1/2: Sent email to Natalie. Received bounce back email saying city office is closed until 1/6 LW 12/31: email sent to Lara inquiring about banners. Email bounced back. Seems like she is no longer with the city.

5.	Whittier	Helen Montanez Hmontanez@cityofwhittier.org Nicholas Ochoa (Transportation) 562-567-9482 Nochoa@cityofwhittier.org	Y	2	1. Whittier Community Center 2. Parnell Park	1. Whittier Community Center 2. Parnell Park	LW 1/9: Dropped off two banners to Nicholas at City Hall. He mentioned they will be up today. 1/8: Spoke to Nicholas on the phone and confirmed 1/9 drop off at City Hall LW 1/7: Email of approval from Nicholas confirming two locations. LW 1/6: Left a VM for Nicholas in transportation. Nicholas returned my called and said he will seek approval from a supervisor asap. I emailed Nicholas a digital file of the banner image. LW 1/2: Called Philip but he's out of office until week of 1/5. LW 1/2: Emailed Michelle to inquire about the banners I received an email response saying Michelle is no longer with the city. I have added Philip Wang as the new contact LW 12/31: email sent inquiring about banners. I received an email response saying Isaac is no longer with the city. I have added Michelle Chapman as the new contact.
6.	Santa Fe Springs	Priscilla Moreno Executive Assistant to the City Manager Pmoreno@santafesprings.org René Bobadilla 562-868-0511 ext 7510	Y				LW 1/6: Left a VM for René LW 01/2: called City Manager's office – went to voicemail LW 12/31: email sent inquiring about banners. Bounce back email saying to contact City Manager's office.

Attachment B2 Banner Community Update Meeting

metro.net/eastsidephase2

We're expanding rail with more E Line Stations.

Estamos ampliando el ferrocarril con más estaciones a E Line.

Join us for a Community Update Meeting on January 28, 29, February 1 or 3.

Acompáñenos a una reunión comunitaria el 28 y 29 de enero, 1 y 3 de febrero.

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

Attachment B3 Placement Photos (Commerce)

We're expanding rail with more E Line Stations.
Estamos ampliando el ferrocarril con más estaciones a E Line.
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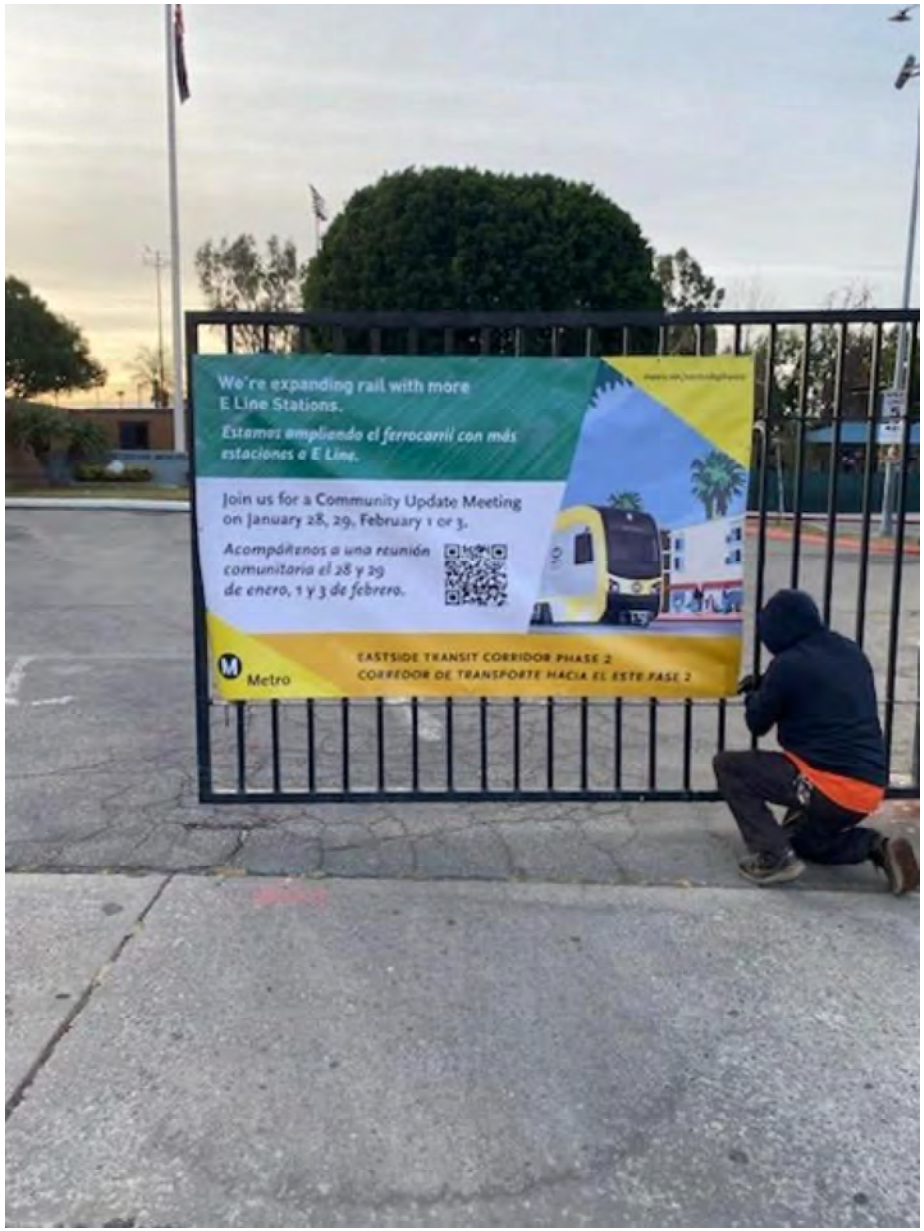
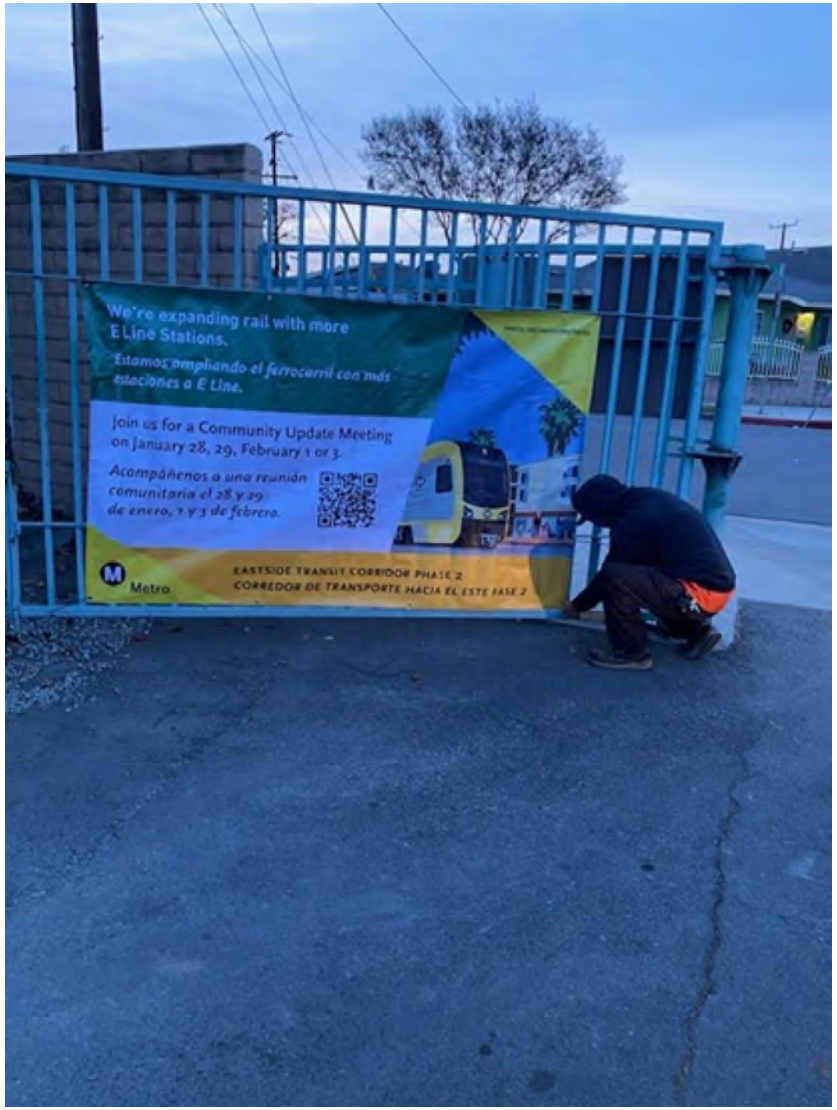
Acompáñenos a una reunión comunitaria el 28 y 29 de enero, 1 y 3 de febrero.
Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2


We're expanding rail with more
E Line Stations.
Estamos ampliando el ferrocarril con más
estaciones a E Line.
Join us for a Community Update Meeting
on January 28, 29, February 1 or 3.
Acompáñenos a una reunión
comunitaria el 28 y 29
de enero, 1 y 3 de febrero.
Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2


We're expanding rail with more
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Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

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Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

Attachment B4 Placement Photos (East Los Angeles)

We're expanding rail with more
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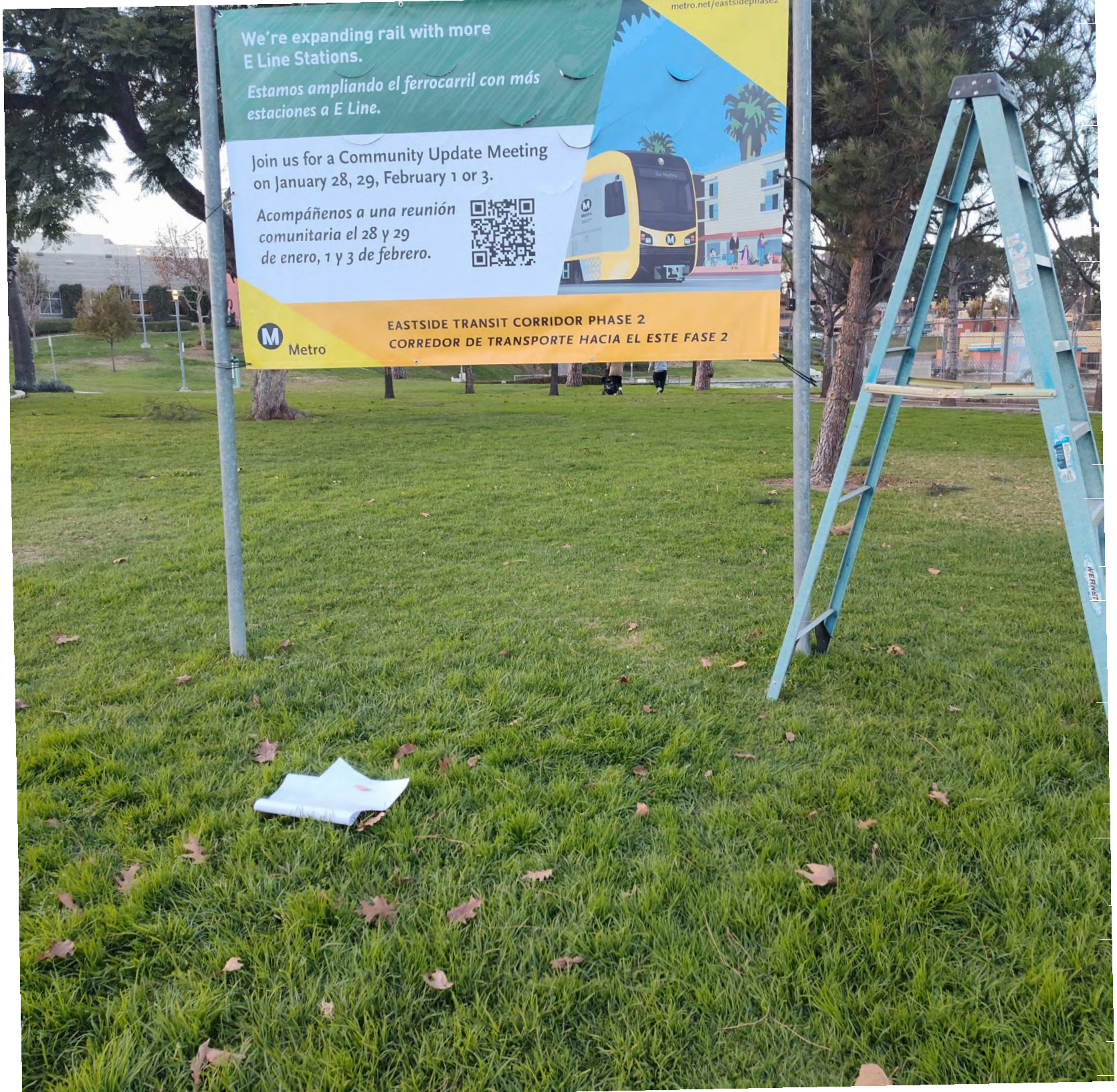
Acompáñenos a una reunión
comunitaria el 28 y 29
de enero, 1 y 3 de febrero.
Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2
INCOME TAX
LA FURNITURE
FOR LEASE
821-3448


metro.net/eastsidephase2
We're expanding rail with more E Line Stations.
Estamos ampliando el ferrocarril con más estaciones a E Line.
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Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

We're expanding rail with more
E Line Stations.
Estamos ampliando el ferrocarril con más
estaciones a E Line.
metro.net/eastsidephase2
Join us for a Community Update Meeting
on January 28, 29, February 1 or 3.
Acompáñenos a una reunión
comunitaria el 28 y 29
de enero, 1 y 3 de febrero.
Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

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EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

CYCLE
PARTS
SPORT
CRUISER
ATV & DIRT
HARLEY
DAVIDSON

We're expanding rail with more
E Line Stations.
Estamos ampliando el ferrocarril con más
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Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2
BALOTIE AUTO GROOMING
AUTOMÓVILES Siempre CALIDAD, Siempre BUEN PRECIO
475
LA RON
NIGHT

SAFE SCHOOL ZONE
N&N
AUTO REPAIR
475
We're expanding rail with more E Line Stations.
Estamos ampliando el ferrocarril con más estaciones a E Line.
Join us for a Community Update Meeting on January 28, 29, February 1 or 3.
Acompáñenos a una reunión comunitaria el 28 y 29 de enero, 1 y 3 de febrero.
metro.net/eastsidephase2
Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

A TORRES TUXEDOS
ELA
We're expanding rail with more E Line Stations.
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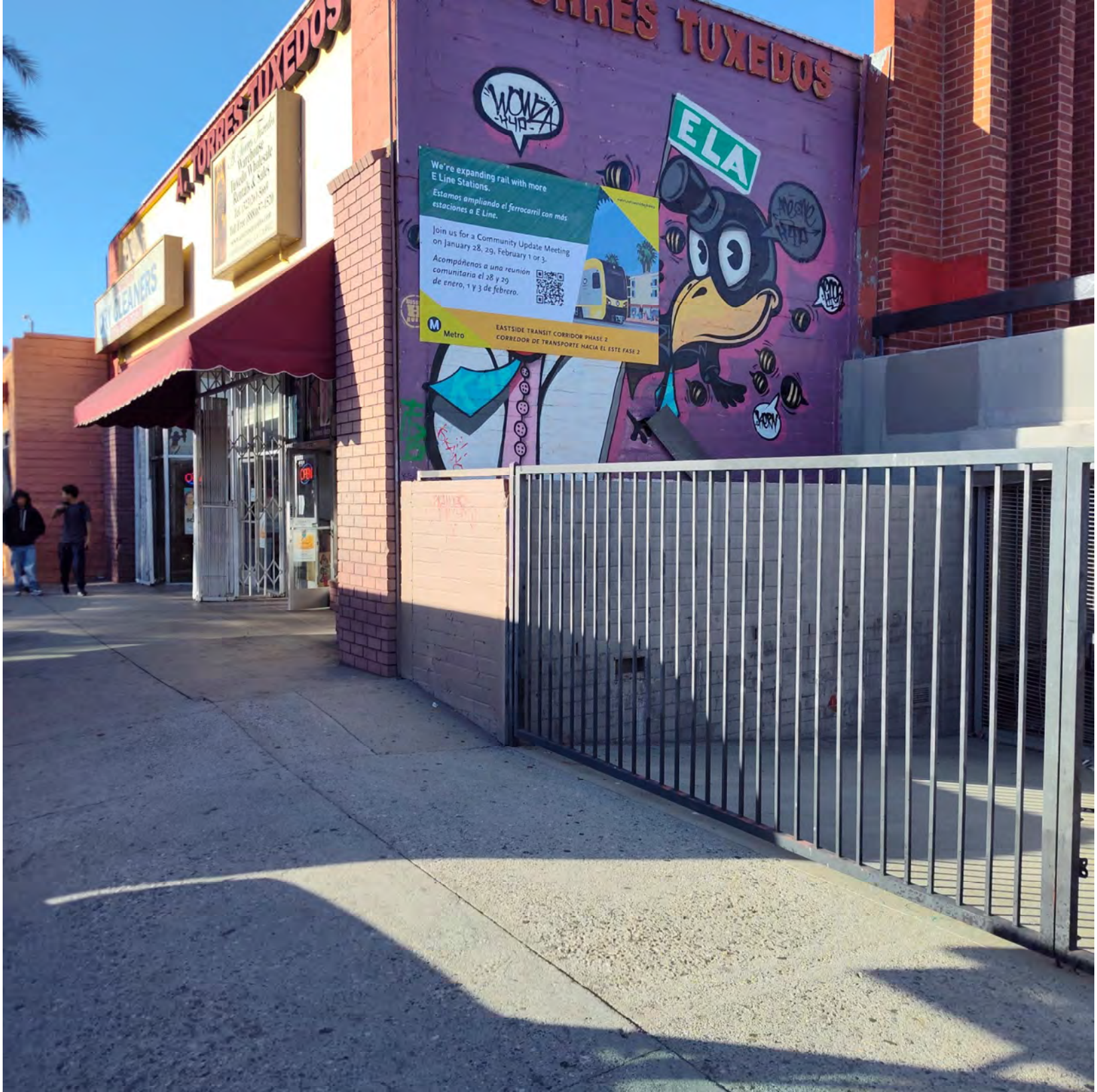
Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2


TORRES TUXEDOS
TORRES TUXEDOS
ELA
We're expanding rail with more E Line Stations.
Estamos ampliando el ferrocarril con más estaciones a E Line.
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Acompáñenos a una reunión comunitaria el 28 y 29 de enero, 1 y 3 de febrero.
Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

A TORRES TUXEDOS
31950R3

metro
by T-Mobile
SPEED
LIMIT
35

Attachment B5 Placement Photos (Montebello)

We're expanding rail with more
E Line Stations.
Estamos ampliando el ferrocarril con más
estaciones a E Line.
Join us for a Community Update Meeting
on January 28, 29, February 1 or 3.
Acompáñenos a una reunión
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de enero, 1 y 3 de febrero.
Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

We're expanding rail with more E Line Stations.
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Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

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Metro
EASTSIDE TRANSIT CORRIDOR PHASE 2
CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

Attachment B6 Placement Photos (Whittier)

We're expanding rail with more
E Line Stations.
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metro.net/eastsidephase2

7630
We're expanding rail with more
E Line Stations.
Estamos ampliando el ferrocarril con más
estaciones a E Line.
metro.net/eastsidephase2
Join us for a Community Update Meeting
on January 28, 29, February 1 or 3.
Acompáñenos a una reunión
comunitaria el 28 y 29
de enero, 1 y 3 de febrero.
EASTSIDE TRANSIT CORRIDOR PHASE 2

Attachment B7 January Meeting Announcement Project Campaign

- **Target distribution Date:**
    - Tuesday, January 7, 2025
- **Eblast subject:** Join us for a Community Update Meeting in January
- **Preheader:** Eastside Transit Corridor Phase 2 Project

Content:

Eastside Transit Corridor Phase 2

Join us for a Community Update Meeting in January and February.

Metro is initiating a process that will allow the project to seek federal funding opportunities under the National Environmental Policy Act (NEPA) for the first phase of the 4.7-mile E Line extension to Greenwood Station in the City of Montebello. Metro invites you to attend a community update meeting for the first phase of the E Line extension. The information provided at these meetings will include a recap of the Final EIR certification, work conducted to date, information on the NEPA process, a Q&A session and next steps.

In-person meetings will offer a Kids' Corner with fun activities.

For complete project information, please visit metro.net/eastsidephase2

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5:30-7:00pm
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Commerce Senior Center
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12-1pm
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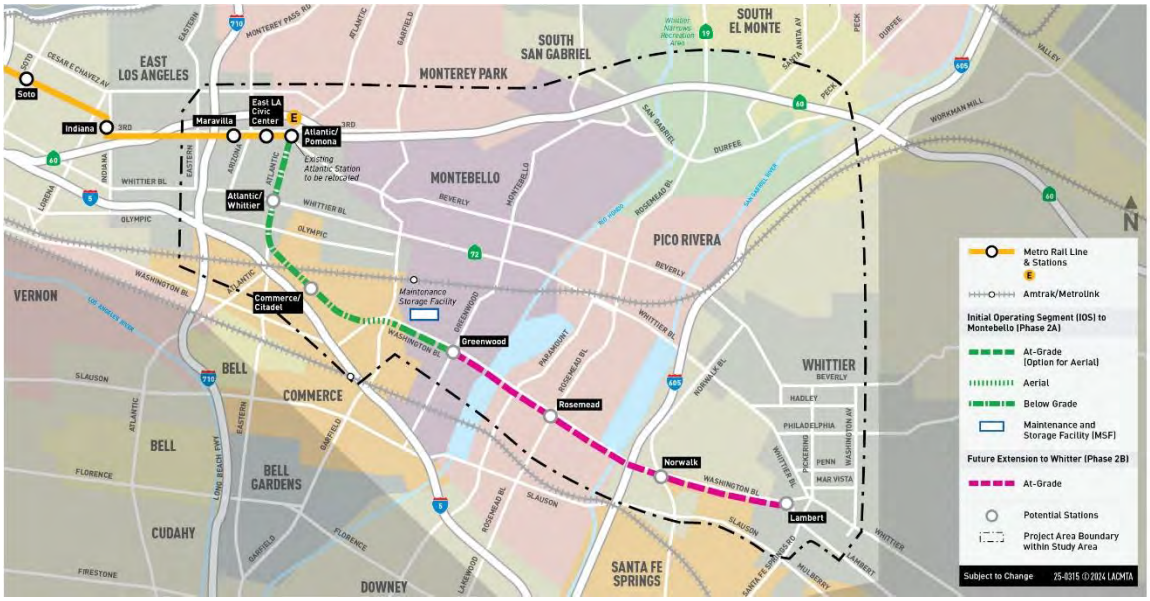
Meeting ID: 850-9984-2671

Note: The same information will be presented at each meeting. Free onsite parking and Spanish interpreters will be available.

ADA accommodation and translations are available by calling 213.922.3012 and requesting services at least 72 hours in advance.

Project Overview

The Eastside Transit Corridor Phase 2 project is an approximately 9-mile extension of the E Line further east from its current terminus at Pomona Bl and Atlantic Bl in East Los Angeles. The Metro Board of Directors approved the certification of the Final Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) on May 23, 2024. The Board's approval finalizes the EIR for the two-phased project that will ultimately extend the E Line from its current terminus in East Los Angeles to the City of Whittier.



Spanish

Content:

Corredor de Transporte Hacia el Este Fase 2

Acompáñenos para una reunión de actualización comunitaria en enero y febrero.

Metro está comenzando el proceso para buscar financiamiento federal bajo la Ley Nacional de Política Ambiental (NEPA, en inglés) para la primera fase de la extensión de 4.7 millas de la E Line hasta la Estación Greenwood en Montebello. Los invitamos a nuestras próximas reuniones de actualización comunitarias sobre la primera fase de la extensión. En estas reuniones le

daremos un resumen de la certificación del Informe Final de Impacto Ambiental (EIR, en inglés), lo que se ha hecho hasta ahora, detalles del proceso NEPA, una sesión de preguntas y respuestas, y los próximos pasos del proyecto.

Las reuniones en persona proporcionarán un área para niños con actividades divertidas.

Para más información sobre el proyecto, visite metro.net/eastsidephase2.

Detalles sobre las reuniones

Reunión en persona #1:
Martes, 28 de enero de 2025
5:30-7:00pm
East Los Angeles Library
4837 E 3rd St, Los Angeles, CA 90022

Reunión en persona #2:
Miércoles, 29 de enero de 2025
6-7:30pm
Commerce Senior Center
2555 Commerce Way, Commerce, CA 90040

Reunión en persona #3:
Sábado, 1 de febrero de 2025
10-11:30am
Chet Holifield Park Community Center
1060 S Greenwood Av, Montebello, CA 90640

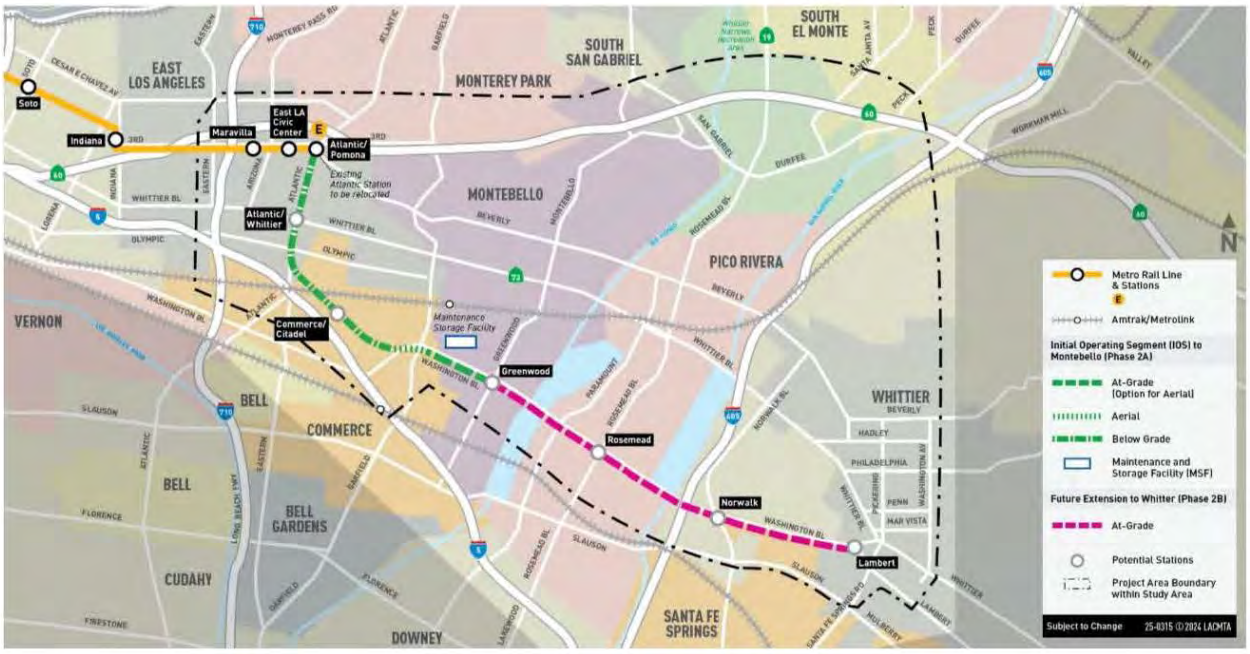
Reunión virtual #4:
Lunes, 3 de febrero de 2025
12-1pm
Enlace de Zoom: tinyurl.com/ESP2MEETINGS
ID de la reunión: 850-9984-2671
Número de llamada en español: 408.650.3123
Código de acceso: 584-695-565

Nota: La misma información se presentará en cada reunión. Habrá estacionamiento gratuito e intérpretes de español.

Ofrecemos acomodaciones ADA (Ley de Americanos con Discapacidades) y traducciones. Para solicitarlas, llame al 213.922.3012 al menos 72 horas antes de la reunión.

Descripción general

El proyecto del Corredor de Transporte Hacia el Este Fase 2 es una extensión de aproximadamente 9 millas de la E Line de Metro más al este desde su terminal actual en Pomona Bl y Atlantic Bl en el Este de Los Angeles. La Junta Directiva de Metro aprobó la certificación del Informe Final de Impacto Ambiental (EIR, en inglés) de conformidad con la Ley de Calidad Ambiental de California (CEQA, en inglés) el 23 de mayo de 2024. La aprobación por parte de la Junta finaliza el EIR para el proyecto de dos fases que, en última instancia, extenderá la Línea E desde su terminal actual en el Este de Los Angeles hasta la ciudad de Whittier.


EAST LOS ANGELES
MONTEREY PARK
SOUTH SAN GABRIEL
SOUTH EL MONTE
MONTEBELLO
PICO RIVERA
WHITTIER
VERNON
BELL
COMMERCE
BELL GARDENS
CUDAHY
DOWNEY
SANTA FE SPRINGS
Soto
Indiana
Maravilla
East LA Civic Center
Atlantic/ Pomona
Existing Atlantic Station to be relocated
Atlantic/ Whittier
Commerce/ Citadel
Maintenance Storage Facility
Greenwood
Rosemead
Norwalk
Lambert
Metro Rail Line & Stations
Amtrak/Metrolink
Initial Operating Segment (IOS) to Montebello (Phase 2A)
At-Grade (Option for Aerial)
Aerial
Below Grade
Maintenance and Storage Facility (MSF)
Future Extension to Whitter (Phase 2B)
At-Grade
Potential Stations
Project Area Boundary within Study Area
Subject to Change
25-0315 © 2024 LACMTA

Attachment B8 January Meeting 2025-01-07 Announcement Analysis

Summary

Job ID: 2984712
Name : ESP2 Community Meeting
Subject : Join us for a Community Update Meeting in January and February
Date Sent: 1/7/2025 2:57 PM
Total Sent: 1,513
Lists : Eastside Transit Corridor Project (1,513 sent)

Send Performance

Delivery Rate: 97.488%

Total Bounces:	38
Hard Bounce:	22
Soft Bounce:	16
Block Bounce:	0
Delivered:	1,475

Open Performance

Open Rate: 36.678%

Delivered:	1,475
Total Opens:	1,053
Unique Opens:	541

Inbox Activity

Viewing : Current Activity

	Total	Unique	
Opens	1,053	541	36.678%
Clicks	186	67	4.542%
Forwards	0	0	0%
Conversions	0	0	0%
Surveys	-	0	0%
Unsubscribes	-	3	0.203%

Unengaged Subscribers

	Unique
Total Delivered	1475
Did not click	1,408
Did not open	934

Forward to a Friend Activity

	Total	Unique
Clicked 'Forward' link	0	0
Forward Activity	0	0
New Subscribers	0	0

Attachment B9 Metro Community Relations Newsletter

From: Metro Community Relations <noreply@metro.net>
Sent: Tuesday, January 21, 2025 12:28 PM
To:
Subject: Metro Community Relations Newsletter

Metro Community Relations Newsletter

This email comes to you once a month, and includes some of the upcoming community meetings, activities, and impacts. For even more information visit thesource.metro.net and elpasajero.metro.net

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Metro Updates about Fire and Wind Impacts
Due to the forecast of high winds, Metro is taking several precautions to ensure the safety and continuity of service. Free rides are being provided to facilitate access to shelters and essential services. Maintenance teams are clearing debris and inspecting infrastructure to minimize disruptions. Masks are available on buses and certain rail lines to mitigate the impact of poor air quality from nearby wildfires. For detailed service updates and support, visit Metro's website or contact their customer centers. | Source| Pasajero

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Telephone Town Hall on Metro's Budget | February 4, 2025, 6-7PM
The public is invited to join Metro senior leadership at a Telephone Town Hall event to discuss the upcoming Fiscal Year 2026 Budget starting at 6PM. There will be opportunities to ask questions live, and to learn more about updates and progress on safety, cleaning, and service. Your participation will help shape the FY26 Budget. You can pre-register to be called on the day of the event or submit a written question or comment in advance here.

Metro and LADOT Launch New Bus Lane Enforcement Program
Metro, in collaboration with the Los Angeles Department of Transportation (LADOT), launched the Bus Lane Enforcement (BLE) program to keep bus lanes clear and improve transit reliability. Starting last November, Metro routes 212 and 720 began being monitored with cameras installed on buses to capture parking violations in bus lanes and at bus stops. LADOT is extending the warning period and will begin issuing citation starting February 17, 2025. Additionally, Lines 70, 910, and 950 will be included in the program in 2025. Let's keep bus lanes clear for better service. | Read More: Source| Pasajero

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D Line Section 1,2 & 3 Webinar | February 5, 2025
Join us on Feb. 5, 12PM for a lunchtime webinar on the D Line Extension Transit Project. This webinar will provide key updates on Sections 1, 2, and 3 of the project, including construction timelines, project milestones, and how these new stations will improve transit access from Downtown to the Westside. | More Information.

Eastside Transit Corridor Phase 2: Join us for a Community Update Meeting in January and February
Metro is initiating a process that will allow the project to seek federal funding opportunities under the National Environmental Policy Act (NEPA) for the first phase of the 4.7-mile E Line extension to Greenwood Station in the City of Montebello. Metro invites you to attend a community update meeting Jan. 28, 29, Feb. 1 and 2 for a recap of the Final Environmental Impact Report (EIR) certification, work conducted to date, information on the NEPA process, a Q&A session and next steps. In-person meetings will offer a Kids' Corner with fun activities. For more information: metro.net/eastsidephase2.

Join Us for the Virtual ESFV Light Rail Community Meeting | January 29, 2025
Meet the Community Leadership Council for the East San Fernando Valley Light Rail Project and hear updates from Metro's project team. Learn about community outreach efforts, the draft Cultural Competency Plan, and more. The meeting will now take place online on January 29, 2025, from 6:00 p.m. to 7:30 p.m. | Full Details

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Upcoming Activities

- Community Advisory Council - General Assembly Meeting: January 23 at 5PM **Virtual**
- Gateway Cities Service Council Meeting: January 23 at 5PM **Hybrid**
- San Gabriel Valley Service Council Meeting: January 27 at 5PM **Hybrid**
- Community Meeting #1: Eastside Transit Corridor Phase 2: January 28 at 5:30PM **In-Person**
- Community Meeting #2: Eastside Transit Corridor Phase 2: January 29 at 6PM **In-Person**

- ESFV Light Rail Transit Project: Community Leadership Council: January 29 at 6PM **Virtual**
- Community Meeting #3: Eastside Transit Corridor Phase 2 : February 1 at 10AM **In-Person**
- Community Meeting #4: Eastside Transit Corridor Phase 2: February 3 at 12PM **Virtual**
- D Line Section 1,2 & 3 Webinar: February 5 at 12PM **Virtual**
- Public Safety Advisory Committee Meeting: February 6 at 6PM **Hybrid**
- San Gabriel Valley Service Council Meeting: February 10 at 5PM **Hybrid**
- Westside/Central Service Council Meeting: February 12 at 6PM **Hybrid**
- Gateway Cities Service Council Meeting: February 13 at 5PM **Hybrid**
- South Bay Service Council Meeting: February 14 at 9:30AM **Hybrid**
- I-5 NCEP Construction Update Community Meeting: February 26 at 6PM **Virtual**

Rail to River Active Transportation Corridor - Segment B Community Meetings Postponed/Rescheduled

Metro has a plan to make it easier to get around LA County, including streets that are safer for everyone. The Rail to River Segment B Project will improve bicycle and pedestrian connections between the A Line Slauson Station and the LA River. As a result of the recent fires in LA County, the community meetings originally scheduled for January 22, 25 and 30 were postponed until further notice. For more information on the project, visit the project website at metro.net/r2rb.

What's Next for the K Line Northern Extension Project in 2025

As we step into the new year, we would like to extend our heartfelt gratitude for your engagement and continued participation in the K Line Northern Extension (KNE) Project. We understand that this is a challenging time for many, and we hope you and your loved ones are safe and well. Metro is carefully reviewing public comments on the Draft Environmental Impact Report (EIR) and is committed to listening to community and stakeholder concerns and addressing feedback. To support this, we are conducting additional studies and analyses in response to concerns regarding alignment options and tunnel safety. We're excited to continue collaborating with you in 2025! Stay tuned for more updates and opportunities to share your input as we advance the K Line Northern Extension (KNE) Project. We wish you a safe and healthy start to the year. Stay in touch at www.metro.net/kne .

Southeast Gateway Line: Utility Adjustment Work

As part of the utility adjustment work for the Southeast Gateway Line, Southern California Gas will relocate an existing gas line in the City of Artesia. The work will require a trench to remove and relocate the gas line. The work started during the week of December 9, 2024 and will continue through February 2025. | Full Notice

Southeast Gateway Line: Geotechnical Field Exploration
Metro's contractor continue geotechnical exploratory work that includes drilling, soil sampling and street restoration. This work includes drilling operations and will require intermittent traffic lane reductions along the project alignment from Slauson/A Line in Los Angeles to Pioneer Bl/South St in Artesia and Cerritos. Work will be performed through Fall 2025. | Full Notice

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Metro Connect Presents Meet the Primes
"Meet The Primes" is a dynamic networking event connecting Prime Contractors with small and diverse businesses seeking subcontracting opportunities. Prime Contractors will share project insights and subcontracting prospects, while small businesses can build valuable connections and explore partnerships in a collaborative setting.
Join us Feb. 13, 5PM in order to expand networks, and gain access to Prime Contractors working on Metro projects. | More Information

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LIFE Program Enrollment Events
We know a little help can go a long way. So, we've made it easier for low-income riders to enroll in Metro's LIFE Program. Sign up now and get 90 days of free rides. Learn more about the LIFE program and upcoming enrollment events by visiting metro.net/life.

Do you hear from us on Fridays?
Sign up for our emails for Central Los Angeles, Gateway Cities, North Los Angeles County, San Fernando Valley, San Gabriel Valley, South Bay, and Westside Cities areas. Emails are usually delivered on Friday afternoons.

You can also update or unsubscribe from all Metro Communications using this link.

Attachment B10 Extended Outreach List

Eastside Transit Corridor Phase 2

Extended Outreach List

Community Update Meetings

No	Organization Type	Organization	Address	City	State	Zip	First Name	Last Name	Title	Email	Phone	Notification Method
1	Business Organization	Commerce Industrial Council	6055 E Washington Blvd #400	Commerce	CA	90040	Pat	Monroy	Executive Assistant	pat@industrialcouncil.org	323-728-7222	Email Toolkit
2	City Hall	City of Commerce	2535 Commerce Way	Commerce	CA	90040	Gina	Nila	Acting Director of Public Works	ginan@ci.commerce.ca.us		Printed notices + Toolkit
3	City Hall	City of Commerce	2535 Commerce Way	Commerce	CA	90040	Patty	Borunda	Recreation Administrative Coordinator	PATTYB@ci.commerce.ca.us	(323) 722-4805 ext. 2223	Email Toolkit
4	City Hall	City of Commerce	2535 Commerce Way	Commerce	CA	90040	Gine	Nila	Director of Public Works	gnila@ci.commerce.ca.us	(323) 722-4805	Email Toolkit
5	City Hall	City of Commerce	2535 Commerce Way	Commerce	CA	90040	Eileen	Zamorano	Senior Office Assistant	administration-department@ci.commerce.c	(323) 722-4805 x.2370	Email Toolkit
6	Community Organizations	Mexican American Opportunity Foundation (Commerce)	5657 E Washington Blvd	Commerce	CA	90040	Tatiana	Villanueva	Assistant to the President	tvillanueva@maof.org (bounced back)		Printed notices + Toolkit
7	Community Organizations	Commerce Senior Citizens Center	2555 Commerce Way	Commerce	CA	90040	Ann	Berroterran	Senior Center Supervisor		(323) 887-4430	Printed notices
8	Community Organizations	Maravilla Community Advisory Committee	5729 East Union Pacific Avenue	Commerce	CA	90022	Liza	Zavala	Acting Program Manager: Community and Senior Centers		323- 362-1010	Printed notices
9	Community Organizations	Rosewood Park Kids Club	2353 Commerce Way	Commerce	CA	90040	Patty					Printed notices
10	Library	Rosewood Neighborhood Library (Commerce Public Library) (OPENS 10AM)	5655 Jillson St	Commerce	CA	90040				referencel@ci.commerce.ca.us		Printed notices + Toolkit
11	Chambers of Commerce	East Los Angeles Chamber of Commerce	4716 E. Cesar Chavez Ave.	East Los Angeles	CA	90022	Glenda	Rivas	Secretary	elacoc@pacbell.net; info@eastlachamber.c	323-263-2005	Email Toolkit
12	Community Organizations	Eastmont Community Center	701 Hoefner Ave	East Los Angeles	CA	90022	Brenda	Mata	Program and Operations Manager	bmata@eastmontcommunitycenter.org	323-726-7998	Printed notices + Toolkit
13	Community Organizations	Maravilla Foundation	5729 E Union Pacific Ave	East Los Angeles	CA	90022				Info@Maravilla.org	323- 869-4500	Email Toolkit
14	Community Organizations	East LA Community Corporation	2917 E 1st St	East Los Angeles	CA	90033	Monica	Mejia	President	info@elacc.org	323-269-4214	Email Toolkit
15	Community Organizations	Eastside LEADS		East Los Angeles	CA	90022				info@eastsideleads.org	323-269-0300	Email Toolkit
16	Community Organizations	Via Care	501 S. Atlantic Bl	East Los Angeles	CA	90022	Patrice A.	Wagonhurst	Chief Development Officer	pwagonhurst@viacarela.org	323-268-9191 ext. 1005	Printed notices + Toolkit
17	Community Organizations	WIC Office (ELA Triangle location)	277 S Atlantic Blvd	East Los Angeles	CA	90022	Leticia			leticia@phfewic.org	888- 942-2229	Printed notices + Toolkit
18	Community Organizations	Edward R. Roybal Comprehensive Health Center	245 S Fetterly Ave	East Los Angeles	CA	90022	Clemens	Hong	Acting Director of Community Programs		323- 362-1010	Printed notices
19	Community Organizations	St. Alphonsus Church	532 S Atlantic Bl	East Los Angeles	CA	90022	Yesenia	Munoz	Office Manager		323- 264-3353	Printed notices
20	Library	East Los Angeles County Library (OPENS 10AM)	4837 E 3rd St	East Los Angeles	CA	90022	Martin	Delgado	Library Manager	MDelgado@library.lacounty.gov		Printed notices + Toolkit
21	Community Organizations	Latino Urban Forum	3120 Lexington Ave	El Monte	CA		Norma E.	Garza		garciane@yahoo.com		Email Toolkit
22	Chambers of Commerce	SGV Economic Partnership-Lillian	4900 Rivergrade Rd	Irwindale	CA	91706	Paul	Thomas	Director of Marketing and Outreach	pthomas@sgvpartnership.org	626-856-3400	Email Toolkit
23	Community Organizations	AltaMed	5427 Whittier Blvd	Los Angeles	CA	90022	Berenice	Nunez Constant	Vice President, Government Affairs and Civic Engagement	bconstant@altamed.org	323.889.7300 323.725.8751	Printed notices + Toolkit
24	Community Organizations	Bienestar	5326 E. Beverly Blvd	Los Angeles	CA	90022	Oscar	De la O	President and CEO	odelao@bienestar.org	866-590-6411	Printed notices + Toolkit
25	Community Organizations	East Los Angeles Women's Center	1431 S Atlantic Blvd	Los Angeles	CA	90022	Barbara	Kappos	Executive Director	info@elawc.orgbkappos@elawc.org	(323) 526-5819 ext. 122	Printed notices + Toolkit
26	Community Organizations	Chicano Resource Center	4837 E 3rd St	Los Angeles	CA	90022	Mario	Corral	Library Assistant	dhernandez@library.lacounty.gov	323- 263-5087	Email Toolkit
27	Community Organizations	Department of Social Services Office (on Whittier)	5445 Whittier Blvd	Los Angeles	CA	90022					866- 613-3777	Printed notices
28	Library	City Terrace Library	4025 E City Terrace Dr	Los Angeles	CA	90063					323-261-0295	Printed notices
29	Chambers of Commerce	Montebello Chamber of Commerce	109 N 19th St	Montebello	CA	90640	Adriana	Dugan	Member Services Specialist	adriana@montebellochamber.org	(323) 721-1153	Email Toolkit
30	City Hall	City of Montebello	1600 W Beverly Blvd	Montebello	CA	90640	Alicia	Fernandez	Deputy City Clerk	lguzman@cityofmontebello.com	(323) 887-1200	Email Toolkit
31	City Hall	City of Montebello	1601 W Beverly Blvd	Montebello	CA	90640	Michael	Chee	Deputy Director of Public Affairs	Mchee@cityofmontebello.com	(323) 887-1200 ext. 201	Email Toolkit
32	City Hall	City of Montebello	1600 W Beverly Blvd	Montebello	CA	90640	David	Sosnowski	Director of Recreation & Community Services	DSosnowski@cityofmontebello.com	323- 887-1200	Printed notices + Toolkit
33	Community Organizations	Montebello Senior Center	115 S Taylor Ave	Montebello	CA	90640	Crystal	Jaimez	Community Services Coordinator	cjaimez@cityofmontebello.com	323-887-4575	Printed notices + Toolkit
34	Community Organizations	Via Campo Senior Villas	2201 Via Campo	Montebello	CA	90640	Jerry	Barham	Senior Vice President	gbarham@TELACU.com	(323) 888-1194	Printed notices + Toolkit
35	Faith-Based Organization	The Ark Montebello	931 S Maple Av	Montebello	CA	90640	Loren	Lew	Administrator/Associate Pastor	lew@ccmtb.com	323-724-8464	Printed notices + Toolkit
36	Library	Chet Holifield County Library (OPENS 10AM)	1060 S Greenwood Ave	Montebello	CA	90640	C.	Marshall		cmarshall@library.lacounty.gov	(323) 728-0421	Printed notices + Toolkit

37	Library	Montebello Park Public Library (OPENS 10AM)	1550 W Beverly Blvd	Montebello	CA	90640	Rosemary	Gurrola	Manager	rgurrola@library.lacounty.gov	(323) 722-6551	Printed notices + Toolkit
38	Chambers of Commerce	Pico Rivera Chamber of Commerce	5016 Passons Boulevard,	Pico Rivera	CA	90660	Julian	Balderas	Executive Director	julianbalderas@picoriverachamber.org	562-949-2477	Email Toolkit
39	City Hall	City of Pico Rivera	6615 Passons Blvd	Pico Rivera	CA	90660	Jose	Gutierrez	Field Services Manager, Public Works Department	jose.gutierrez@pico-rivera.org	562-801-4379	Email Toolkit
40	City Hall	City of Pico Rivera	6615 Passons Blvd	Pico Rivera	CA	90660	Javier	Hernandez	Assistant to City Manager	jhernandez@pico-rivera.org	323-722-4805	Email Toolkit
41	City Hall	City of Pico Rivera	6615 Passons Blvd	Pico Rivera	CA	90660	Pamela	Yugar	Manager of Recreation	pyugar@pico-rivera.org	(562) 801-4434	Email Toolkit
42	Community Organizations	Pico Rivera Senior Center	9200 Mines Ave	Pico Rivera	CA	90660	Julie	Martinez		jul.martinez@pico-rivera.org	(562) 948-4844	Email Toolkit
43	Community Organizations	Pio Pico Woman's Club - OPEN AFTER 6PM; TOOLKIT ONLY	9214 Mines Av	Pico Rivera	CA		Dolores	Ruedas	Manager	ruedas1@aol.com	(562) 949-9128	Email Toolkit
44	Library	Pico Rivera Public Library (OPENS 10AM)	9001 Mines Ave	Pico Rivera	CA	90660	Lauren	Talbott	Manager	referenceservices@library.lacounty.gov	(562) 942-7394	Email Toolkit
45	Chambers of Commerce	Santa Fe Springs Chamber of Commerce	12016 Telegraph Rd	Santa Fe Springs	CA	90670	Christy	Lindsay	Member Services Coordinator	lindsay@sfschamber.com	(562) 944-1616	Email Toolkit
46	City Hall	City of Santa Fe Springs	11710 Telegraph Rd	Santa Fe Springs	CA	90670	Raymond	Cruz	City Manager	rcruz@santafesprings.org	(562) 868-0511, ext.7510	Email Toolkit
47	City Hall	City of Santa Fe Springs	11710 Telegraph Rd	Santa Fe Springs	CA	90670	Priscilla	Moreno	Executive Assistant to City Manager	pmoreno@santafesprings.org	(562) 868-0511	Email Toolkit
48	Library	Santa Fe Springs Public Library (OPENS 10AM)	11700 Telegraph Rd	Santa Fe Springs	CA	90670	Joyce	Ryan	Library and Community Services Director	joyceryan@santafesprings.org	(562) 868-7738	Email Toolkit
49	Business Organization	The Uptown Merchants Association	6717 Bright Ave	Whittier	CA	90601	Olivia	Rios	Operations Director	Olivia@whittieruptown.org	310-403-3688	Email Toolkit
50	Chambers of Commerce	Whittier Area Chamber of Commerce	8158 Painter Ave	Whittier	CA	90602	Elizabeth	Martinez	Chair of the Board	info@whittierchamber.com	562-698-9554	Email Toolkit
51	Chambers of Commerce	Whittier Area Chamber of Commerce	8158 Painter Ave	Whittier	CA	90602	Carol	Crosby	President/CEO	carol@whittierchamber.com	562-698-9554	Email Toolkit
52	City Hall	City of Whittier	13230 Penn St Water Division, Whittier, CA 90602	Whittier	CA	90602	Isabel	Haro	Administrative Assistant to City Manager	iharo@cityofwhittier.org	562-567-9999	Email Toolkit
53	City Hall	City of Whittier	13230 Penn St Water Division	Whittier	CA	90602	Isaac	Bravo	Administrative Assistant to City Manager	iharo@cityofwhittier.org	562-567-9999	Email Toolkit
54	City Hall	City of Whittier	13230 Penn St Water Division	Whittier	CA	90602	Michelle	Chapman	Senior Engineer	mchapman@cityofwhittier.com	562-567-9505	Email Toolkit
55	Community Organizations	Los Angeles County Health Care	7643 Painter Ave	Whittier	CA	90602	Elisa	Perez		eperez@ph.lacounty.gov	562-464-5414	Email Toolkit
56	Community Organizations	Los Nietos Senior Center	11640 Slauson Ave	Whittier	CA	90606	Sylvia	Soto		SSoto@wdacs.lacounty.gov	562-699-9898	Email Toolkit
57	Community Organizations	PIH Health	12401 Washington Blvd	Whittier	CA	90602	Kevin	Koga	Director of Marketing and Communication	Kevin.Koga@PIHHealth.org	(562) 698-0811 Ext.81118	Email Toolkit
58	Community Organizations	SPIRITT Family Services	8000 Painter Ave	Whittier	CA	90602	Elvia	Torres		info@spiritt.org	(562) 903-7000	Email Toolkit
59	Community Organizations	Whittier First Day	12426 Whittier Blvd	Whittier	CA		TK	Monzon		tkm@whittierfirstday.org	(562) 945-4304	Email Toolkit
60	Community Organizations	East Whittier Woman's Club	14148 2nd St	Whittier	CA	90605						Email Toolkit
61	Community Organizations	Friendly Hills Country Club	8500 Villaverde Dr	Whittier	CA	90605						Email Toolkit
62	Community Organizations	Whispering Fountains Senior Living	12251 Washington Blvd	Whittier	CA	90606					562-698-6576	Email Toolkit
63	Community Organizations	Whittier Community Center	7630 Washington Av	Whittier	CA	90602						Email Toolkit
64	Faith-Based Organization	East Whittier Presbyterian Church	14061 2nd St	Whittier	CA	90605						Email Toolkit
65	Faith-Based Organization	Whittier Area Community Church	8100 Colima Rd	Whittier	CA	90605					562-945-4500	Email Toolkit
66	Library	Los Nietos County Library (OPENS 10AM)	8511 Duchess, Whittier, CA 90606	Whittier	CA	90606	Theresa	Cazares	Manager of Recreation	tcazares@library.lacounty.gov	(562) 695-0708	Email Toolkit
67	Library	Sorensen County Library (OPENS 10AM)	6934 Broadway Ave	Whittier	CA	90606	Charmaine B.	Sello	Library Manager	csello@library.lacounty.gov	(562) 695-3979	Email Toolkit
68	Library	Whittier Public Library (OPENS 10AM)	7333 Greenleaf Ave	Whittier	CA	90602	Nicole	Schulert	Librarian	nschulert@whittierlibrary.org		Email Toolkit
69	Library	Whittwood Branch Library (OPENS 10AM)	10537 Santa Gertrudes Ave	Whittier	CA	90603				lib@whittierlibrary.org		Email Toolkit
70	Library	Whittier Central Library	7344 Washington Ave.	Whittier	CA	90602						Email Toolkit
71	Community Organizations	Active SGV	10900 Mulhall St.				Jose	Jimenez	Education Director	Jose@activeSGV.org	(626) 566-8302	Email Toolkit
72	Community Organizations	Whittier Pacers (Running Group)	131 N. El Molino Ave. Suite 180	Pasadena	CA	91101				thewhittierpacers@gmail.com	626-825-5447	Email Toolkit

State	Zip	First Name	Last Name	Title	Email	Phone	Number of Notices	Notification Method	Notes (2025)
CA	90040	Gina	Nila	Acting Director of Public Works	ginan@ci.commerce.ca.us		100	Printed notices + Toolkit	LW: dropped off 100 flyers
CA	90040	Ann	Berroterran	Senior Center Supervisor		(323) 887-4430	60	Printed notices	LW: dropped off 60 flyers
CA	90022	Liza	Zavala	Acting Program Manager: Community and Senior Centers		323- 362-1010	60	Printed notices	LW: dropped off 60 flyers
CA	90040	Patty					60	Printed notices	LW: dropped off 60 flyers
CA	90040				referencel@ci.commerce.ca.us		60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90040	Tatiana	Villanueva	Assistant to the President	tvillanueva@maof.org (bounced back)		60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90022	Brenda	Mata	Program and Operations Manager	bmata@eastmontcommunitycenter.org	323-726-7998	60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90022				Info@Maravilla.org	323- 869-4500	60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90022	Patrice A.	Wagonhurst	Chief Development Officer	pwagonhurst@viacarela.org	323-268-9191 ext. 1005	60	Printed notices + Toolkit	LW: desk requested that we go to administration on 1st street for approval
CA	90022	Leticia			leticia@phfewic.org	888- 942-2229	50	Printed notices + Toolkit	LW: dropped off 50 flyers
CA	90022	Yesenia	Munoz	Office Manager		323- 264-3353	60	Printed notices	LW: dropped off 60 flyers
CA	90022	Martin	Delgado	Library Manager	MDelgado@library.lacounty.gov		60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90022	Clemens	Hong	Acting Director of Community Programs		323- 362-1010	60	Printed notices	LW: dropped off 50 flyers
CA	90022	Barbara	Kappos	Executive Director	info@elawc.org bkappos@elawc.org	(323) 526-5819 ext. 122	60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90022	Berenice	Nunez Constant	Vice President, Government Affairs and	bconstant@altamed.org	323.889.7300 323.725.8751	60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90022	Oscar	De la O	President and CEO	odelao@bienestar.org	866-590-6411	60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90063					323-261-0295	60	Printed notices	LW: dropped off 60 flyers
CA	90022	Edgar X	Ordanez				60	Printed notices	LW: dropped off 60 flyers
CA	90022					866- 613-3777	60	Printed notices	LW: dropped off 60 flyers
CA	90640	David	Sosnowski	Director of Recreation & Community Services	DSosnowski@cityofmontebello.com	323- 887-1200	100	Printed notices + Toolkit	LW: dropped off 100 flyers
CA	90640	Crystal	Jaimez	Community Services Coordinator	cjaimez@cityofmontebello.com	323-887-4575	60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90640	Jerry	Barham	Senior Vice President	gbarham@TELACU.com	(323) 888-1194	60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90640	Loren	Lew	Administrator/Associate Pastor	lew@ccmtb.com	323-724-8464	60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90640	C.	Marshall		cmarshall@library.lacounty.gov	(323) 728-0421	60	Printed notices + Toolkit	LW: dropped off 60 flyers
CA	90640	Rosemary	Gurrola	Manager	rgurrola@library.lacounty.gov	(323) 722-6551	60	Printed notices + Toolkit	LW: dropped off 60 flyers. Front desk asked for bus schedules

Attachment B11 Multimedia Messaging Service Graphics

We're expanding rail further east.

Estamos expandiendo el ferrocarril más hacia el este.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Join Metro at an exciting Community Update Meeting on Jan. 28, 29 or Feb. 1, 3 to get the latest project updates and connect with the project team. In-person meetings will offer a Kids' Corner with fun activities.

For details, visit *metro.net/eastsidephase2*

Acompañe a Metro en una emocionante reunión de actualización comunitaria el 28 y 29 de enero, 1 y 3 de febrero para recibir las últimas actualizaciones del proyecto y conectarse con el equipo del proyecto. Las reuniones en persona proporcionarán un área para niños con actividades divertidas.

Para más detalles, visite metro.net/eastsidephase2

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For details, visit *metro.net/eastsidephase2*

RECORDATORIO: No olvide acompañar a Metro en una emocionante reunión de actualización comunitaria con Metro el 28 y 29 de enero, 1 y 3 de febrero, para recibir las últimas actualizaciones del proyecto y conectarse con el equipo del proyecto. Las reuniones en persona ofrecerán un área para niños con actividades divertidas.

Para más detalles, visite metro.net/eastsidephase2

We're expanding rail further east.

Estamos expandiendo el ferrocarril más hacia el este.

EASTSIDE TRANSIT CORRIDOR PHASE 2

REMINDER: Don't forget to join Metro at the first Community Update Meeting tomorrow (1/28) at the East LA Library from 5:30-7:00pm. We will offer a Kids' Corner with fun activities.

For details, visit *metro.net/eastsidephase2*

RECORDATORIO: No olvide acompañar a Metro mañana (1/28) en la primera reunión de actualización comunitaria en East LA Library de 5:30-7:00pm. Tendremos un área para niños con actividades divertidas.

Para más detalles, visite metro.net/eastsidephase2

We're expanding rail further east.

Estamos expandiendo el ferrocarril más hacia el este.

EASTSIDE TRANSIT CORRIDOR PHASE 2

REMINDER: Join the Metro for a Community Update Meeting tomorrow, Wednesday (1/29) in Commerce or on Saturday (2/1) in Montebello for an update on the project. We will offer a Kids' Corner with fun activities.

For details, visit *metro.net/eastsidephase2*

RECORDATORIO: Acompañe a Metro mañana, miércoles (1/29) en Commerce o el sábado (2/1) en Montebello para una reunión de actualización comunitaria y reciba las últimas actualizaciones del proyecto. Tendremos un área para niños con actividades divertidas.

Para más detalles, visite metro.net/eastsidephase2

We're expanding rail further east.

Estamos expandiendo el ferrocarril más hacia el este.

EASTSIDE TRANSIT CORRIDOR PHASE 2

REMINDER: Join Metro for the final Community Update Meeting today via Zoom from 12-1pm for an exciting update on the project.

For details, please visit *metro.net/eastsidephase2*

RECORDATORIO: Acompañe a Metro hoy durante la reunión final de actualización comunitaria vía Zoom de 12-1pm para recibir las últimas actualizaciones del proyecto.

Para más detalles, visite metro.net/eastsidephase2

We're expanding rail further east.

Estamos expandiendo el ferrocarril más hacia el este.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Thank you to everyone who attended a Community Update Meeting for the Eastside Transit Corridor Phase 2 project.

To view the meeting materials presented, please visit the project website at *metro.net/eastsidephase2*

Agradecemos a todas las personas que asistieron a una reunión de actualización comunitaria sobre el proyecto del Corredor de Transporte Hacia el Este Fase 2.

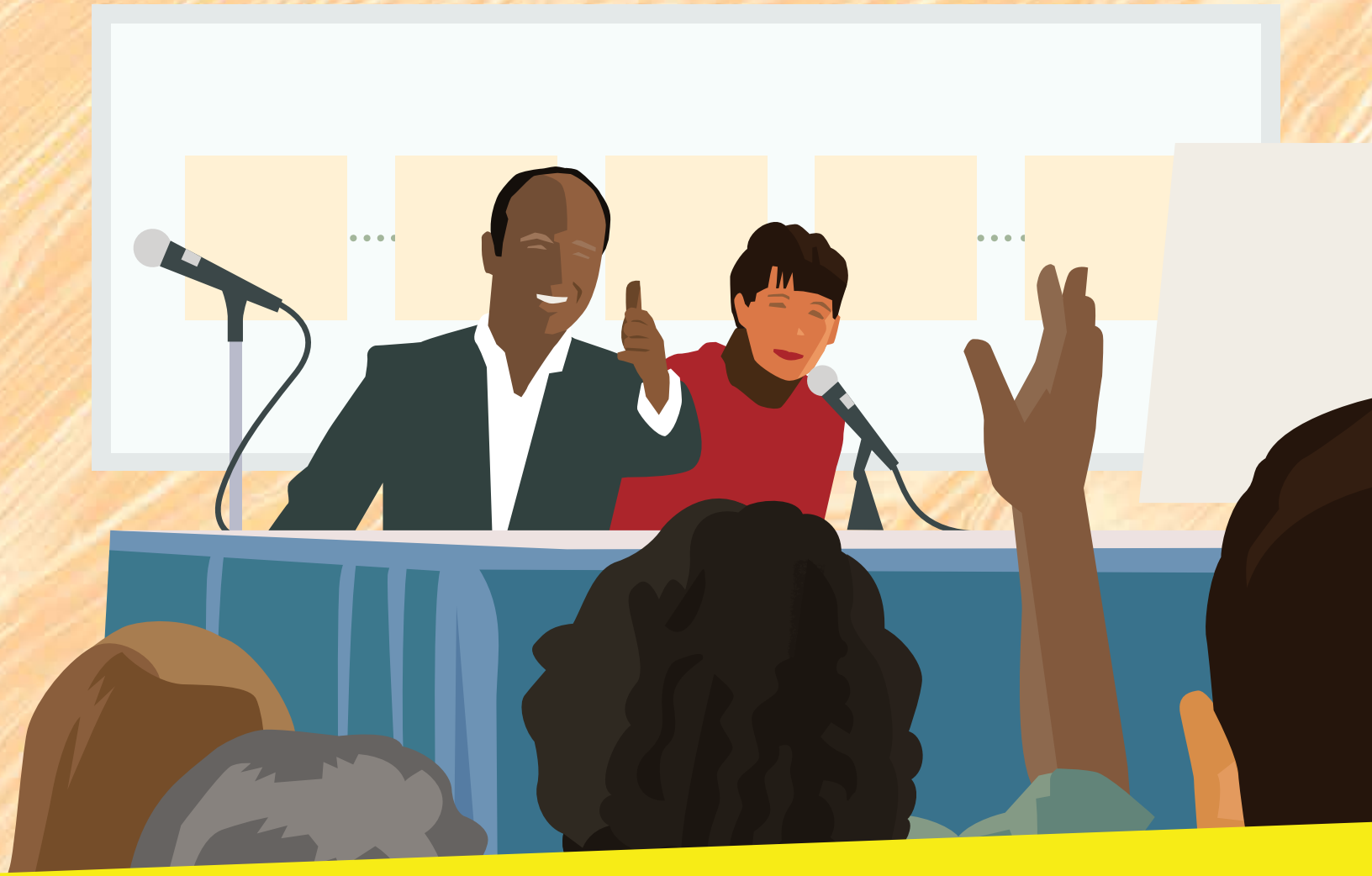
Para ver los materiales presentados durante las reuniones, visite el sitio web del proyecto en metro.net/eastsidephase2

Attachment C Fact Sheets

metro.net/enviroreview

Next stop: planning projects together.

ENVIRONMENTAL REVIEW
Fact Sheet



From Concept to Reality: How a Transportation Project is Planned Before It's Built

Planning and building new transportation projects is complex. The time involved may seem long and frustrating – but the process is important. This fact sheet will provide an overview of the planning process and how the public can help shape the project at each step of the way.

Metro

Overview of Key Milestones in the Process

STEP 1:
SCOPING

Developing an EIR/EIS always begins by issuing a Notice of Preparation (for CEQA) and Notice of Intent (for NEPA) that officially kicks off a minimum 30-day "scoping period," during which project planners identify existing issues a new project will address and alternatives that will be considered. These alternatives include the possibility of not building the project at all (No Build), completing low-cost and less intensive improvements that do not build the proposed project, as well as constructing a new project and evaluating other project variables, such as different routes, technologies and/or how the project might operate (e.g. sharing the road with other cars, on a dedicated lane that could be elevated, in a subway/tunnel, etc.). **At this early step, criteria are identified that will be used to evaluate the project alternatives.**

Metro will host one or more "scoping meetings" where the public will have an opportunity to help shape the project. Metro will also provide other ways for the public to share comments, ask questions and get information, such as via email, online tools and social media.

The public has the broadest impact during this step in the environmental review process. During scoping, Metro will seek feedback from the public about:

> What it thinks of the alternatives being considered

> How the alternatives might be enhanced or modified

> Other alternatives that should be evaluated

> Issues and concerns with the project plans

> Questions that should be answered as part of the study

At the conclusion of the scoping period, planners will produce a report detailing the comments received and the issues raised during this step in the process. This report shapes the environmental analysis and outlines the various studies to be completed, as well as next steps in the process.

STEP 2:
PREPARING THE VARIOUS STUDIES

While the various studies that are part of the environmental process are being completed, Metro planners will not work alone. **Planners will collaborate with cities where the project is located and other public agencies to get data and input to fully study each project alternative.** These agencies could include the County of Los Angeles, Caltrans, Southern California Association of Governments, Air Quality Management District, public utility companies (including gas, water, sewer, electric and communications), Water Quality Control Board, federal agencies, school districts, etc. Planners will also consult with other key stakeholders relevant to the project, such as major institutions, businesses or business associations, or residents near the project.

Metro will keep the public informed as the environmental document is drafted. Planners will provide updates about study developments at key study milestones or when there is new information to share. Information could include comparing the performance of the alternatives being studied, such as ridership, cost, travel time, construction methods being explored, etc.

Information may be shared in a variety of ways, including meetings, emails, newsletters, presentations to city councils and community groups, etc. During this information sharing, the public is always encouraged to ask questions and provide comments about the information presented.

STEP 3:
DRAFT ENVIRONMENTAL DOCUMENT REVIEW AND PUBLIC HEARINGS

When all needed studies are completed and a draft environmental document is ready for public review, Metro will issue a Notice of Availability (for CEQA) and Notice of Completion (for NEPA) that officially kicks off a minimum 45-day public review period. The Draft EIR (EIS) fully describes the project and summarizes the findings of all environmental impacts/benefits and other technical studies, including:

> Results of the analysis for the project alternatives

> How each alternative performs against the criteria identified during scoping

> How well each alternative responds to the purpose and need of the project

> Analysis of costs and benefits of all project alternatives

> Financial feasibility of each alternative

> Impacts of each alternative and, if needed, strategies to avoid or mitigate the impacts

As with scoping, this step in the process allows another formal "review period" where the public is invited to comment on the draft environmental document. During this step, Metro will host one or more public hearings where the public will be able to provide comments and ask clarification questions regarding the content of the findings and overall project plans.

The environmental document can be large, highly technical and typically contains many appendices. However, an Executive Summary is always prepared that highlights the key findings of the studies.

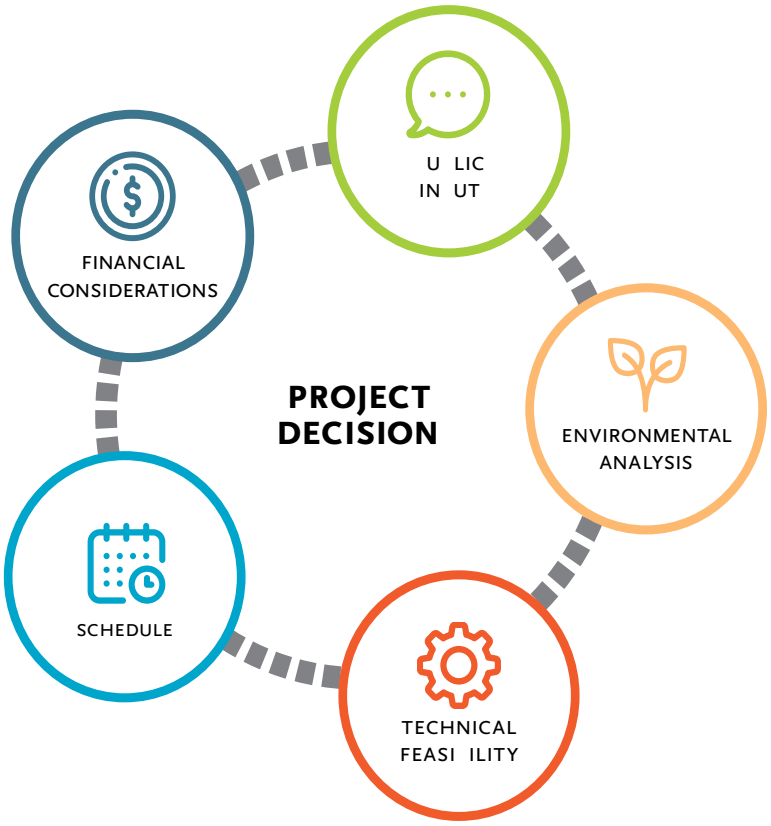
Metro planners will also provide an overview of the document at the public hearing(s) and through other project information channels, such as a project website, printed materials and social media.

Public feedback is encouraged during the review period verbally at the public hearing(s) or in writing. Information about where to send comments is provided when the document is released for public review. It is important to note that responses to comments and questions received during this formal review period will not be provided during this step in the process. Comments and questions will be responded to at a later step in the process (*see Step 5*).

STEP 4:
SELECTING THE PROJECT ALTERNATIVE

Metro planners will identify the project to be recommended for final environmental review. This recommendation is based on a number of factors, including the project's purpose and need, the criteria established during scoping, the analyses and comments received. If Metro is the lead agency, the recommendation is presented to the Metro Board of Directors at a public meeting where the public is welcome to attend and to share views and comments about the project. **Once the project is selected, either by Metro or the final decision-making agency, for further review, it is known as the Locally Preferred Alternative (LPA).**

Factors Driving Project Recommendations



STEP 5:
FINAL ENVIRONMENTAL DOCUMENT REVIEW

Once the LPA has been identified, the EIR/EIS is further refined with studies focused on addressing outstanding issues with the selected alternative. This is also when written responses are developed to comments received during the Draft EIR/EIS public review period. **When these studies and responses are completed, they will be incorporated into a Final EIR/EIS issued for one final 30-day public review.** This document will include a **"Mitigation Monitoring and Reporting Plan" (MMRP)**. The MMRP documents measures the lead agency is committed to implement to address project impacts identified in the environmental document.

The Metro Board of Directors will be asked to certify the Final EIR, at which point a Notice of Completion will be issued to inform the public that the EIR has been completed and certified. For projects that are also seeking federal funds through a completed Final EIS, the designated federal agency will sign the document and issue a **Record of Decision (ROD)** signifying the successful completion of the federal environmental review process.

Now that the project is approved – what's next?

Even after extensive and detailed studies, many items still need to be finalized before construction can begin on a planned project, including:

> Securing state and/or federal funds for the project, if needed

> Completing final design for the project

> Reviewing bids and selecting the contractor to build the project

> Acquiring needed private property and easements that can either be permanent or temporary

> Relocating utilities (water, power, sewer, communications, etc.) so that services will not be interrupted for customers during construction and operation of the project

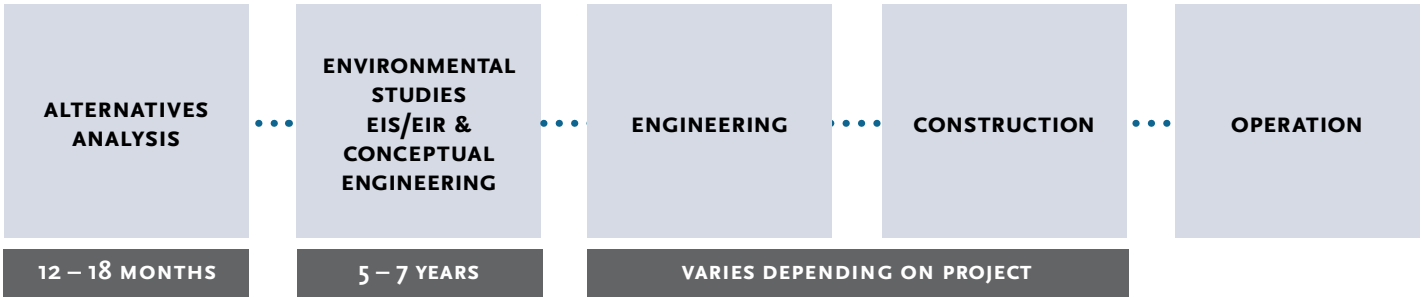
> Developing agreements for how construction will proceed with the cities involved

> Securing permits from other regulatory agencies, including from the California Public Utilities Commission (CPUC), if the project includes grade crossings

> Educating the public about next steps and how to be safe during construction and operation of the project

Taking cues from the best, most innovative agencies around the world, Metro is looking for new ways to deliver projects better, faster and more affordably. Public-Private Partnerships (P3) are a possible strategy for some projects. P3s are collaborations between a public agency and a private partner to deliver a public service, project or facility that can maximize performance, minimize cost, mitigate risks and speed timelines. The public and the private partner each play a critical role where the skills and assets of each sector are optimized, and potential pitfalls and rewards are shared. In some cases, a P3 partner could be included during the environmental review for the project.

Project Development Process



What We Have to Do Before a Project is Built

Before a new transportation project is built, policy makers, civic leaders and/or the media often discuss what it could be. However, before a project moves forward, certain studies need to be completed.

These studies are intended to meet state and federal requirements, as well as ensure all relevant issues are explored in shaping the project and allow community members to provide input.

For local and state funded projects, the planning process is governed by the **California Environmental Quality Act (CEQA)**. Projects that seek federal funds also need to comply with the **National Environmental Policy Act (NEPA)**. Both laws (CEQA and NEPA) determine the type and scope of study that is required, including the public participation, to help shape the proposed project.

Smaller projects, such as a modification to an existing highway or rail line, may need only one study. Other projects, such as a new highway or rail line, will require a series of studies that are compiled in what is called an "environmental document." Studies for these more complex projects analyze various options, or "alternatives," for the projects, as well as the potential benefits and impacts.

Issues to be analyzed include how the project might affect traffic, air and water quality, noise, vibration, historical structures, adjacent properties, or other items related to the natural and built environment. Other analyses may evaluate engineering issues, capital and operating costs, station design, etc.

For projects following CEQA guidelines, Metro will usually serve as the "lead agency" and conduct the environmental analysis for bus and rail projects that the agency will own and operate. In some cases, Metro will also conduct the environmental analysis for projects where other agencies are the owner/operator. This could happen for highway projects where the California Department of Transportation (Caltrans) is the owner operator, or for railroad projects on behalf of Amtrak, Metrolink and the freight railroads.

When Metro is leading the effort and a full environmental document is needed, Metro is tasked to complete an Environmental Impact Report (EIR) in accordance with CEQA. If the project seeks federal funding, an Environmental Impact Statement (EIS) is completed by the appropriate federal agency, in accordance with NEPA.

The federal agency is determined by the scope of the proposed project:

> Federal Transit Administration (FTA) for bus and rail projects

> Federal Highway Administration (FHWA) for highway projects

> Federal Railroad Administration (FRA) for railroad projects (Amtrak, Metrolink, freight trains)

There are many steps required with a full environmental review process. During the initial stages, many options, known as "project alternatives," are presented for public review and feedback. At each subsequent step in the process, the range of alternatives is narrowed based on technical analysis and public feedback. As the evaluation progresses, more detailed studies are completed for the remaining alternatives. The public has opportunities to provide input throughout the effort.

For more information about Environmental Review, visit *metro.net/enviroreview*.

Stay Informed and Involved

Throughout the entire project development process and during construction, there will be many ways to learn the latest, get involved and provide feedback. These include:

> Getting on the project mailing list to receive updates and news

> Monitoring information on the project website

> Following the project's social media (Facebook, Twitter, Instagram, etc.)

> Attending project-related meetings

> Contacting Metro staff working on the project via phone, mail and/or email

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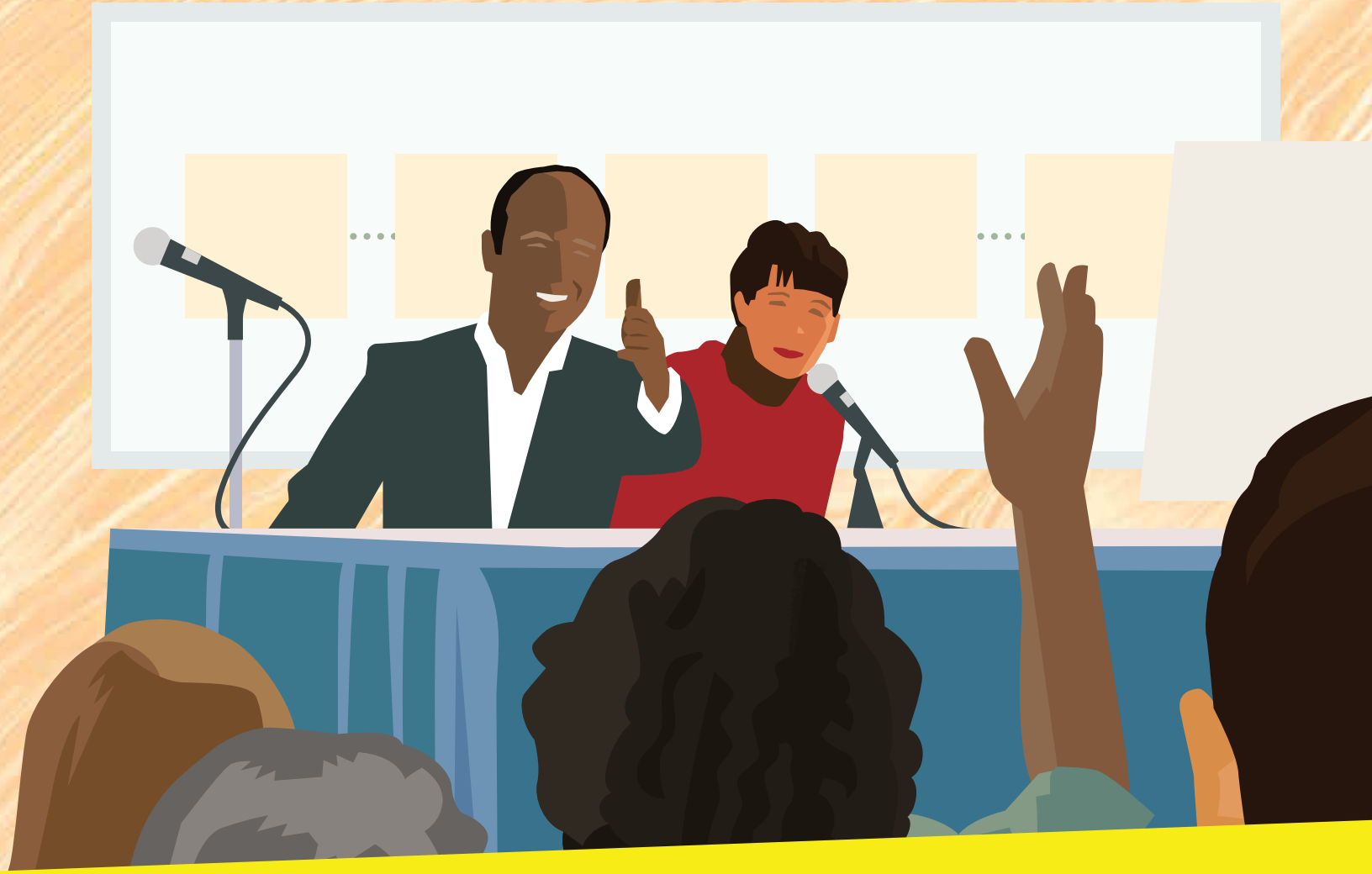
metro.net/enviroreview

Próxima parada: juntos planeando proyectos.

REVISIÓN AMBIENTAL
Hoja Informativa



De concepto a realidad: como se planifica un proyecto de transporte antes de su construcción.

Planear y desarrollar nuevos proyectos de transporte es un proceso complejo. El tiempo que tarda puede ser demasiado largo y frustrante, pero el proceso es importante. Esta hoja informativa ofrece un resumen general del proceso e informa como el público puede moldear el proyecto en cada uno de los pasos de su planificación.

Metro®

Descripción de los pasos claves del proceso de planificación

PASO 1:
EXAMINACIÓN

La realización de un EIR o EIS siempre comienza por publicar un Aviso de Preparación (para la CEQA) y un Aviso de Intención (para la NEPA), los cuales inician oficialmente un "periodo de examinación", de al menos 30 días, en el que los planificadores del proyecto identifican las dificultades existentes que el nuevo proyecto enfrentará y las alternativas que se considerarán. Estas alternativas incluyen la posibilidad de simplemente no desarrollar el proyecto (No desarrollar); realizar mejoras de menor costo y menos intensivas en lugar de construir el proyecto propuesto; o construir un nuevo proyecto y evaluar otras variables del proyecto, como diferentes rutas, tecnologías o la forma en que el proyecto operaría (por ejemplo, compartir la vía con otros vehículos, en un carril particular que podría ser elevado, en un túnel o vías subterránea, etc.). **En este primer paso, se definen los criterios que se utilizarán para evaluar las alternativas del proyecto.**

Metro organizará una o más "reuniones de examinación" en las que tendrá la oportunidad de participar en la definición del proyecto. Además, Metro implementará otros mecanismos, como el correo electrónico, herramientas en línea y redes sociales, para que la comunidad comparta sus comentarios, haga preguntas y obtenga información.

En este paso, el público tiene el mayor impacto en el proceso de revisión ambiental. En la etapa de examinación, Metro pedirá al público comentarios sobre:

> Qué opina de las alternativas consideradas

> Cómo se pueden mejorar o modificar las alternativas

> Otras alternativas que deberían evaluarse

> Problemas e inquietudes con los planes del proyecto

> Asuntos que el estudio debería responder

Al final del periodo de examinación, los planificadores realizarán un informe en el que especifiquen los comentarios que recibieron y las inquietudes que surgieron en esta etapa del proceso. Este informe moldea el análisis ambiental y ayuda a definir los diversos estudios que se realizarán y define los siguientes pasos del proyecto.

PASO 2:
PREPARACIÓN DE LOS VARIOS ESTUDIOS

Los planificadores de Metro no trabajarán de manera aislada para llevar a cabo los diversos estudios que son parte del proceso ambiental. **Los planificadores colaborarán con las ciudades donde se ubica el proyecto y con otros organismos públicos para obtener datos e información para poder analizar a profundidad cada alternativa del proyecto.** Entre estos organismos pueden estar el Condado de Los Angeles, Caltrans, la Asociación de Gobiernos del Sur de California, el Distrito para el Control de la Calidad del Aire, compañías de servicios públicos (incluidos gas, agua, drenaje, electricidad y comunicaciones), la Junta de Control de la Calidad del Agua, organismos federales, distritos escolares, etc. Los planificadores también estarán en comunicación con otras partes interesadas claves para el proyecto, como grandes instituciones, negocios, asociaciones de negocios o residentes cercanos al proyecto.

Metro mantendrá informada a la comunidad conforme se vaya elaborando el documento ambiental. Los planificadores publicarán actualizaciones sobre el desarrollo de los estudios cuando haya nueva información que compartir o cuando se logren hitos claves. La información podrá incluir comparaciones del desempeño de las alternativas que se estudian, como el número de pasajeros, costos, tiempo de traslado, los métodos de construcción analizados, etc.

La información podrá compartirse de múltiples formas, entre ellas reuniones, correos electrónicos, boletines, presentaciones a concilios municipales o grupos comunitarios, etc. En esta etapa del proceso, se promueve que la comunidad realice preguntas y ofrezca comentarios sobre la información que se recibió.

PASO 3:
REVISIÓN DE LA PROPUESTA DEL DOCUMENTO AMBIENTAL Y AUDIENCIAS PÚBLICAS

Cuando todos los estudios hayan sido completados y un documento ambiental haya sido preparado para la revisión pública, Metro emitirá un Aviso de Disponibilidad (para la CEQA) y un Aviso de Terminación (para la NEPA) que dan inicio oficialmente al periodo de revisión pública que dura un mínimo de 45 días. La propuesta de EIR (EIS) describe el proyecto a fondo y resume los hallazgos de todos los estudios de impactos y beneficios ambientales y de otros estudios técnicos. Esto incluye:

> Resultados del análisis de las alternativas del proyecto

> Cuál es el desempeño de cada alternativa en función de los criterios definidos en la etapa de examinación

> Cómo funciona cada alternativa ante el propósito y la necesidad del proyecto

> Análisis de costos y beneficios de todas las alternativas del proyecto

> Viabilidad financiera de cada alternativa

> Impacto de cada alternativa y, de ser necesario, estrategias para evitar o mitigar los impactos

Al igual que en el paso de examinación, este paso facilita otro "periodo de revisión" formal en el que se invita a la comunidad a hacer comentarios sobre la propuesta del documento ambiental. En esta etapa, Metro organizará una o más audiencias públicas en las que la comunidad podrá hacer comentarios y preguntas que aclaren los hallazgos y los planes del proyecto en general.

Es posible que el documento ambiental sea largo, altamente técnico y, por lo general, incluya varios apéndices. Sin embargo, siempre se prepara un resumen ejecutivo que resalta los hallazgos principales de los estudios.

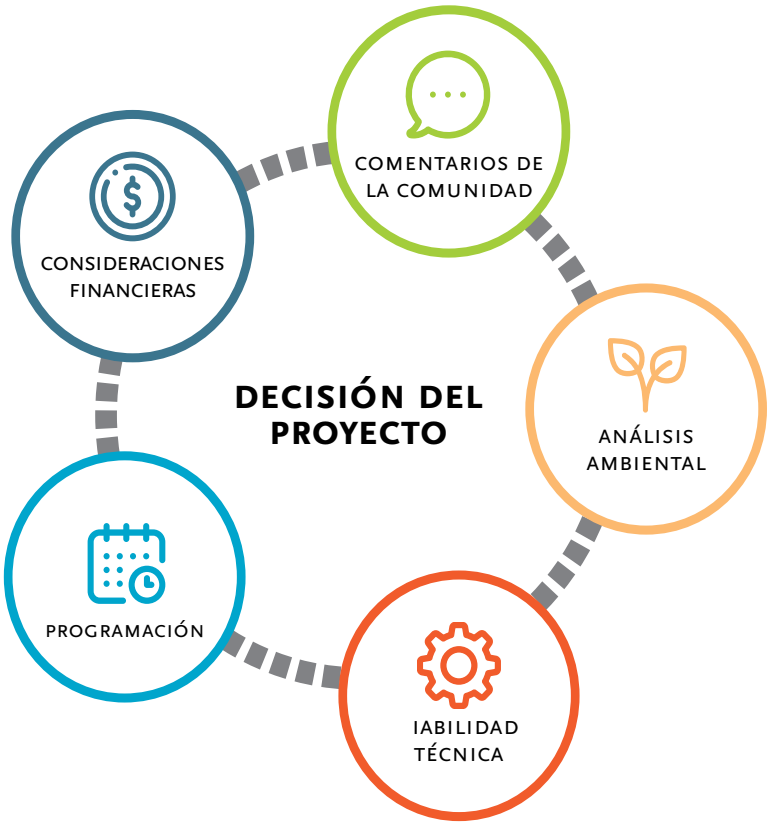
Igualmente, los planificadores de Metro ofrecerán un resumen general del documento en las audiencias públicas y a través de otras vías de comunicación del proyecto, como el sitio web, las redes sociales y los materiales impresos.

Durante el periodo de revisión se anima que la comunidad ofrezca sus observaciones, ya sea por escrito u oralmente en las audiencias públicas. Cuando el documento sea publicado para su revisión, se proporcionará información para saber a dónde enviar comentarios. Es importante aclarar que en este paso del proceso, no se ofrecerán respuestas a las preguntas ni a los comentarios que se reciban. Las preguntas y comentarios se responderán en otro paso posterior del proceso *(veá el paso 5)*.

PASO 4:
CÓMO ELEGIR LA ALTERNATIVA DE PROYECTO

Los planificadores de Metro seleccionarán el proyecto que se va a recomendar para una revisión ambiental final. La recomendación se basa en diversos factores, entre ellos el propósito y la necesidad a la que responde el proyecto, los criterios definidos en la etapa de examinación, y los análisis y comentarios que se recibieron. Si Metro es el organización principal, la recomendación se presenta en una reunión pública a la Junta Directiva de Metro, en la que se invita a la comunidad a asistir y compartir ideas y comentarios sobre el proyecto. **Una vez que Metro, o el organismo que toma la decisión final, selecciona una alternativa para el proyecto para una revisión posterior, se le conoce como la alternativa preferida localmente (Locally Preferred Alternative, LPA).**

Factores que influyen en las recomendaciones del proyecto



PASO 5:
REVISIÓN FINAL DEL DOCUMENTO AMBIENTAL

Una vez que se ha identificado la LPA, se continuará afinando el EIR/EIS mediante estudios enfocados en abordar los temas pendientes de la alternativa elegida. También es en este momento cuando se redactan respuestas escritas a los comentarios que se recibieron en el periodo de revisión pública de la Propuesta del EIR/EIS. **Cuando se concluyen estos estudios y se ofrecen respuestas, se incorporan en una versión final del EIR/EIS que se publicará para una última revisión pública de 30 días.** Este documento incorporará un **Plan de Información y Monitoreo para la Mitigación (Mitigation Monitoring and Reporting Plan, MMRP)**. Los documentos del MMRP determinan que el organismo principal está comprometido a actuar para afrontar el impacto del proyecto identificado en el documento ambiental.

Al final de este paso, se le pidirá a la Junta Directiva de Metro que certifique el EIR final. Posterior a la certificación, se emitirá un Aviso de terminación para informar a la comunidad que el EIR está concluido y certificado. En el caso de los proyectos que buscan financiamiento federal a través de un EIS final concluido, el organismo federal designado firmará el documento y emitirá una **Constancia de Decisión (Record of Decision, ROD)** que expresa que se ha concluido con éxito el proceso de revisión ambiental federal.

Una vez que el proyecto está aprobado, ¿qué sigue?

Incluso después de los exhaustivos y detallados estudios, todavía hay varios asuntos que deberán concluirse antes de comenzar la construcción de un proyecto planeado. Esto incluye:

> Asegurar el financiamiento estatal o federal para el proyecto, en caso de ser necesario

> Concluir el diseño final del proyecto

> Revisar las ofertas y elegir al contratista que desarrollará el proyecto

> Adquirir propiedad privada necesaria y derecho de acceso a propiedad ajena, ya sea permanente o temporal

> Reubicar los servicios públicos (agua, energía, alcantarillado, comunicaciones, etc.) para evitar que los servicios a los consumidores se interrumpan durante la construcción y la operación del proyecto

> Llegar a acuerdos con las ciudades involucradas sobre cómo se va a llevar a cabo la construcción

> Obtener permisos de otros organismos regulatorios, incluida la Comisión de Utilidades Publicas de California (California Public Utilities Commission, CPUC), en caso de que el proyecto involucre cruces a nivel de calle

> Informar a la comunidad sobre los siguientes pasos y sobre normas de seguridad durante la construcción y la operación del proyecto

Al tomar iniciativas de las mejores y más innovadoras agencias de todo el mundo, Metro busca nuevas formas de realizar proyectos de una manera mejor, más rápida y más económica. Las asociaciones público privadas (Public-Private Partnerships, P3) son una estrategia posible para algunos proyectos. Las P3 son colaboraciones entre un organismo público y un socio privado para prestar servicios públicos, llevar a cabo proyectos o construir instalaciones que puedan maximizar el rendimiento, minimizar el costo, disminuir los riesgos y acelerar los plazos. El organismo público y el socio privado desempeñan un papel fundamental donde se optimizan las habilidades y los activos de cada sector, y se comparten los riesgos y las recompensas potenciales. En algunos casos, se podría incluir un socio de la P3 durante la revisión ambiental del proyecto.

Proceso de desarrollo del proyecto

Qué se debe hacer antes de desarrollar un proyecto

Antes de desarrollar un nuevo proyecto de transporte, algunos representantes políticos, líderes cívicos y, en ocasiones, los medios de comunicación analizan las posibilidades. Pero antes de que un proyecto continúe, es necesario realizar ciertos estudios.

El propósito de estos estudios es cumplir con los requisitos federales y estatales, asegurarse de que todos los aspectos relevantes sean cubiertos en el diseño del proyecto y permitir que los miembros de la comunidad aporten sus ideas.

En el caso de los proyectos financiados localmente y por el estado, el proceso de planificación está regido por la **Ley de Calidad Ambiental de California (California Environmental Quality Act, CEQA)**. Por su parte, los proyectos que buscan conseguir fondos federales también requieren atenerse a la **Ley Nacional de Política Ambiental (National Environmental Policy Act, NEPA)**. Con el fin de contribuir en el diseño del proyecto propuesto, ambas leyes (CEQA y NEPA) establecen el tipo y el enfoque del estudio requerido, así como el formato de la participación publica.

Los proyectos más pequeños, como la modificación de una autopista o una línea de tren, pueden requerir solamente un estudio. Otros proyectos, como la construcción de una nueva autopista o línea de tren, requieren una serie de estudios que se recaban en lo que se conoce como un "documento ambiental". En este tipo de proyectos más complejos, los estudios analizan otras opciones o "alternativas" para los proyectos, así como los posibles impactos y beneficios.

Los temas que se analizarán incluyen como el proyecto podría afectar el tráfico, la calidad del aire y del agua, el ruido, la vibración, las estructuras históricas, las propiedades adyacentes, u otros temas relacionados con el entorno natural y las construcciones. Otros análisis podrán evaluar cuestiones de ingeniería, temas de capital y costos operativos, diseño de estaciones, etc.

En los proyectos que siguen las directrices de la CEQA, Metro normalmente funciona como el "organismo principal" que coordina los análisis ambientales de proyectos de autobuses o trenes que él mismo va a operar. En algunos casos, Metro también realizará los estudios ambientales de proyectos que serán propiedad de otros organismos y que ellos mismos operarán. Esto podría pasar en proyectos de autopistas que sean propiedad y sean operados por el California Department of Transportation (Caltrans) o en proyectos ferroviarios propiedad de Amtrak, Metrolink y del servicio de trenes de carga.

Cuando Metro es el coordinador del estudio y un documento ambiental completo es necesario, Metro tiene la obligación de llenar un Informe de Impacto Ambiental (Environmental Impact Report, EIR), de conformidad con la CEQA. Si el proyecto busca financiamiento federal, la agencia federal correspondiente debe hacer una Declaración de Impacto Ambiental (Environmental Impact Statement, EIS), de conformidad con la NEPA.

La agencia federal correspondiente se determina en función del enfoque del proyecto propuesto:

> Administración Federal de Tránsito (Federal Transit Administration, FTA) para proyectos de autobuses y trenes

> Administración Federal de Autopistas (Federal Highway Administration, FHWA) para proyectos de autopistas

> Administración Federal Ferroviaria (Federal Railroad Administration, FRA) para proyectos ferroviarios (Amtrak, Metrolink, trenes de carga)

Hay varios pasos que incluyen un proceso completo de revisión ambiental. En los pasos iniciales se presentan varias opciones conocidas como "alternativas de proyecto", para que el público las revise y comente. En los pasos posteriores del proceso, el número de alternativas se va reduciendo con base en el análisis técnico y la respuesta del público. Tal como se avanza la evaluación se realizan estudios más detallados sobre las alternativas que siguen en pie. El público tiene la posibilidad de aportar sus opiniones durante todo el proceso.

Para obtener más información sobre la revisión ambiental, visite *metro.net/enviroreview*.

Manténgase informado e involucrado

Durante todo el proceso de desarrollo y de construcción del proyecto, habrá muchas formas de enterarse de la últimas noticias, involucrarse y aportar comentarios. Entre ellas están:

> Ser parte de la lista de correos del proyecto para recibir noticias y actualizaciones

> Revisar la información del sitio web del proyecto

> Seguir las redes sociales del proyecto (Facebook, Twitter, Instagram, etc.)

> Asistir a reuniones relacionadas con el proyecto

> Ponerse en contacto con personal de Metro que trabaja en el proyecto vía telefónica, correo postal o electrónico

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Next stop: LA, transformed.

PROPERTY ACQUISITION

Fact Sheet

Who is Metro?

Metro (Los Angeles County Metropolitan Transportation Authority) is the transportation planner, coordinator, designer, builder and regional transit operator for LA County. Metro works in partnership with the County of Los Angeles, local cities, the California Department of Transportation (Caltrans) and others when planning new transportation projects.

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What is property acquisition?

New projects need to acquire property for their construction or operations. The property acquisition process is governed by state and federal law, and is basically the same regardless of whether acquisition efforts are led by Metro or another public agency. This fact sheet explains the Metro acquisition process in more detail.

Why do new transportation projects need to acquire real property?

New transportation projects often need to acquire property. This can be for a variety of purposes.

Permanent Property Needs

Highway, rail, bus and other projects often require the acquisition of property to expand capacity and increase service to the public. This could be for new or wider travel lanes, rail or bus right-of-ways, interchanges, ramps, bridges, stations or maintenance yards. The property acquired becomes a permanent part of the project and the region's transportation infrastructure.

Temporary Construction Staging

In order to build a project, property is sometimes necessary for a period of time for construction staging. Staging space includes areas for active construction, equipment and material storage, field offices, parking and other construction-related activities. Staging locations are ideally located off-street and immediately adjacent to where the project is to be constructed.

Below Ground Easements

Some projects need property below ground for tunnels, stations or other facilities. In the majority of these cases, there will be little or no impact to the property on the surface.

How is the need for property acquisition determined?

Whether or not property is needed for a project is determined through the environmental planning process. This occurs in accordance with the California Environmental Quality Act (CEQA) and often results in the preparation of an Environmental Impact Report (EIR). Some projects also need federal review under the National Environmental Policy Act (NEPA), which can result in the preparation of an Environmental Impact Statement (EIS). During this process, various project alternatives are evaluated and property is identified that might possibly be needed for the project. The final list of properties is not determined until the very end of the process when the study being conducted is adopted. Public involvement is always an important part of these studies.

For additional information, please see our Environmental Review fact sheet.

Will Metro buy the property, lease it or something else?

This depends. The most straightforward method is for Metro to purchase a "fee interest" and become the owner of the property. Sometimes, other arrangements are developed, such as leases, right of entries, temporary construction easements or permanent easements.

If the project needs property below ground, Metro will purchase a subsurface easement from the property owner. This is accomplished through a one-time payment and an easement deed is recorded. This is identical to underground easements that a utility or cable company obtains for fiber optic cables, water lines, gas lines, etc.

Staging for the Hollywood/Highland Station during construction of the Metro Red Line.

Hollywood & Vine: Metro Red Line station in Hollywood

How will I know if my property is needed for a project? When will I be contacted?

In some cases, property owners may be notified that their properties are under consideration for a project while the studies are ongoing. However, the exact list of properties is not deemed to be final until the studies are adopted. Once those are done and funding is available to begin construction, property owners will be contacted by a representative of the agency building the project (i.e., Metro, Caltrans, etc.).

How will I be compensated?

Metro is required to provide just compensation to property owners for the purchase or use of their property. The first step in this process is for Metro to obtain an appraisal of the property. The appraisal will consider a variety of factors, including location, size, the highest and best use of the property, and the recent sale of similar properties in the area.

Once the value is established and approved, an offer will be made to the property owner. Time will be allowed for the owner to obtain their own appraisal if desired, and to have a full discussion with Metro regarding their opinion of the value of the property. Metro will seek to reach a negotiated agreement with a property owner whenever possible. If a negotiated agreement cannot be accomplished, Metro may exercise its power of eminent domain to acquire the property. Initiating eminent domain procedures requires specific approval by the Metro Board of Directors.

Disposition of Property after Construction

Following the completion of project construction, Metro will return leased properties to the property owner, who may then develop the property in accordance with local zoning regulations. In cases where Metro has obtained fee title, any portions of the property owned by Metro that are no longer needed for public purposes after construction may be sold or made available for joint development subject to local land use regulations and approval processes. If a joint development project is feasible, Metro will typically issue a Request for Proposals (RFP) seeking development proposals for the particular property.

Atlantic Station: Metro Gold Line station in East LA

For more information, visit *metro.net/pa*.

Will I receive relocation benefits if I am required to move from the property?

If you are an owner-occupant or tenant occupying a property that is acquired for a public project, you may be entitled to relocation benefits. Federal and state regulations provide for payments to assist in the relocation of your business or residence. Your relocation benefits will be explained in detail by Metro staff or a consultant hired by Metro. No one will be required to relocate from their property until they have been given at least a 90-day written notice to move.

How to Stay Involved and Give Input

Metro invites you to stay involved during the planning and construction of projects. You can keep up with developments on *metro.net*, where you can find information about ongoing studies, projects under construction, leave comments and provide your contact information so we can keep you informed of upcoming meetings and other milestones.

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Próxima parada: la transformación de Los Angeles.

ADQUISICIÓN DE PROPIEDAD

Hoja informativa

¿Quién es Metro?

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (Metro) es el planificador de transporte, el coordinador, el diseñador, el constructor y el operador regional de tránsito para el Condado de Los Angeles. Metro trabaja en asociación con el Condado de Los Angeles, ciudades locales, el Departamento de Transporte de California (Caltrans), y otros en la planificación de nuevos proyectos de transporte.

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¿Qué es adquisición de propiedades?

Los nuevos proyectos necesitan adquirir propiedades para su construcción u operaciones. El proceso de adquisición de propiedad se rige por las leyes estatales y federales, y es básicamente el mismo independientemente si los esfuerzos de adquisición son liderados por Metro u otra agencia pública. Esta hoja informativa explica el proceso de adquisición de Metro con más detalle.

¿Por qué los nuevos proyectos de transporte requieren la adquisición de propiedades privadas?

Frecuentemente, nuevos proyectos de transporte necesitan la adquisición de propiedades privadas. Hay varias razones por lo cual la adquisición de propiedades privadas es necesaria.

Necesidades permanentes de propiedades

Proyectos de carretera, autopistas, ferrocarriles, autobús y otros, con frecuencia, requieren la adquisición de propiedades privadas para ampliar la capacidad y/o aumentar el servicio al público. Esto puede ser para instalar carriles nuevos o ampliarlos, construir vías públicas de tren o autobús, mejorar intersecciones, rampas, puentes, estaciones, o instalaciones de mantenimiento. La propiedad adquirida se convierte como un elemento permanente del proyecto y la infraestructura de transporte de la región.

Necesidades temporales de propiedades para obras de construcción

Para construir un proyecto, a veces la adquisición de propiedades privadas es necesaria para la edificación de obras de construcción. Propiedades deben adquirirse para áreas de construcción activas, almacenamiento y otras actividades relacionadas con la edificación de proyectos. Propiedades ideales se encuentran ubicados fuera de la calle e inmediatamente juntos al lugar donde se construirá el proyecto.

Necesidades subterráneas

Algunos proyectos necesitan solamente el subterráneo de propiedades para túneles, estaciones, y otras instalaciones subterráneas. En la mayoría de estos casos, habrá poco o ningún impacto en la superficie de la propiedad.

¿Cómo se determina la necesidad de adquisición de propiedades?

El proceso para determinar si se necesita una propiedad para un proyecto es a través del proceso de planificación ambiental. Esto ocurre de acuerdo con el Acta de Calidad Ambiental de California (CEQA en inglés) y con frecuencia resulta en la preparación de un Reporte de Impacto Ambiental (EIR en inglés). Algunos proyectos también necesitan una revisión federal bajo el Acta Federal de Politica Ambiental Nacional (NEPA en inglés) en que puede resultar en la preparación de una Declaración de Impacto Ambiental (EIS en ingles). Durante este proceso, se evalúan varias alternativas del proyecto y se identifican propiedades que posiblemente podrían ser adquiridas para el proyecto. La lista final de propiedades no se determina hasta el fin del proceso cuando se adopta el proyecto. La participación pública siempre es una parte importante de estos estudios.

Para información adicional, por favor vea nuestra hoja informativa de impacto ambiental.

¿Metro comprará la propiedad, la arrendará, o algo más?

Esto depende. El método más directo es que Metro compre la propiedad convirtiéndose en el dueño de la propiedad. A veces se desarrollan otros arreglos tales como arrendamientos, derecho de entrada, servidumbres temporales de construcción o servidumbres permanentes.

Si el proyecto necesita propiedades debajo del suelo, Metro comprará vía de acceso subterráneo del dueño de la propiedad. Esto se logra mediante un pago singular y se graba una escritura de derecho de paso subterráneo. Esto es idéntico a las servidumbres subterráneas que una compañía de servicios públicos o de cable obtiene para cables de fibra óptica, líneas de agua, líneas de gas, etc.

El área puesta en escena de la estación de Metro en Hollywood/Highland durante la construcción de Metro Red Line.

Hollywood & Vine: Estación de Metro Red Line en Hollywood con desarrollo conjunto.

¿Cómo sé si mi propiedad se necesita para un proyecto? ¿Cuándo me contactarán?

En algunos casos, los propietarios pueden ser notificados que sus propiedades están bajo consideración para un proyecto mientras los estudios están en curso. Sin embargo, la lista exacta de las propiedades no se considera final hasta que el proyecto sea adoptado. Una vez que los estudios se hayan hecho y los fondos están disponibles para comenzar la construcción, los propietarios serán contactados por medio de un representante de Metro.

¿Cómo me van a compensar?

Metro está obligado a proporcionar una compensación justa al propietario por la compra o el uso temporal de su propiedad. El primer paso en este proceso es que Metro obtenga un avalúo de la propiedad. El avalúo considera una variedad de factores, incluyendo la ubicación, el tamaño, el uso más alto y mejor de la propiedad, y la reciente venta de propiedades similares en la zona.

Una vez que el valor esté establecido y aprobado, una oferta será hecha al dueño de la propiedad. Se permitiría un tiempo para que el propietario obtenga su propio avalúo, si lo desea, y para tener una discusión completa con Metro sobre su opinión acerca del valor de la propiedad. Metro tratará de llegar a un acuerdo negociado con un propietario cuando sea posible. Si no se puede lograr un acuerdo negociado, Metro puede ejercer su poder de dominio eminente para adquirir la propiedad. La iniciación de procedimientos de un dominio eminente requiere la aprobación específica de la Junta Directiva de Metro.

Disposición de la propiedad después de la construcción

Después de la terminación de la construcción del proyecto, Metro devolverá las propiedades arrendadas al dueño de la propiedad, que luego podrá desarrollar la propiedad de acuerdo con las regulaciones locales de zonificación. En los casos en que Metro haya obtenido el título de honorario, cualquier parte de la propiedad de Metro que ya no sea necesaria para fines públicos, después de la construcción, podrá ser vendida o puesta a la disposición para el desarrollo conjunto, sujeto a las regulaciones locales de uso de la tierra y de los procesos de aprobación. Si un proyecto de desarrollo colectivo es posible, Metro normalmente emitirá una Petición para una Oferta (RFP en inglés) buscando propuestas de urbanización para la propiedad en particular.

Estación Atlantic: Estación de Metro Gold Line en el este de Los Angeles.

Para más información, visite *metro.net/pa*.

¿Recibiré beneficios de reubicación si necesito mudarme de la propiedad?

Si usted es propietario/ocupante o inquilino que ocupa una propiedad que se adquiere para un proyecto público, puede tener derecho a beneficios de reubicación. Las regulaciones federales y estatales proveen pagos para ayudar en la reubicación de su negocio o residencia. Sus beneficios de reubicación serán explicados en detalle por el personal de Metro o un consultor contratado por Metro. Nadie será obligado a reubicarse de su propiedad hasta que se les haya dado al menos un aviso por escrito de 90 días para mudarse.

Cómo mantenerse involucrado y recomendaciones

Metro le invita a participar en la planificación y construcción de proyectos. Usted puede mantenerse informado de los desarrollos en metro.net, donde puede encontrar información sobre estudios en curso, proyectos bajo construcción, dejar comentarios, y proporcionar su información de contacto para que podamos mantenerle informado de las próximas reuniones y otras metas.

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metro.net/railmodes

Next stop: more rail.

RAIL TRANSIT MODES

Fact Sheet

A train isn't just a train – there are many types.

Metro continues to expand its rail network with new projects being planned or under construction. Part of this planning involves evaluating different types of rail that each have different features and operating characteristics. The types of rail are referred to as "modes" of transit.

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Overview of Rail Transit Modes

During the planning and environmental evaluation process for a new rail line, many factors will be considered to determine the mode.

Some of these factors include cost, available funding, carrying capacity, speed, travel demand, urban fit, if the project being studied is an extension of an existing line, or availability of a rail maintenance and storage facility. Information below is based on current performance of modes currently operating and will be updated as performance improves and new modes become available. *Please see our other fact sheets for more information on environmental evaluation, and other topics.*

Modes of Transit Currently Operating in LA County

Light Rail

Metro currently operates light rail transit on the Blue, Green, Gold and Expo Lines. There are currently five rail maintenance and storage facilities to serve these lines. Two projects under construction, Crenshaw/LAX and Regional Connector, will add to this network. Metro is also building the new Southwest Rail Maintenance yard to serve the Crenshaw/LAX Line and support expanded Green Line service.

Characteristics of light rail include:

> Powered by overhead catenary wires
> Typical station spacing: one mile
> Operates above, below or at street level
> Passenger capacity: 135/car
> At peak times, Metro trains:
- Can be up to three cars long
- Carry up to 405 passengers/train
- Operate every five to six minutes

> Top speed 55-65 mph
> Average speed 24-35 mph

Light Rail – Metro Gold Line

Heavy Rail

Metro currently operates heavy rail transit on the Red and Purple Lines. A nine-mile extension of the Purple Line is currently under construction. A rail maintenance and storage facility currently serves these lines. It will be expanded to support the Purple Line Extension.

Characteristics of heavy rail include:

> Powered by third rail
> Typical station spacing: one to two miles
> Only operates above or below ground
> Passenger capacity: 135/car
> At peak times, Metro trains:
- Can be up to six cars long
- Carry up to 810 passengers/train
- Operate every five minutes

> Top speed 70 mph
> Average speed 32 mph

Heavy Rail – Metro Red Line

Commuter (or Passenger) Rail

Metrolink operates commuter rail connecting from Los Angeles Union Station to the San Fernando Valley, North County, San Gabriel Valley, Southeast LA County and adjacent Ventura, Orange, San Bernardino and Riverside Counties. Amtrak operates intercity passenger rail service across the United States. In Southern California, their Pacific Surfliner connects between San Luis Obispo and San Diego, with many stations shared with Metrolink.

Characteristics of commuter rail include:

> Locomotive-powered
> Typical station spacing: five miles
> Generally operates at ground level
> May share track with freight rail
> May operate above or below ground at selected crossings and via tunnels through mountains
> Fares based on distance traveled
> Specifically scheduled timetables, which can include:
- At peak times, 15- to 30-minute frequencies
- Less frequent service outside of peak times

> Metrolink:
- Passenger seating capacity: 140/car
- Can be up to four to six cars long
- Top speed 79 mph
- Average speed 36 mph

> Amtrak Pacific Surfliner:
- Passenger seating capacity: 70/car
- Can be up to six cars long
- Top speed 79 mph
- Average speed 43 mph

> On-board amenities can include:
- Restrooms
- Water fountains
- Tables for eating, reading or getting work completed
- Power outlets for electronic devices
- Storage space for luggage, bicycles and belongings
- Wi-fi and café car (Amtrak only)

Commuter Rail – Metrolink

Other Modes Operating Elsewhere

High Speed Rail

(there are two types of high speed rail train systems)

Conventional-wheeled:

> Powered by electric, electric-fuel or fueled systems
> Track is built or specially upgraded for high-speed travel
> Typical station spacing: varies but tends to connect city centers along the route
> Can operate above, below or at street level in its own dedicated right-of-way
> Can be up to 12 cars long; average is seven to nine cars long
> Passenger seating capacity: varies; 65-75/car
> Specifically scheduled timetables
> Top speed 350 mph; average speed 150-200 mph
> Selected examples currently in operation: Asia, Europe

MagLev:

> Powered by magnetic levitation, vehicles travel along a guideway provided with magnets to control in-flight stability, and create propulsion and lift, eliminating mechanical constraints of dry friction
> Track is built specifically for MagLev
> Typical station spacing: varies but tends to connect city centers along the route
> Can operate above or below ground
> Passenger seating capacity: 65-70/car
> Specifically scheduled timetables
> Top speed 375 mph; average speed varies
> Selected examples currently in operation: Japan

For more information about Rail Transit Modes, visit *metro.net/railmodes*.

Other Modes Operating Elsewhere (continued)

Monorail

> Powered by third rail or wires
> Typically elevated
> Typical station spacing: one-half mile to one mile
> Passenger capacity: about 60 passengers/car
> Trains up to six cars long
> Top speed 40-50 mph
> Average speed 18-30 mph
> Selected examples currently in operation: Disneyland, Las Vegas, Air Train JFK, Seattle, Detroit People Mover, Japan, Germany

Trams/Streetcars/Trolley

(terms are used interchangeably)

> Powered by overhead catenary wires
> Generally run at street level with other vehicle traffic but can operate in dedicated guideways
> Passenger capacity: varies
> Average speed 32 mph
> Typical station spacing: every quarter-mile
> Selected examples currently in operation: San Francisco; Portland (OR); Dallas; Washington, D.C.

Personal Rapid Transit (RPT)

> Powered by electricity
> Stations: typically close together but located on side track to allow other cars to pass
> Depending on size, cars/pods carry one to 20 people
> Typically operates in smaller, closed systems
> Selected examples currently in operation: Morgantown (WV), Masdar City (United Arab Emirates), Suncheon (South Korea)

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metro.net/railmodes

Próxima parada: más trenes.

TIPOS DE TRANSPORTE FERROVIARIO

Hoja informativa

Un tren no es sólo un tren, hay muchos tipos.

Metro continúa expandiendo su red ferroviaria con nuevos proyectos que están en la fase de planificación o construcción. Parte de esta planificación incluye la evaluación de tipos diferentes de trenes que tienen características diferentes de operación y funcionamiento. Los tipos de trenes se conocen como "modos" de transporte.

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Descripción general de los modos de transporte ferroviario

Durante el proceso de planificación y evaluación ambiental de una nueva línea ferroviaria, se toman en cuenta muchos factores para determinar el modo.

Algunos de los factores que se toman en cuenta incluyen el costo, el financiamiento disponible, la capacidad de pasajeros, la velocidad, la demanda de viaje, el ambiente urbano, si el proyecto que se estudia es una extensión de una línea existente, o la disponibilidad de una instalación de mantenimiento y almacenamiento ferroviario. La siguiente información se basa en el rendimiento actual de los medios que están en funcionamiento, y se actualizará a medida que el rendimiento mejore y haya nuevos medios disponibles. *Consulte nuestras otras hojas informativas para obtener más información sobre la evaluación ambiental y otros temas.*

Modos de transporte actualmente en funcionamiento en el Condado de Los Angeles

Tren ligero

Actualmente, Metro opera un servicio ferroviario de tren ligero en Metro Blue, Green, Gold y Expo. Actualmente hay cinco instalaciones de mantenimiento y almacenamiento ferroviario para servir estas líneas. Dos proyectos en construcción, Crenshaw/LAX y el Regional Connector, se agregarán a esta red. Metro también está construyendo la nueva instalación de mantenimiento ferroviario del suroeste para servir a la línea Crenshaw/LAX y brindar apoyo al servicio ampliado de Metro Green Line.

Las características de los trenes ligeros incluyen:

> Funcionan con cables catenarios aéreos
> Espaciado típico entre estaciones: una milla
> Opera por encima, por debajo o al nivel de la calle
> Capacidad de pasajeros: 135/pasajeros por vagón
> Durante las horas pico, los trenes de Metro:
  - Puede tener hasta tres vagones de longitud
  - Pueden tener una capacidad de hasta 405 pasajeros en todo el tren
  - Operan cada cinco a seis minutos
> Velocidad máxima de 55 a 65 mph
> Velocidad promedio de 24 a 35 mph

Tren subterráneo

Actualmente, Metro opera un servicio ferroviario subterráneo en Metro Purple y Red Lines. Una extensión de nueve millas de Metro Purple Line se encuentra actualmente en construcción. Una instalación de mantenimiento y almacenamiento ferroviario brinda servicio a estas líneas actualmente. La instalación se ampliará para brindar servicio a la Extensión de Metro Purple Line.

Las características del tren subterráneo incluyen:

> Funciona con un tercer riel
> Espaciado típico entre estaciones: una a dos millas
> Sólo opera por encima o por debajo de la superficie
> Capacidad de pasajeros: 135/pasajeros por vagón
> Durante las horas pico, los trenes de Metro:
  - Puede tener hasta seis vagones de longitud
  - Pueden tener una capacidad de hasta 810 pasajeros en todo el tren
  - Operan cada cinco minutos
> Velocidad máxima de 70 mph
> Velocidad promedio de 32 mph

Tren ligero – Metro Gold Line

Tren subterráneo – Metro Red Line

Tren suburbano

Metrolink opera un servicio de tren suburbano que conecta a Union Station en Los Angeles con el Valle de San Fernando, el Norte del Condado de Los Angeles, el Valle de San Gabriel, el Sureste del Condado de Los Angeles y los condados adyacentes de Ventura, Orange, San Bernardino y Riverside. Amtrak opera un servicio ferroviario de pasajeros interurbano en todos los Estados Unidos. En el sur de California, el Pacific Surfliner conecta San Luis Obispo y San Diego con muchas estaciones compartidas con Metrolink.

Las características de los trenes suburbanos incluyen:

> Funciona con una locomotora
> Espaciado típico entre estaciones: cinco millas
> Generalmente opera al nivel de la superficie
> Pueden compartir las vías con los trenes de carga
> Pueden operar por encima o por debajo de la superficie en cruces selectos y por túneles a través de montañas
> Las tarifas se basan en la distancia recorrida
> Horarios específicamente programados, que pueden incluir:
  • Frecuencias de entre 15 a 30 minutos durante las horas pico
  • Servicio menos frecuente durante las horas no pico
> Metrolink:
  • Capacidad de asientos de pasajeros: 140/vagón
  • Puede tener de cuatro a seis vagones de longitud
  • Velocidad máxima de 79 mph
  • Velocidad promedio de 36 mph
> Amtrak Pacific Surfliner:
  • Capacidad de asientos de pasajeros: 70/vagón
  • Puede tener hasta seis vagones de longitud
  • Velocidad máxima de 79 mph
  • Velocidad promedio de 43 mph
> Los servicios a bordo pueden incluir:
  • Baños
  • Fuentes de agua
  • Mesas para comer, leer o trabajar
  • Enchufes para dispositivos eléctricos
  • Espacio de almacenamiento para equipaje, bicicletas y pertenencias
  • Wi-fi y vagón con cafetería (sólo Amtrak)

Tren suburbano – Metrolink

Otros tipos de trenes que operan en otros lugares

Tren de alta velocidad

(hay dos tipos de sistemas ferroviarios de alta velocidad)

Ruedas convencionales:

> Funcionan con sistemas eléctricos o de combustible
> La vía es especialmente construida o actualizada para viajar a alta velocidad
> Espaciado típico entre estaciones: varía, pero tiende a conectar los centros de las ciudades a lo largo de la ruta
> Puede operar por encima, por debajo o al nivel de la calle en su propio derecho de vía exclusivo
> Puede tener hasta 12 vagones de longitud; la longitud promedio es de siete a nueve vagones.
> Capacidad de asientos de pasajeros: varía; 67-75 pasajeros/vagón
> Horarios específicamente programados
> Velocidad máxima de 350 mph; velocidad promedio de 150-200 mph
> Ejemplos seleccionados actualmente en operación: Asía, Europa

MagLev:

> Con tecnología de levitación magnética, los vehículos viajan por una vía con imanes para controlar la estabilidad y crear propulsión y elevación, eliminando las limitaciones mecánicas de la fricción seca
> La vía es construida específicamente para el MagLev
> Espaciado típico entre estaciones: varía, pero tiende a conectar los centros de las ciudades a lo largo de la ruta
> Puede operar por encima o por debajo de la superficie
> Capacidad de asientos de pasajeros: 65-70/pasajeros por vagón
> Horarios específicamente programados
> Velocidad máxima de 375 mph; la velocidad promedio varía
> Ejemplos seleccionados actualmente en operación: Japón

Para obtener más información acerca de los modos de transporte ferroviario, visite *metro.net/railmodes.*

Otros tipos de trenes que operan en otros lugares (continuación)

Monorriel

> Funciona con un tercer riel o cables
> Típicamente elevado
> Espaciado típico entre estaciones: media milla a una milla
> Capacidad de pasajeros: alrededor de 60 pasajeros/vagón
> Los trenes pueden tener hasta seis vagones de longitud
> Velocidad máxima de 40-50 mph
> Velocidad promedio de 18-30 mph
> Ejemplos seleccionados actualmente en operación: Disneyland, Las Vegas, Air Train JFK, Seattle, Detroit People Mover, Japón, Alemania

Tranvías/Trolebús

(los términos se usan indistintamente)

> Funcionan con cables catenarios aéreos
> Generalmente operan al nivel de la calle con el tráfico vehicular, pero pueden operar en vías exclusivas
> Capacidad de pasajeros: varía
> Velocidad promedio de 32 mph
> Espaciado típico entre estaciones: cada cuarto de milla
> Ejemplos seleccionados actualmente en operación: San Francisco, Portland (WA), Dallas, Washington, D.C.

Tránsito Rápido Personal (PRT)

> Funciona con electricidad
> Estaciones: generalmente muy cercanas, pero ubicadas en un carril lateral para permitir que otros vehículos pasen
> Dependiendo del tamaño, los coches/cápsulas pueden transportar de una a 20 personas
> Generalmente opera en sistemas cerrados y pequeños
> Ejemplos seleccionados actualmente en operación: Morgantown (WV), Masdar (Emiratos Árabes Unidos), Suncheón (Corea del Sur)

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SYSTEMWIDE STATION DESIGN

Overview

Metro

Metro has a plan to make it easier to get around, which includes unprecedented growth for LA County's transit system. With this growth comes the opportunity to establish a consistent, integrated systemwide design approach for all new Metro stations.

Integrated station elements make the ride more reliable and enjoyable.

Many new rail stations are under construction and more are in the planning phase. Metro's new standard station design reflects a safer, smarter, cleaner and greener future.

Background

Metro has developed systemwide station designs to improve the rider experience, while also streamlining the design, construction, operation and maintenance of the stations. The systemwide design uses a modular kit-of-parts approach that is adaptable, to accommodate varying site conditions, while allowing stations to be more cost-effective to design, construct and maintain. Metro's Systemwide Station Design layouts provide for open plaza, concourse and platform designs, with streamlined integration of lighting, operational equipment, wayfinding and customer information, as well as prominent display of public art.

To create a unified vision for Metro's stations, we began first by conducting a systemwide survey of existing transit facilities, cataloging architecture, materials, finishes and colors. The survey also took note of lessons learned with a particular emphasis on maintenance, operations and cost efficiency. We found that station architecture and finishes vary dramatically from station to station, with very little system continuity or consistent visual character. Existing varying materials and finishes have also made maintenance more difficult and costly. Metro's systemwide approach to station design provides signature Metro architectural features and signage.

- Station identification signage
- Stainless steel railing
- Stainless steel ticketing structure
- Consistent systemwide branding
- Consistent wayfinding signage
- Real-time electronic signage
- Fully Integrated LED lighting
- Glass canopy
- Wall-mounted mapcases
- Integrated art panels
- Stainless steel benches and trash receptacles

STREET LEVEL STATION

Metro's systemwide station design:

> **Raises** the bar of station design, establishing a distinct unified identity for a world-class rail system

> **Improves** the visibility of Metro's system through consistent, recognizable architecture and branding

> **Ensures** stations are open and spacious, making them more appealing, highly visible and easily accessible

> **Uses** quality materials for long-term durability and sustainability

> **Responds** to varying site conditions, reducing construction and maintenance costs

> **Enhances** the passenger experience through integration of station amenities, artwork and information

> **Allows** for easier integration with adjacent development and first/last mile connections to the station site

STREET LEVEL STATION TICKETING STRUCTURE DETAIL

Innovative architecture reflects LA's status as a leader in design.

The station design standards incorporate attractive, safe and highly durable materials. This design framework allows station components to be arranged in multiple ways to accommodate different conditions at station sites.

Station components include:

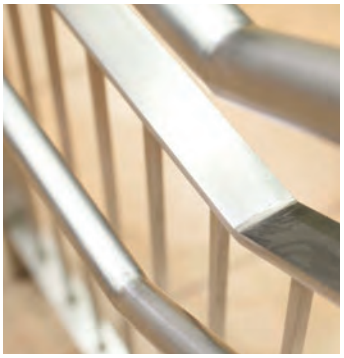
> **A glass canopy** for weather protection that allows for natural light to enter station platforms and interiors
> **A signature three-tone concrete paving** pattern for all station plazas
> **Stainless steel finishes** for the station entrance, as well as gates, fencing, furniture and equipment
> **Integrated LED light fixtures** providing sustainable and energy efficient lighting throughout the station
> **Glass art panels** integrated into the entrance structure, providing artwork that will vary at each underground station
> **Customer information** consistently integrated with station architecture to enhance passenger usability

1 Station identification signage
2 Stainless steel gateway portal
3 Consistent systemwide branding
4 Glass canopy
5 Fully Integrated LED lighting
6 Stainless steel columns
7 Glass art panels
8 Accessible entrance point

UNDERGROUND STATION ENTRANCE

Gradated Frit Glass Canopy

Three-tone Concrete Paving



Stainless Steel Railings

LED Station Lighting

Unique artworks express LA's diverse cultural vibrancy.

New Metro stations will have a consistent design, with integrated public art and sustainable landscaping providing unique design elements for each community.

Art Program

Metro commissions artists to create engaging artworks, making the transit journey more inviting and pleasurable. Artwork is incorporated into all Metro stations. Artists are selected through a competitive process with community engagement, with all artworks created specifically for their transit sites.

Art Program goals:

> **Connect** people, sites and neighborhoods through the prominent display of site-specific artworks

> **Contribute** to LA County's artistic vibrancy and cultural legacy by championing contemporary artworks

> **Create** artworks that are safe, durable and integrated into the transit environment

Stations will feature:

> Glass art panels at entry pavilions

> Glass, ceramic or mosaic tile on the concourses

> Integrated art panels on the platforms

UNIVERSAL DELIGHTS
STEPHEN JOHNSON, ARTIST
Glass mosaic
Universal City/Studio City Station

EVERYDAY PEOPLE
PAT WARD WILLIAMS, ARTIST
Glass panels
Lake Station

OWENSMOUTH/CANOGA PARK
MARGARET LAZZARI, ARTIST
Porcelain enamel steel panels
Sherman Way Station

Sustainable station landscaping:

> **Serves** as a transitional gateway from the surrounding community to the station area
> **Contributes** to station identification and wayfinding for vehicles, cyclists and pedestrians accessing the station
> **Provides** year-round interest with form, texture and color within each station micro-climate
> **Establishes** Metro as a leader in sustainable landscape design by utilizing a drought-tolerant plant palette

BRISBANE BOX
Lophostemon confertus

DESERT WILLOW
Chilopsis linearis

CANYON PRINCE WILD RYE
Leymus condensatus

TOYON
Heteromeles arbutifolia

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metro.net/tunneling

We're digging the future.

TUNNELING
Fact Sheet

Shedding Light on Tunnels

New public transportation projects, whether rail or highway, may include construction of tunnels. This fact sheet provides an overview of some of the factors that help determine when tunnels are appropriate for a project, as well as information on tunnel technology, engineering, construction and safety.

Metro®

Overview

To build or not to build (a tunnel)?

Tunneling is one option when planning a new transportation project, although not appropriate in all situations. The costs, benefits and impacts of a tunnel must be evaluated in comparison to alternative alignments at or above ground level. Some factors that are used to determine whether to build tunnels include:

> **Physical environment:** Tunnels may be appropriate when a transportation project needs to cross physical or topographical barriers, such as mountains or waterways.

> **Dense environment:** Some areas may not have enough space above ground to accommodate the new transportation project. This could be due to the width of the right-of-way or street where the project is planned, or existing buildings or other structures in the area.

> **Demand, ridership and speed:** Travelling below ground can be faster than ground-level alternatives that need to slow down or stop to accommodate vehicle traffic. Tunnels may be considered for projects where there is a need to move large numbers of people swiftly to meet forecasted demand.

> **Community input and feedback:** During project study phases, the community is encouraged to participate in the overall review process. Metro staff and board directors hear and consider public input when making decisions about the project.

> **Local, state and federal regulations:** Metro follows all applicable regulations, including relevant environmental, construction, health and safety regulations. These regulations often have bearing on project planning, the choice of the type of infrastructure and the construction methodology.

> **Federal funding criteria/cost-benefit analysis:** Metro often seeks federal matching funds for major projects. We will therefore look to identify a project that ranks well for these highly competitive funds following set federal guidelines for cost-benefit analysis.

> **Real estate acquisition:** All projects typically require Metro to acquire real estate. The acquisition could be temporary if property is needed only during project construction. Real estate may also be acquired permanently for stations, right-of-way, other project features or underground easements. Projects built at or above ground level will typically need to purchase more ground-level property than below ground projects. *Please see our Property Acquisition Fact Sheet for more information at* metro.net/resources.

As a part of a project's environmental review process, various studies are completed to determine whether a proposed project warrants construction of a tunnel. *Please see our Environmental Review Fact Sheet for more information at* metro.net/resources.

Current Tunnel Projects in Los Angeles

As Metro continues to expand its rail transportation network, tunnels have been constructed for the following projects:

> Metro A/E Lines: Includes a short tunnel segment between 7th St/Metro Center and Pico Stations. *Opened 1990.*

> Metro B/D Lines: Fully underground from Union Station to North Hollywood and Wilshire/Western Stations. *Opened in phases between 1993–2000.*

> Metro A Line: Includes tunnel sections in Highland Park and Pasadena, and a tunnel between Pico/Aliso and Soto Stations. *Opened in phases 2003–2016.*

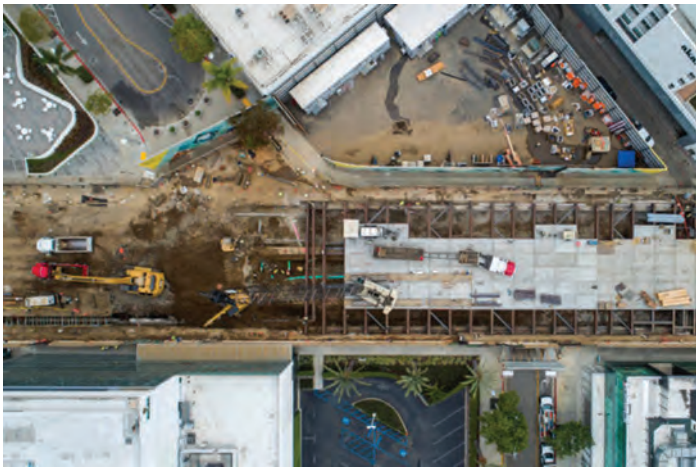
> Metro E Line: Includes a tunnel section near USC. *Opened in 2009.*

> Metro K Line: Includes a tunnel section between Expo/Crenshaw and Leimert Park Stations. *Opened in 2022.*

> Metro Regional Connector: Fully underground connection between 7th St/Metro Center and Little Tokyo/Arts District Stations in downtown LA. *Opened in 2023.*

In addition, Metro currently has three projects under construction that incorporate tunnels:

> Metro D Line Subway Extension Project: Fully underground nine-mile extension between Wilshire/Western and Westwood/VA Hospital Stations. *Scheduled to open in phases between 2025–2027.*



Metro D Line tunneling at the future Wilshire/Rodeo Station

Deciding Where to Locate Tunnels and Tunnel Depths

In most cases, the tunnels noted above are below public rights-of-way. In some cases, it is necessary to locate tunnels under private property for a variety of reasons, including:

> Need to connect to stations located at major centers and destinations.
> Large radius turns required for train operations and tunnel construction.
> Shortest and straightest route between stations, which speeds travel time for higher ridership, and reduces construction and operating costs, and wheel-wear and noise.

Most tunnels are located at depths of 50-70 feet underground. In some rare cases, tunnel depths are shallower. However, below hills and mountains, depths can be significantly deeper.

Metro trains currently operate in tunnels below single-family and multifamily residences, commercial and retail establishments, parks, schools, performance venues and religious institutions. We do not receive noise or vibration complaints from those above the tunnels. Our tunnels are also adjacent to hospitals and commercial recording studios, both with highly sensitive equipment, that have been able to continue operating with no concerns. Property owners have also been able to construct projects above our tunnels and stations.

When a rail project is beneath private property, Metro will work to obtain an underground easement from the property owner. *Please see our Property Acquisition Fact Sheet for more information at* metro.net/resources.

Tunnel Safety

Safety is Metro's top priority. Along with evaluating whether a tunnel is appropriate for a project, many factors are considered to ensure a tunnel will be safe for adjacent buildings and their occupants located above and near the project. Numerous tests are conducted to analyze ground conditions to select the best design for the tunnels, identify the most appropriate tunneling method(s) and engineer the machinery that will be used. During tunneling, the excavated ground is supported and the ground above, around and in front of the tunneling activity and machinery is monitored continuously to ensure that safety is maintained. Tunnels and underground stations incorporate other safety measures, including ventilation, air monitoring and emergency access.

Underground construction processes continue to improve as evidenced by recent Metro projects including the successful and safe completion of tunnels for the Regional Connector, Metro K Line, and Purple Line Extension. The building of underground sewer projects, as well as new construction of buildings with deep basements and underground parking structures in Southern California and worldwide has also helped advance tunnel construction methods. Metro continually seeks to take advantage of new developments in tunnel engineering and technology. In some cases, our projects have also set new standards for the industry.

All Metro tunnels are evaluated, planned and designed with input from industry leading experts, including an independent Tunnel Advisory Panel comprising globally recognized geotechnical, earthquake and engineering tunneling experts.

Tunnel Construction Methods

There are three primary methods for building tunnels. The methods used will depend on a variety of factors, including the depth and length of the tunnel or tunnel segment, soil conditions, the built environment, construction cost and others. In many cases, a project will utilize more than one of these methods. The tunnel construction methods, including potential impacts and any needed mitigations, are evaluated as a part of the environmental planning for a new project. *See our Environmental Review Fact Sheet at* metro.net/resources.

Twin tunnel boring machines (TBMs) being used on the D Line Subway Extension Project currently under construction.

Tunnel Boring Machine

A Tunnel Boring Machine (TBM) is like a giant drill. The TBM slowly drills through the earth, digging tunnels needed for an underground project. As the TBM moves forward, it excavates the full diameter or cross section of the tunnel. Once the TBM is below ground doing its work, it is unlikely that people on the surface will see, hear or feel its operation. Metro continually monitors the progress of the TBM underground, and the ground above and around it to ensure it's operating safely at all times.

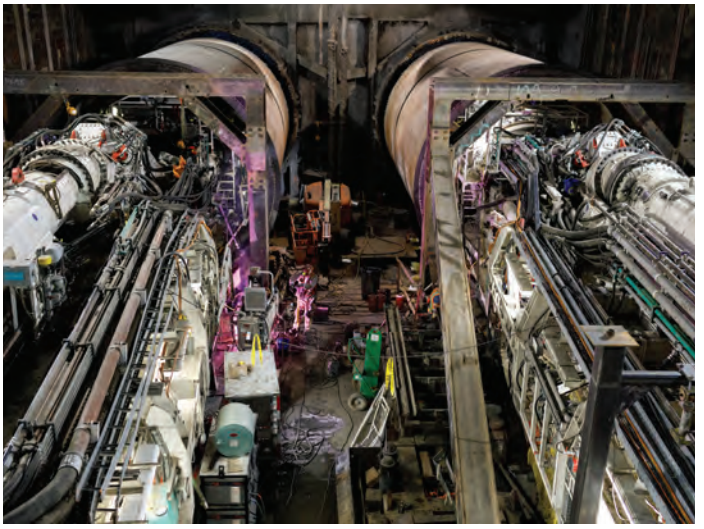
All of Metro's operating rail lines with tunnels, as well as projects currently under construction involving TBMs, incorporate twin-bore tunnels. Twin-bore means that two companion tunnels are created, one for each set of tracks. Tunnels created using this methodology are generally about 20 feet in diameter. Analysis of future tunnel projects in LA County may determine that a larger, single-bore tunnel is appropriate. With single-bore, one machine creates a tunnel generally 40–50 feet in diameter that can accommodate both sets of tracks. There are other single-bore tunnel projects around the United States and the world. These projects are generally deeper than those built with twin-bore TBMs.

Regardless of whether it's a single-bore or twin-bore tunnel, Metro uses the latest TBM technology to maintain pressure in the ground surrounding the tunnel and protect workers inside the TBM. As the TBM advances, concrete tunnel liners are immediately installed supporting the newly drilled portions of the tunnel.

Beginning with construction of the Metro Gold Line Eastside Extension in 2004, Metro has used this construction method successfully for tunneling projects in a variety of soil conditions. Each TBM is engineered for the specific ground conditions where it will be operating.

Several acres of property are needed to launch the TBM at the start of the tunnel. That location is often used to remove excavated dirt from the tunnels. A smaller property is typically needed to remove the TBM at the endpoint. Between these starting and ending points, TBMs are generally sufficiently deep to avoid any impact above ground, including to underground utilities.

Exact locations for launching and extracting the TBM, as well as how much space will be needed to do so is, determined as part of the environmental process.



Twin tunnel boring machines (TBMs) being used on the D Line Subway Extension Project currently under construction.

Future Metro D Line tunneling

Cut-and-Cover

Cut-and-cover tunnel construction generally begins by opening the ground surface to an adequate depth to support or relocate existing utilities, and install soldier piles or other earth-retaining structures. The surface opening is then covered with a temporary concrete deck so traffic and pedestrian movement can continue overhead, while excavation proceeds beneath the street decking. The temporary excavation will be retained by an approved excavation support system, known as a shoring system. Adjacent building foundations will also be supported as necessary. Once the tunnel is built, the remaining excavated space is backfilled and the street is restored. This methodology is typically employed when tunnels are quite shallow or other conditions preclude the use of TBMs.

Sequential Excavation Mining

Sequential Excavation Mining (SEM), also known as the "New Austrian Tunneling Method (NATM)," is an option for constructing a tunnel, cavern or similar underground structure that is either independent of or connected to traditional TBM tunnels. It can be used in a variety of soil conditions and in lieu of traditional cut-and-cover methods when top-down construction is not feasible due to the depth of the tunnel, or to avoid disturbance of surface features. SEM tunnels may also be used on very short tunnels where mobilization of a TBM is not cost-effective.

SEM tunnels are generally oval shaped with mining excavation progressing approximately five to 10 feet at a time. Over this length, the tunnel is divided into segments that are supported and excavated separately utilizing a variety of machines.

An image of Sequential Excavation Mining that was used to create a portion of the tunnel for the Metro A/E Lines in downtown LA.

Once excavation for each segment in the designated length is completed, they are then joined together to form that portion of the tunnel. For longer tunnels, SEM excavation can occur simultaneously at multiple locations along the tunnel length.

SEM requires access from the surface to bring in workers and equipment, and to remove excavated materials. However, it typically results in less surface disturbance than traditional cut-and-cover construction.

Metro has used SEM most recently to excavate a 300-foot cavern for crossover tracks in downtown LA for the Regional Connector light rail project.

Underground Stations

Underground stations are also typically constructed using cut-and-cover, even when the tunnels are built using TBMs or SEM. *Please see our Station Construction Fact Sheet for more information at* metro.net/resources. Because construction is not fully below ground, it is likely that people at the surface level will see, hear and feel station construction activities.

Vent Shafts

Underground trains push the air as they move through the tunnels. This air can be vented to the surface in a variety of locations. Venting occurs at stations, and where tunnels come to the surface. Sometimes ventilation shafts at other locations are also needed. The requirements for the number, size, design and location of ventilation shafts will vary with the length of the underground sections, the tunnel size and design, and the number and frequency of trains. The environmental study for the project will evaluate the number of vent facilities required, potential locations, any environmental impacts and needed mitigations.

Vents may generate noise, but the amount of noise associated with a vent is dependent on its size and several design variables including distance to sensitive receptors. The means of ventilation and any potential impacts, including noise, emissions, and property impacts, will be analyzed in the environmental document along with any associated mitigation measures. Vent facilities may require property acquisition. *Please see our Property Acquisition Fact Sheet for more information at metro.net/resources.*

For more information about tunneling, visit *metro.net/tunneling*.

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metro.net/firstlastmile

Next stop: vibrant communities.

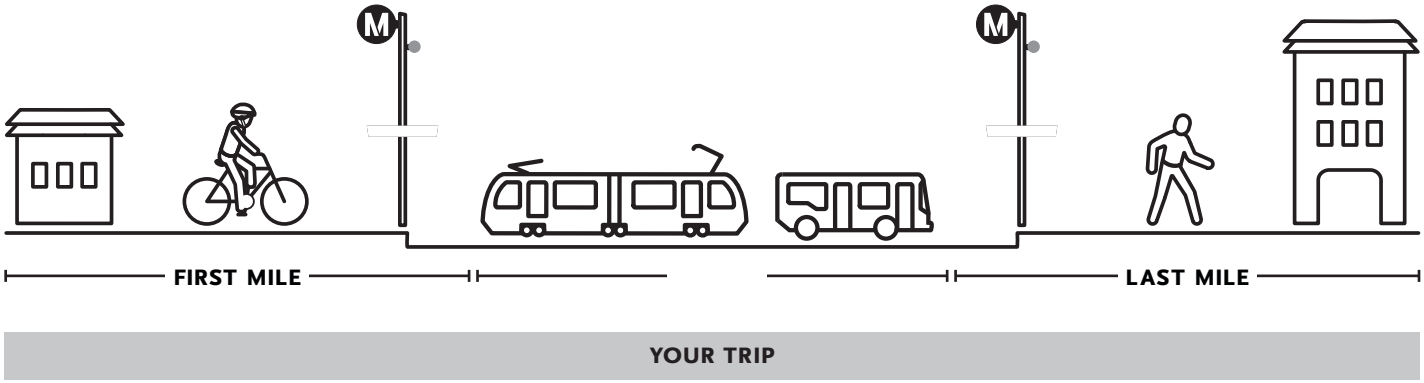
FIRST/LAST MILE
Fact Sheet

Creating good connections to transit

Metro is focused on improving the entire transit experience from door to door. Given that most trips begin or end on foot, it is critical to have safe streets and sidewalks that allow people to connect to transit easily. The first and last part of the journey where riders walk, bike or roll to or from their nearest transit station or bus stop is called the "first/last mile connection." Improving first/last mile connections is part of Metro's commitment to providing outstanding trip experiences for all riders and improving access to Metro's growing transportation network.

Why are first/last mile connections important?

> Provides pathways to transit for people of all ages and abilities
> Improves safety of public streets and sidewalks for people walking, biking and rolling
> Improves the transit rider experience
> Promotes a healthy and active lifestyle
> Reduces dependency on vehicle trips by offering an attractive alternative



*NOT TO SCALE

Metro has a first/last mile vision

In 2016, the Metro Board passed a ground-breaking motion to integrate first/last mile improvements as part of all new rail and bus rapid transit projects. Metro envisions a safe, intuitive and pleasant network of streets surrounding stations that emphasize walking, biking and rolling connections between transit and key destinations. Metro identifies that "pathway network" through a community-centered planning process, then works to implement improvements along those pathways to support transit access. First/last mile planning breaks new ground for Metro by creating a clear focus on active transportation as an integral part of the rider experience, working directly with local agencies to improve streets, and establishing an equity-centered process that deeply engages community groups.

Metro®

What is Metro's approach to first/last mile planning?

Metro partners with local communities and stakeholders to develop a set of community-supported improvements along the key pathways to Metro stations and bus stops. Metro uses a flexible, data driven and community-oriented approach to prepare plans that respond to the unique conditions of each station area and strengthen connections to nearby destinations, transit hubs and streets. Examples of first/last mile improvements include street and sidewalk infrastructure:

> Crosswalks, bulb-outs, street trees and landscaping
> Signal timing for pedestrians and cyclists
> Bike lanes, bike parking, bike share stations
> Wayfinding signage to key destinations and transit connections
> Real-time signage or transit information kiosks

Scramble crosswalks improve pedestrian safety and comfort.

How can I participate in first/last mile planning?

As Metro expands the rail and BRT network, there will be many opportunities for community members to participate in the development of first/last mile plans around future stations. There are two key ways to participate:

> **Join a walk audit around a station area of interest.** This is a site visit where community stakeholders and Metro representatives walk a station area and note opportunities, barriers and behaviors they observe. This information is collected, then compiled and analyzed to inform first/last mile plans to create safe pathways to transit.
> **Attend community events.** These provide information about planning efforts and solicit feedback on the process and planned improvements.

Safe sidewalks are critical for people to access transit.

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Próxima parada: comunidades vibrantes.

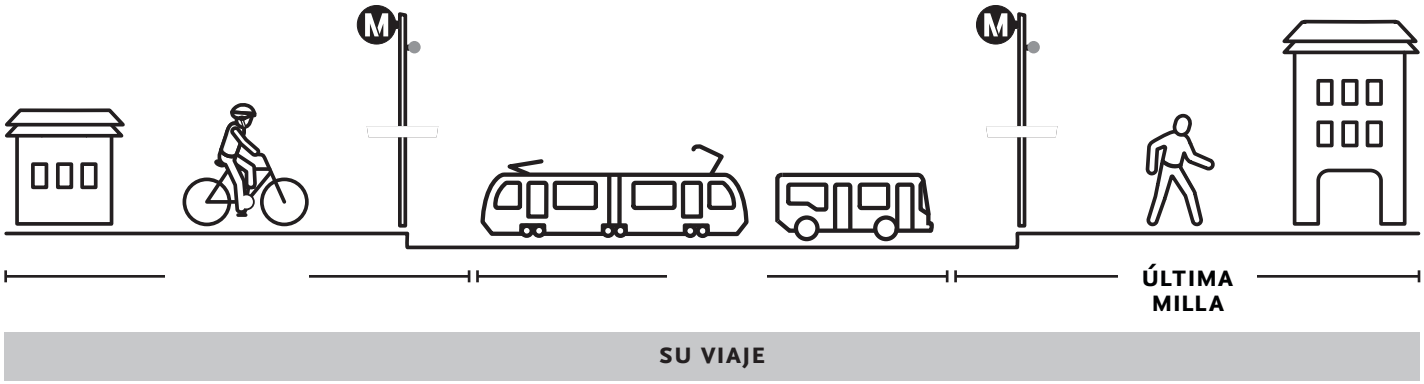
PRIMERA/ÚLTIMA MILLA
Hoja informativa

Creando buenas conexiones al transporte público

Metro se enfoca en mejorar toda la experiencia del transporte público de puerta a puerta. Debido a que la mayoría de los viajes comienzan o terminan a pie, es fundamental tener calles y aceras seguras que permitan que las personas se conecten con el transporte público fácilmente. La primera y la última parte del viaje donde los pasajeros caminan, andan en bicicleta o ruedan hacia o desde su estación de transporte público o parada de autobús más cercana se llama "conexión de primera/última milla". Mejorar las conexiones de la primera y la última milla es parte del compromiso de Metro para ofrecer experiencias de viaje excepcionales a todos los pasajeros, así como mejorar el acceso a la creciente red de transporte de Metro.

¿Por qué son importantes las conexiones de la primera y la última milla?

> Proporcionan caminos hacia el transporte público para personas de todas las edades y capacidades
> Mejoran la seguridad de las calles y aceras públicas para las personas que caminan, andan en bicicleta o rodan
> Mejoran la experiencia de transporte del pasajero
> Promueven un estilo de vida saludable y activo
> Reducen la dependencia de los viajes en vehículo, ofreciendo una alternativa atractiva



*NO A ESCALA

Metro tiene una visión de la primera y la última milla

En 2016, la Junta Directiva de Metro aprobó un movimiento innovador para integrar las mejoras de la primera y la última milla como parte de todos los nuevos proyectos de transporte rápido en tren y autobús. Metro contempla una red segura, intuitiva y placentera para las calles que rodean las estaciones que enfaticen el caminar, andar en bicicleta y trasladarse a las conexiones entre el transporte público y los destinos claves. Metro identifica esa "red de vías" a través de un proceso de planificación centrado en la comunidad y luego implementa mejoras en esas vías para permitir el acceso al transporte público. La planeación de la primera y la última milla abre nuevos caminos para Metro mediante la creación de un enfoque claro en el transporte activo, así como un aspecto integral de la experiencia del pasajero, trabajando directamente con las agencias locales para mejorar las calles y estableciendo un proceso centrado en la equidad que comprometa profundamente a los grupos comunitarios.

Metro®

¿Cuál es el enfoque de Metro para la planificación de la primera y la última milla?

Metro se asocia con las comunidades locales y los interesados para desarrollar un conjunto de mejoras apoyadas por la comunidad a lo largo de las principales vías hacia Metro y las paradas de autobús. Metro utiliza un enfoque flexible, basado en datos y orientado hacia la comunidad para elaborar planes que respondan a las condiciones únicas del área de cada estación y que fortalezcan las conexiones a destinos, centros de transporte y calles cercanas. Ejemplos de mejoras de la primera y la última milla que incluyen infraestructura de calles y aceras:

> Cruces peatonales, ampliaciones de las aceras, árboles en las calles y paisajismo
> Sincronización de los señalamientos para peatones y ciclistas
> Carriles de bicicletas, área para estacionar bicicletas y estaciones para bicicletas compartidas (Metro Bike Share)
> Señalización vial hacia destinos y conexiones de transporte público claves
> Señalización en tiempo real o quioscos de información de transporte público

Cruces peatonales marcados mejoran la seguridad y la comodidad de los peatones.

¿Cómo puedo participar en la planificación de la primera y la última milla?

A medida que Metro amplía la red de transporte y el transporte rápido de autobús (en inglés, BRT), habrá muchas oportunidades para que los miembros de la comunidad participen en el desarrollo de los planes de la primera y la última milla alrededor de las estaciones futuras. Hay dos maneras claves para participar:

> **Intégrarse en una auditoría a pie alrededor de un área de la estación de interés.** Esta es una visita al sitio donde los interesados de la comunidad y los representantes de Metro caminan por el área de una estación y toman nota de las oportunidades, las barreras y los comportamientos que observan. Esta información se recopila y luego se compila y analiza para dar forma a los planes de la primera y la última milla para crear vías seguras hacia el transporte público.
> **Asistir a eventos comunitarios.** Estos proporcionan información sobre los esfuerzos de planeación y solicitan retroalimentación sobre el proceso y las mejoras planeadas.

Aceras seguras son esenciales para que las personas accedan al transporte publico.

CONTÁCTENOS

metro.net/firstlastmile
@metrolosangeles
losangelesmetro

19-2467PS ©2019 LACMTA

Attachment D Meeting Materials

Attachment D1 Comment Cards

Next stop: your questions.

Metro®

Next stop: your questions.

Metro®

You have a voice in our future.

DATE: MEETING LOCATION:

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

EASTSIDE TRANSIT CORRIDOR PHASE 2

You have a voice in our future.

DATE: MEETING LOCATION:

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

EASTSIDE TRANSIT CORRIDOR PHASE 2

Próxima parada: sus preguntas.

Metro®

Próxima parada: sus preguntas.

Metro®

Usted tiene una voz en nuestro futuro.

FECHA: UBICACIÓN DE LA REUNIÓN:

NOMBRE

ORGANIZACIÓN

TELÉFONO

CORREO ELECTRÓNICO

DIRECCIÓN DE ENVIO

CIUDAD, ESTADO, CÓDIGO

PROYECTO DEL CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

Usted tiene una voz en nuestro futuro.

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CIUDAD, ESTADO, CÓDIGO

PROYECTO DEL CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2

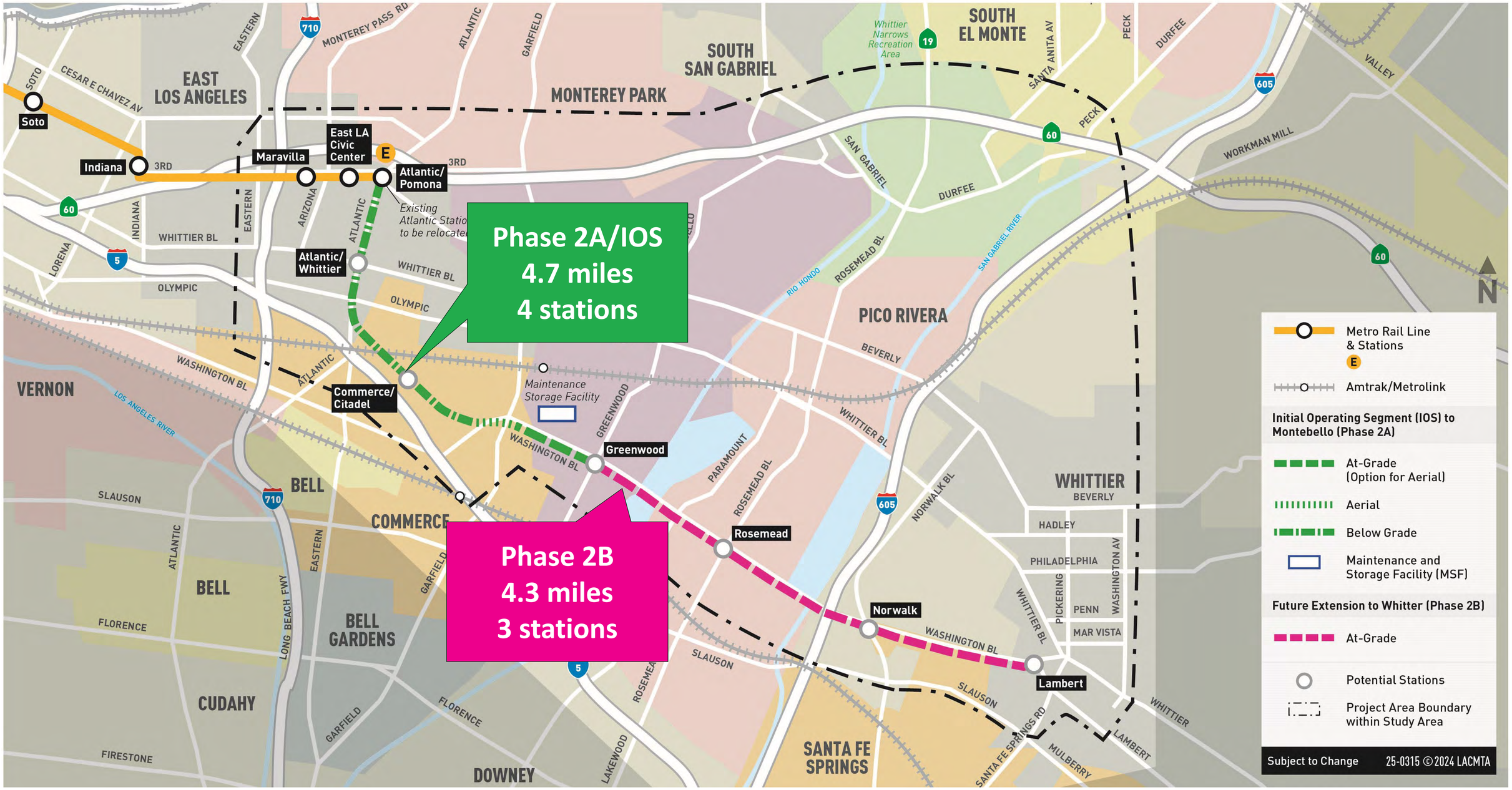
Attachment D2 Display Boards

We're expanding rail further east.

Metro

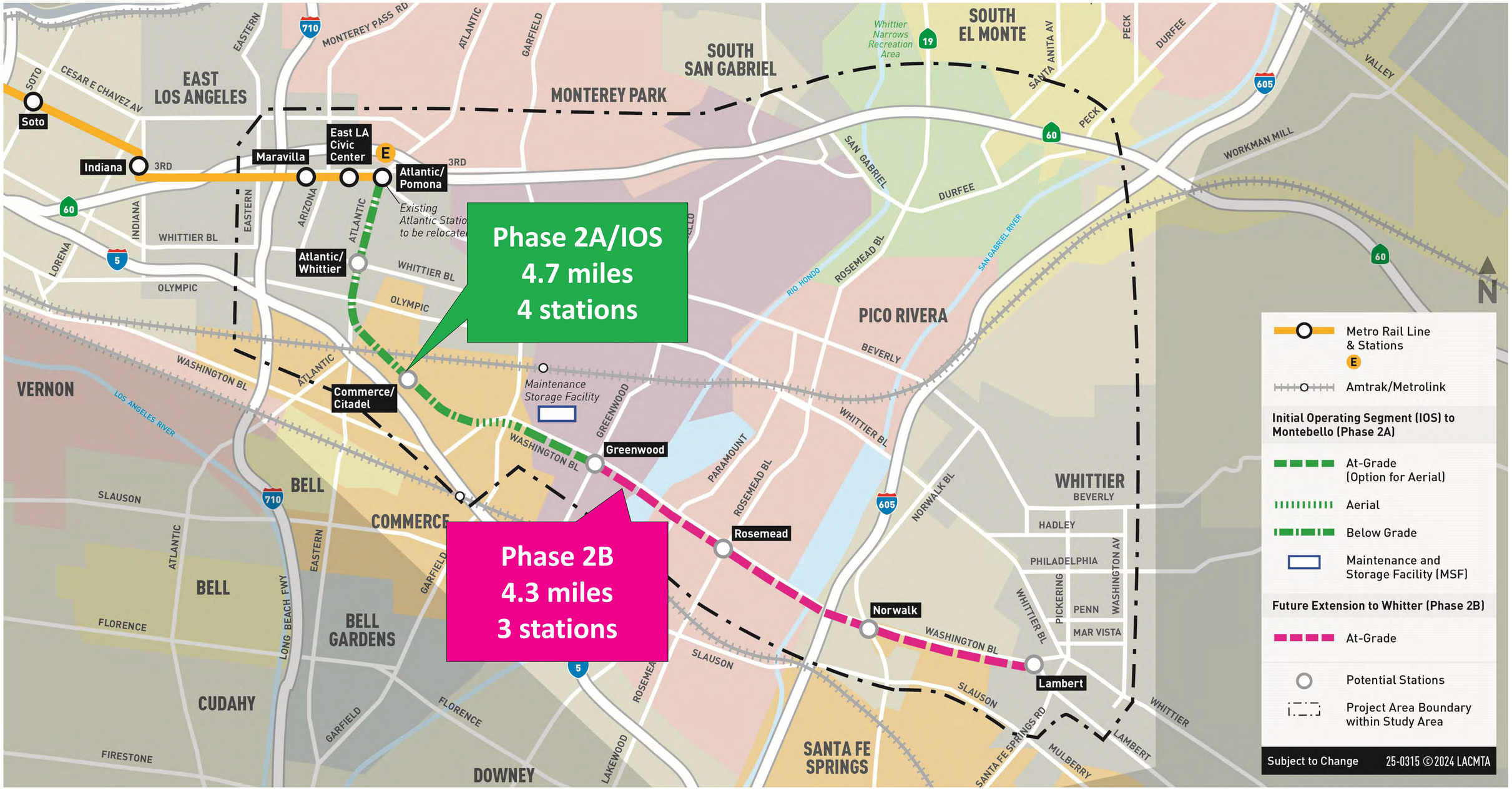
EASTSIDE TRANSIT CORRIDOR PHASE 2

Project Map



Metro

Project Map



Metro

Locally Preferred Alternative

Initial Operating Segment (IOS) to Montebello Greenwood Station

> **Project Definition**

- 4.7-mile IOS from Atlantic to Greenwood
- 3 miles underground, 0.6 miles aerial, 1.1 miles at street level

> **Stations**

- Atlantic/Pomona Station, relocated (open-air underground)
- Atlantic/Whittier Station (underground)
- Commerce Citadel Station (underground)
- Montebello Greenwood Station (at-grade)
- Potential maintenance and storage facility in Montebello

> **Cost Estimates**

- $7.9 billion (2022$ dollars based on 15% early design)

> **Funding**

- $3.6 billion in Measure M and Measure R and other local sources; pursuing NEPA and federal funding for LPA

> **Construction Schedule (forecasted)**

- 2027: Advanced utility adjustments and construction notices
- 2029: Begin construction of stations and guideway
- 2035-37: Construction completion (pending funding availability)

IOS: Initial Operating Segment

LPA: Locally Preferred Alternative

NEPA: National Environmental Policy Act

Metro

Contact Us

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Lorena Sanchez, Manager, Community Relations, Gateway Cities

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Metro

Project's Environmental Study History

Schedule

WE ARE HERE

2019	2020	2021-2022	2023	2024-2025
Reinitiated environmental process under CEQA and NEPA with public comment period and scoping meetings Evaluated three (3) alternatives (SR 60, Washington, Combined)	Withdrawal of SR-60 and Combined Alternatives Board directed staff to evaluate the Washington Alternative Discontinued NEPA	Introduction of IOS Alternatives and Maintenance Storage Facility options Draft EIR released for public review and held public hearings Board selected LPA	Completed rail tours Initiated first/last mile planning efforts Initiated Final EIR preparation	Certified Final EIR Complete first/last mile planning efforts Reinitiate NEPA for federal funding pursuit

CEQA PROCESS

NEPA PROCESS

NEPA PROCESS

ONGOING PUBLIC PARTICIPATION

CEQA: California Environmental Quality Act
NEPA: National Environmental Policy Act
IOS: Initial Operating Segment
LPA: Locally Preferred Alternative

Metro

NEPA Schedule

WE ARE HERE

Early 2025	Summer 2025	Fall 2025	Early 2026
January/February project update meetings Initiate NEPA for federal funding pursuit	FTA to release NEPA document to public and agencies for review (30 days) Public hearing(s)	Respond to public comments	FTA NEPA decision document*

ONGOING PUBLIC PARTICIPATION

**Note: If NEPA/Environmental Assessment demonstrates that the project will not have a significant effect on the environment, the process concludes with a finding of no significant impact (FONSI).*

FTA: Federal Transit Administration
NEPA: National Environmental Policy Act

Metro

NEPA Environmental Study – Topics

Additional Studies in NEPA

> Section 4(f) Evaluation*

> Section 106 (historic properties)

> Environmental Justice**

> Cost Benefit Analysis

> Economics and Fiscal Impacts

> Real Estate and Acquisitions

Notes:

**Park and recreation lands, wildlife and waterfowl refuges, and historic sites*

***Minority populations, low-income populations, and/or Indian tribes and indigenous communities*

****These topics were addressed in Certified EIR, but there are some differences in the specific issues addressed under NEPA.*

EIR: Environmental Impact Report

NEPA: National Environmental Policy Act

Topics included in Certified Final EIR***

> Air Quality

> Climate Change

> Community Impact Analysis, Park/Community Facilities, Utilities

> Construction

> Geotechnical/Subsurface/Seismic

> Ecosystems and Biological Resources

> Energy

> Hazardous Materials

> Historical/Archaeo/Paleo/Tribal Resources

> Land Use and Development

> Noise and Vibration

> Safety and Security

> Transportation and Traffic

> Visual and Aesthetics

> Water Resources

> Growth Inducing

> Cumulative Impacts

Metro

Attachment D3 Rotating Slideshow

We're expanding rail further east.

Station 1: Project Overview

EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro

Eastside Transit Corridor Phase 2 Study Area

- May 2024 - Metro Board approved the Final Environmental Impact Report (EIR) for a 9-mile extension of the Metro E Line
- The project will be built in two phases and will connect the communities of East Los Angeles, Commerce, Montebello, Pico Rivera, Santa Fe Springs, West Whittier-Los Nietos and the City of Whittier

Project Purpose and Benefits

Existing Land Uses within 0.5 miles

> **Transit-dependent Communities**
> Within ½ mile of the stations, 119,759 people

> **High-travel Demand Corridor**

> **Ease Traffic Congestion**
> Project to serve 15,000 average weekday

> **Regional Connection**
> Connect East Los Angeles and Gateway Cities, with rail services to Downtown Los Angeles, Santa Monica and key destinations

> **1,600 new construction jobs** and **$1 billion of economic activity** per year (estimated)

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CEQA PROCESS

NEPA PROCESS

NEPA PROCESS

ONGOING PUBLIC PARTICIPATION

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Locally Preferred Alternative

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- Approximately 3 miles underground, 1 mile aerial and 0.7 miles at street level

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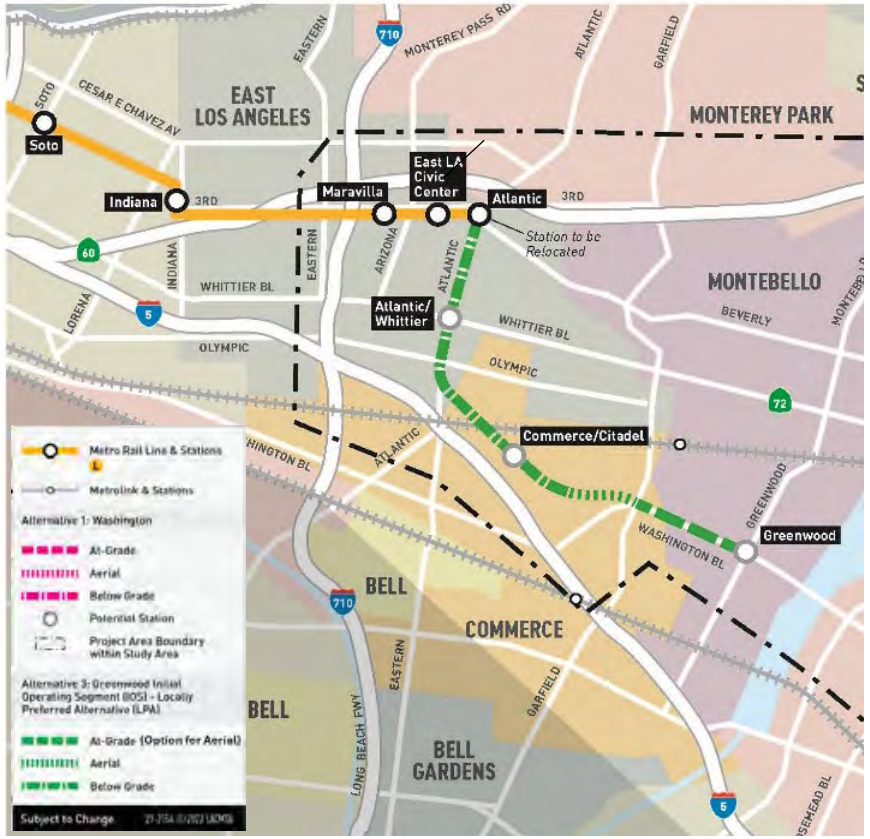

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Contact Us

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Lorena Sanchez, Community Relations

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Estamos ampliando el ferrocaril más al este

Estación 1: Descripción General del Proyecto

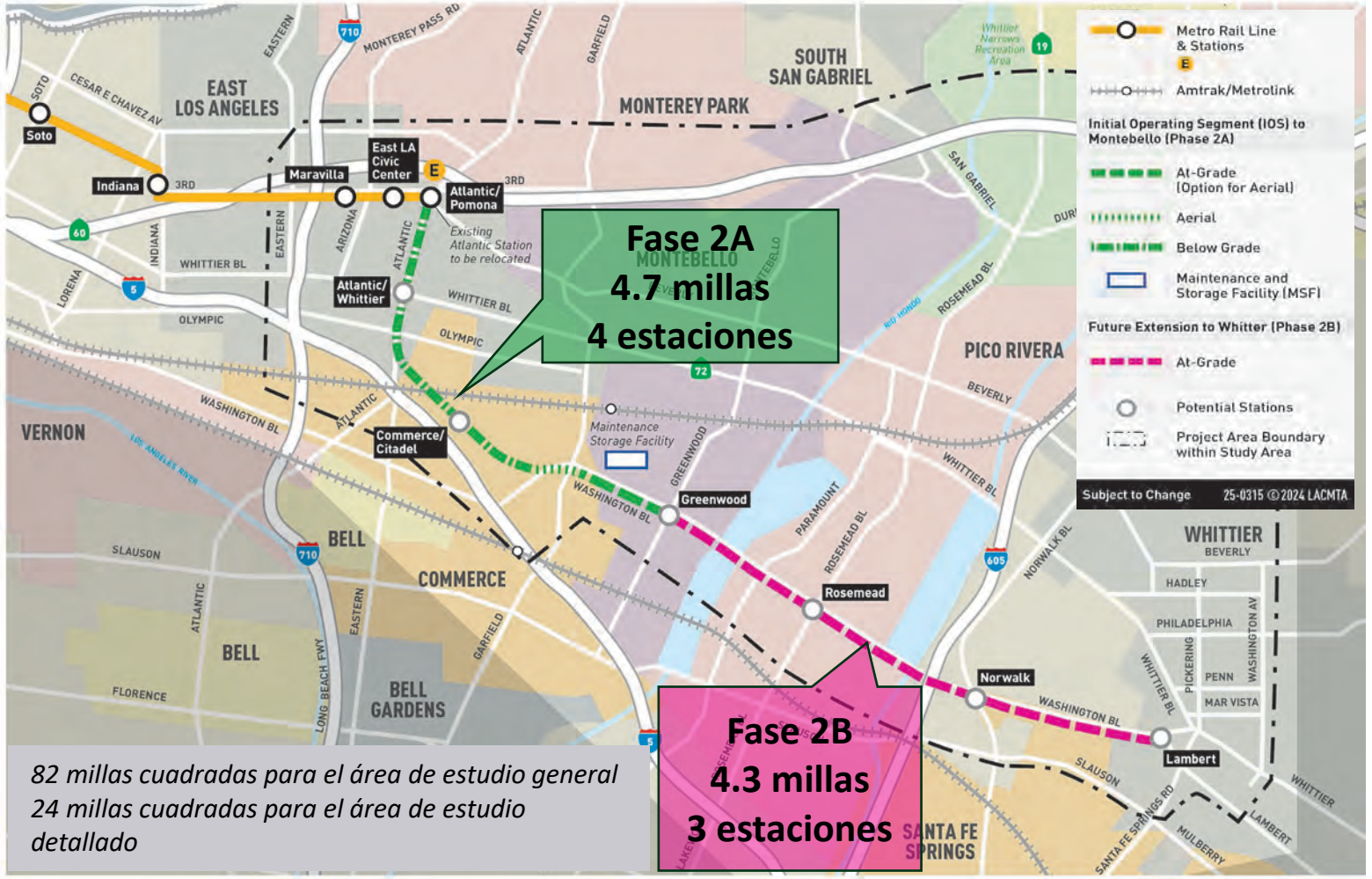
Corredor de Transporte Hacia el Este Fase 2

Metro

Corredor de Transporte Hacia el Este Fase 2
Área de Estudio

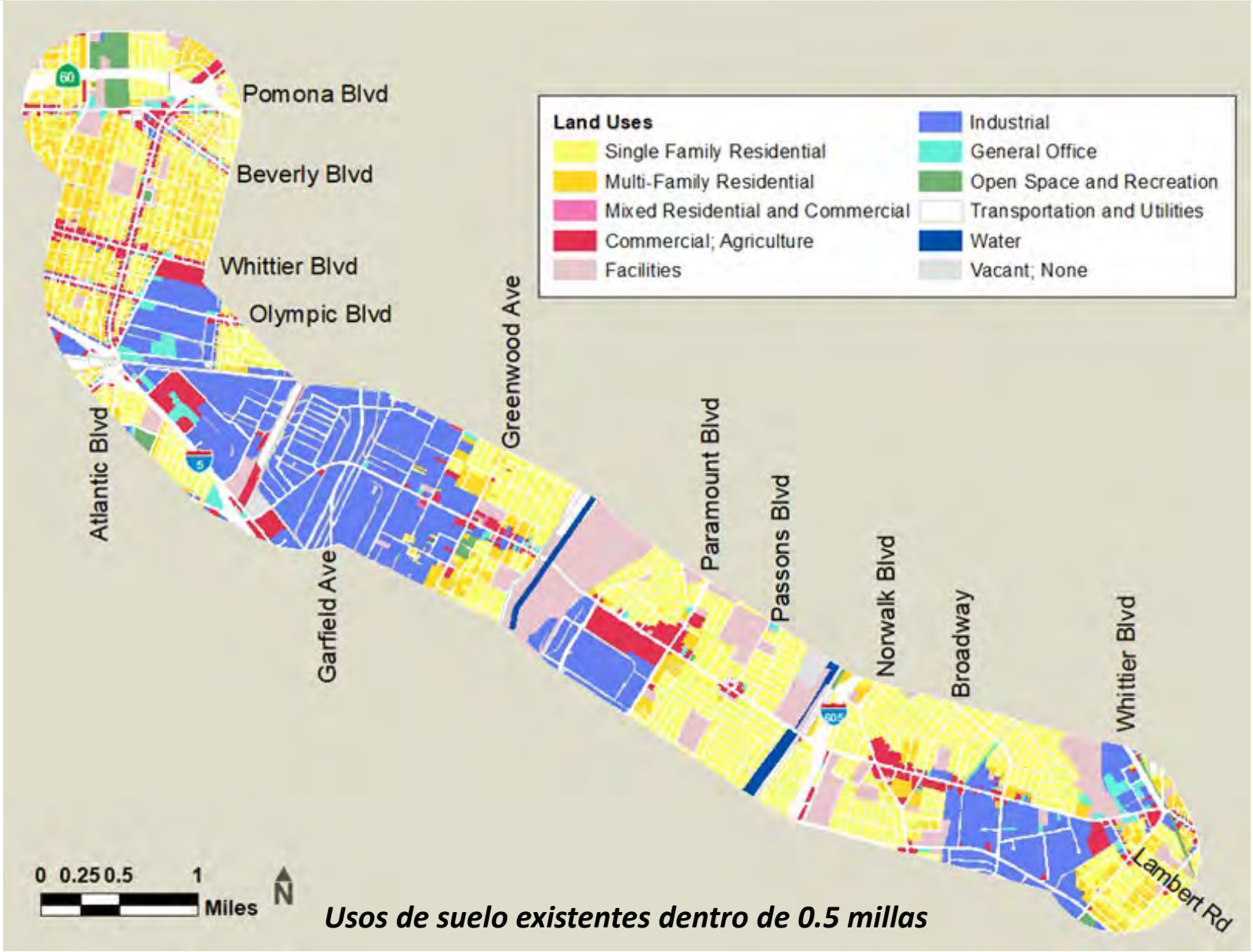
> Mayo de 2024 - La Junta Directiva de Metro aprobó el Informe de Impacto Ambiental (EIR) Final para una extensión de 9 millas de Metro E Line

> El proyecto se construirá en dos fases y conectará las comunidades del Este de Los Angeles, Commerce, Montebello, Pico Rivera, Santa Fe Springs, West Whittier-Los Nietos y la Ciudad de Whittier



82 millas cuadradas para el área de estudio general
24 millas cuadradas para el área de estudio detallado

Propósito y Beneficios del Proyecto



Usos de suelo existentes dentro de 0.5 millas

> **Comunidades Dependientes del Transporte Público**
Dentro de 1/2 milla de las estaciones, 119,759 personas

> **Corredor de Alta Demanda de Viajes**

> **Alivio del Tráfico**
El proyecto dará servicio a 15,000 pasajeros en un día promedio entre semana

> **Conexión Regional**
Conectará al Este de Los Angeles y Gateway Cities con servicios de tren hacia el centro de Los Angeles, Santa Monica y otros destinos clave

> **1,600 nuevos empleos en construcción** y **$1,000 millones en actividad económica** por año (estimado)

Historia del Estudio Ambiental del Proyecto

Horario

ESTAMOS AQUÍ

2019	2020	2021-2022	2023	2024-2025
Se reinició el proceso ambiental bajo CEQA y NEPA con un período de comentarios públicos y reuniones de alcance Se evaluaron tres (3) alternativas (SR 60, Washington, Combinado)	Se retiraron las alternativas SR 60 y combinadas La Junta Directiva dirigió al personal que evaluara la Alternativa de Washington Se descontinuó NEPA	Introducción de alternativas IOS y opciones de MSF Se publicó el Borrador del EIR para revisión pública y audiencias públicas La Junta Directiva seleccionó la LPA	Recorridos de tren completados Inicios de la planificación de la primera/última milla Inicio de la preparación del EIR Final	Certificación del EIR Final Completar los esfuerzos de planificación de la primera/última milla Reiniciar NEPA

PARTICIPACIÓN PÚBLICA CONTINUA

CEQA: Ley de Calidad Ambiental de California

NEPA: Ley Nacional de Política Ambiental

IOS: Segmento Operativo Inicial

LPA: Alternativa Preferida Localmente

Alternativa Preferida Localmente

Segmento Operativo Inicial (IOS, en inglés) a la Estación Greenwood en Montebello

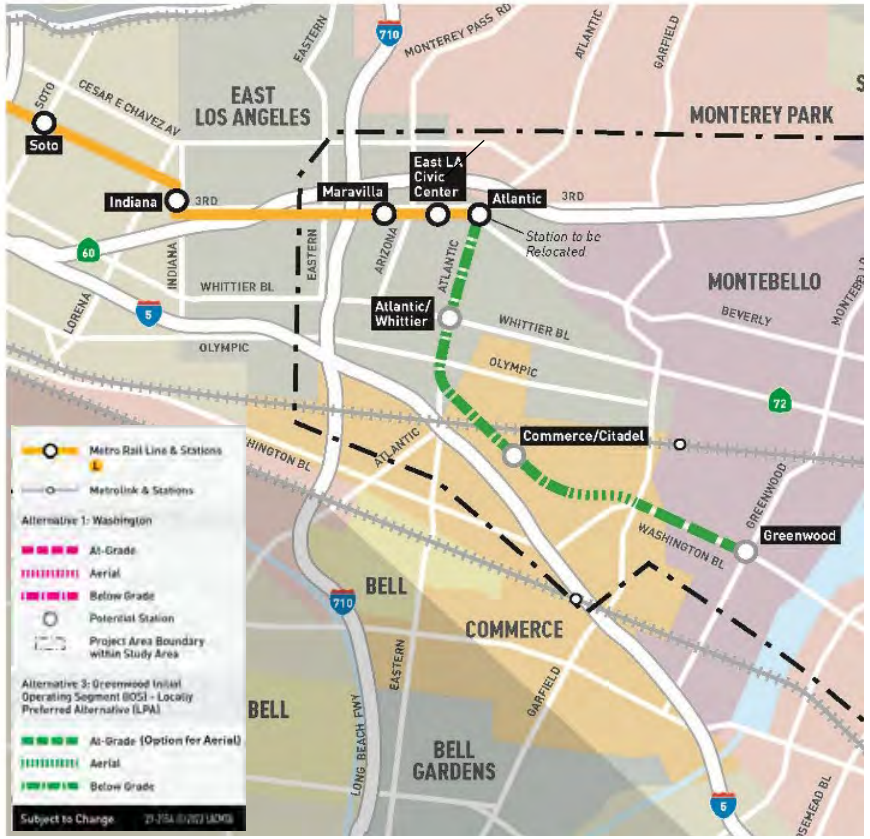
> **Definición del Proyecto**
- IOS de 4.7 millas desde Atlantic hasta Greenwood
- Aproximadamente 3 millas bajo tierra, 1 milla aérea y 0.7 millas a nivel de la calle

> **Estaciones**
- Estación Atlantic/Pomona, reubicada (subterránea al aire libre)
- Estación Atlantic/Whittier (subterránea)
- Estación Commerce Citadel (subterránea)
- Estación Greenwood en Montebello (a nivel de calle)
- Posible instalación de mantenimiento y almacenamiento en Montebello

> **Estimación de Costos**
- $7.9 mil millones ($ dólares de 2022, con base en un diseño preliminar del 15%)

> **Financiamiento**
- $3.6 mil millones de Measure M, Measure R y otras fuentes locales; solicitando fondos federales bajo NEPA para la LPA

> **Calendario de Construcción (proyección)**
- 2027: Ajustes avanzados de servicios públicos y avisos de construcción
- 2029: Inicio de la construcción de estaciones y vía
- 2035-37: Finalización de la construcción (sujeta a disponibilidad de fondos)



IOS (en inglés): Segmento Operativo Inicial

LPA (en inglés): Alternativa Preferida Localmente

NEPA (en inglés): Ley Nacional de Política Ambiental

Contáctenos

Jill Liu, Gerente del Proyecto, Planeación y Desarrollo del Condado

Lorena Sanchez, Gerente de Relaciones Comunitarias, Gateway Cities

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Attachment D4 Power Point In-Person

We're expanding rail further east.

Community Update Meetings
January/February 2025

EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro

Welcome | Bienvenidos!

We will begin in a few moments.

Comenzaremos en unos momentos.

Metro

thank you
danke
謝謝
ngiyabonga
شكراً جزيلاً
рахмат
teşekkür ederim
Баярлалаа
спасибо
gracias
tapadh leat
dank je
хвала
bedankt
dziękuję
obrigado
go raibh maith agat
mochchakkeram
sukriya
kop khun krap
arigatô
dakujem
merci
grazie
terima kasih
감사합니다
ευχαριστώ
мерси
ありがとう
mauruuru
hvala
sagolun
takk
taiku
merci
kiitos
dankie
dhanyavad
enkosi
djiere dieuf
mamnun
chnorakaloutioun
gracias
sulpáy
sobodi
dèkuji
mèsi
najis tuke
kam sah hamnida
তোমাকে ধন্যবাদ
xièxie
dhanyavadagalu
shukriya
merce
trugarez
tanemirt
rahmet
diolch
paldies
matondo
misaotra
blagodaram
vinaka
спасибі
faafetai lava
mahalo
welalin
tack
barka
mersi
spas
akun
dankon
aèiù
köszönöm
gràcie
bayarlalaa
nanni
nandri
asante
manana
murakoze
teriki
obrigada
chokrane
djiere dieuf
дякую

Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

> Respect the format of the meeting and allow everyone an opportunity to comment

> Please write your questions clearly on the question cards and submit to project staff

> Turn off cell phones during presentation

> Treat fellow community members, agency representatives, Metro staff and others with respect

> Address all comments to Metro staff and consultants – not to other attendees

> Maintain a conversational tone

Metro's Response to Wildfires: In response to the Eaton and Pacific Palisades wildfires, LA Metro has adjusted the eligibility for reduced fare programs to support the victims.

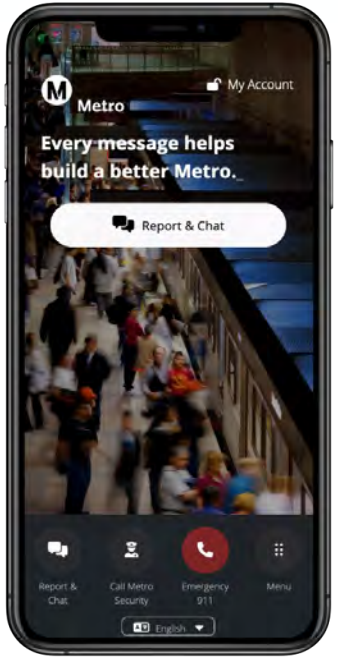
Immediate Benefits: Affected individuals will receive a 90-day free transit pass, preloaded on a TAP card, for unlimited rides on participating transit systems in L.A. County.

Ongoing Support: After 90 days, wildfire victims can get 20 free regional rides each month for six months, with fare-capping options after exceeding certain ride limits.

Enrollment Information: Victims can enroll online or at designated resource centers across Los Angeles. Specific dates and locations are provided for immediate assistance.

Contact for Assistance: https://www.taptogo.net/wildfireresponse

Improvements to the Transit Watch App



The new version of the Transit Watch App is out in the world and available for download! Here are some new features and improvements that you will see:

- Streamlined reporting so you can submit an incident report to Metro Security more quickly
- Enhanced real-time location services so you tell us where the issue is occurring
- Improved accessibility enhancements, from 14 different language options to text enlargement

Download the Transit Watch App today and learn more at ***metro.net/transitwatch***.

My Metro Budget Activity

Metro is excited to announce the annual launch of the My Metro Budget activity.

Answer questions about the future and balance funds between safety, cleanliness, service and more! Your contributions will help develop Metro's Fiscal Year 2026 budget.

Build your budget and the future of LA County’s transit system at **mybudget.metro.net/online.**

Telephone Town Hall

The public is invited to join Metro senior leadership at a Telephone Town Hall event on Feb. 4 at 6PM to discuss the upcoming Fiscal Year 2026 Budget.

There will be opportunities to ask questions live, and to learn more about updates and progress on safety, cleaning, and service.

You can pre-register to be called on the day of the event or submit a written question or comment in advance at https://tthm.wufoo.com/forms/metro-telephone-town-hall-signup

Why Are We Here Today

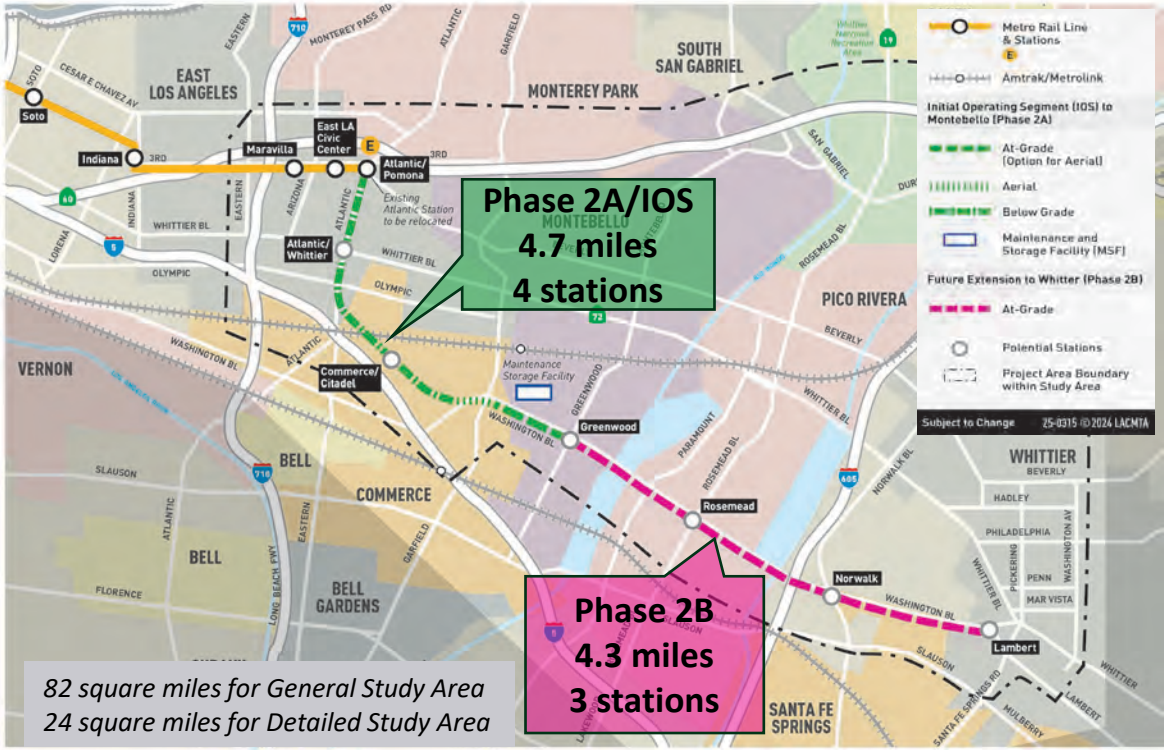
Agenda	Speakers
Welcome and Introductions	Lorena Sanchez, Metro Community Relations
Project Background	Jill Liu, Metro Planning
Locally Preferred Alternative	
Final Environmental Impact Report (Final EIR) - Key Findings	
Eat Shop Play	Jesse Sanchez, Metro Community Relations
National Environmental Policy Act (NEPA) - Study Process	Jill Liu, Metro Planning Jaime Guzman, AECOM/CDM Smith Joint Venture
Preliminary Station Concepts	Maressa Sah, Metro Planning
Ongoing Community Engagement	Lorena Sanchez, Metro Community Relations
Next Steps	Jill Liu, Metro Planning
Questions & Answers	Edna Jimenez/Edgar Gutierrez, Arellano Associates

Project Background

Eastside Transit Corridor Phase 2 Study Area

> May 2024 - Metro Board approved the Final Environmental Impact Report (EIR) for a 9-mile extension of the Metro E Line

> The project will be built in two phases and will connect the communities of East Los Angeles, Commerce, Montebello, Pico Rivera, Santa Fe Springs, West Whittier-Los Nietos and the City of Whittier



82 square miles for General Study Area
24 square miles for Detailed Study Area

Project Purpose and Benefits

Existing Land Uses within 0.5 miles

> **Transit-dependent Communities**
> Within ½ mile of the stations, 119,759 people

> **High-travel Demand Corridor**

> **Ease Traffic Congestion**
> Project to serve 15,000 average weekday

> **Regional Connection**
> Connect East Los Angeles and Gateway Cities, with rail services to Downtown Los Angeles, Santa Monica, and key destinations

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Project's Environmental Study History

Schedule

WE ARE HERE

2019	2020	2021-2022	2023	2024-2025
Reinitiated environmental process under CEQA and NEPA with public comment period and scoping meetings Evaluated three (3) alternatives (SR 60, Washington, Combined)	Withdrawal of SR-60 and Combined Alternatives Board directed staff to evaluate the Washington Alternative Discontinued NEPA	Introduction of IOS Alternatives and Maintenance Storage Facility options Draft EIR released for public review and held public hearings Board selected LPA	Completed rail tours Initiated first/last mile planning efforts Initiated Final EIR preparation	Certified Final EIR Complete first/last mile planning efforts Reinitiate NEPA for federal funding pursuit

CEQA PROCESS

NEPA PROCESS

NEPA PROCESS

ONGOING PUBLIC PARTICIPATION

CEQA: California Environmental Quality Act

NEPA: National Environmental Policy Act

IOS: Initial Operating Segment

LPA: Locally Preferred Alternative

Locally Preferred Alternative

Locally Preferred Alternative

Initial Operating Segment (IOS) to Montebello Greenwood Station

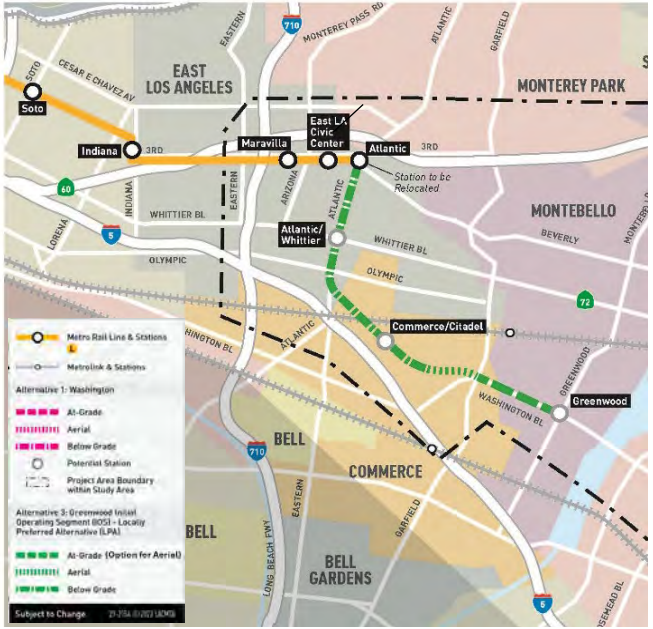
> **Project Definition**
- 4.7-mile IOS from Atlantic to Greenwood
- Approximately 3 miles underground, 1 mile aerial and 0.7 miles at street level

> **Stations**
- Atlantic/Pomona Station, relocated (open-air underground)
- Atlantic/Whittier Station (underground)
- Commerce Citadel Station (underground)
- Montebello Greenwood Station (at-grade)
- Potential maintenance and storage facility in Montebello

> **Cost Estimates**
- $7.9 billion (2022$ dollars based on 15% early design)

> **Funding**
- $3.6 billion in Measure M and Measure R and other local sources; pursuing NEPA and federal funding for LPA

> **Construction Schedule (forecasted)**
- 2027: Advanced utility adjustments and construction notices
- 2029: Begin construction of stations and guideway
- 2035-37: Construction completion (pending funding availability)



IOS: Initial Operating Segment

LPA: Locally Preferred Alternative

NEPA: National Environmental Policy Act

Final Environmental Impact Report (Final EIR) - Key Findings

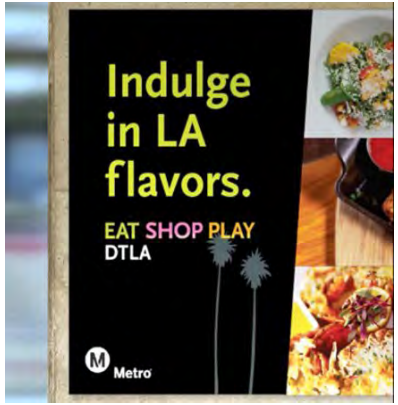
Final Environmental Impact Report (EIR)

> **Certified by the Metro Board in May 2024**

- Evaluated revisions to Project since the Recirculated Draft EIR in June 2022
- Responded to all public comments received on the Draft EIR
- Project has no residential displacements
- Metro has a Mitigation Monitoring and Reporting Program to reduce or avoid environmental impacts

Eat Shop Play Program

- Metro's Eat Shop Play program supports local businesses as we build more rail for LA
- Participation is free
- Businesses located along Metro Rail construction projects or along specific transit corridors are eligible to sign up for marketing assistance
- Benefits to local businesses include print/digital ads and email marketing
- Program contact:
  - Learn more at: *Metro.net/eatshopplay*
  - Email: *eatshopplay@metro.net*



National Environmental Policy Act (NEPA) - Study Process

Metro

National Environmental Policy Act (NEPA) Overview

Metro will coordinate with Federal Transit Administration (FTA) to prepare an appropriate NEPA document (e.g., an Environmental Assessment) for the Project as joint Lead Agency with the FTA

> **Purpose of the NEPA document**

- Seek federal environmental approval to make Project eligible for federal funding
- Assess the Project's potential environmental effects

NEPA Schedule

WE ARE HERE

Early 2025	Summer 2025	Fall 2025	Early 2026
January/February project update meetings Initiate NEPA for federal funding pursuit	FTA to release NEPA document to public and agencies for review (30 days) Public hearing(s)	Respond to public comments	FTA NEPA decision document*

ONGOING PUBLIC PARTICIPATION

**Note: If NEPA/Environmental Assessment demonstrates that the project will not have a significant effect on the environment, the process concludes with a finding of no significant impact (FONSI).*

FTA: Federal Transit Administration
NEPA: National Environmental Policy Act

NEPA Environmental Study – Topics

Additional Studies in NEPA

- Section 4(f) Evaluation*
- Section 106 (historic properties)
- Environmental Justice**
- Cost Benefit Analysis
- Economics and Fiscal Impacts
- Real Estate and Acquisitions

Notes:
**Park and recreation lands, wildlife and waterfowl refuges, and historic sites*
***Minority populations, low-income populations, and/or Indian tribes and indigenous communities*
****These topics were addressed in Certified EIR, but there are some differences in the specific issues addressed under NEPA.*

EIR: Environmental Impact Report
NEPA: National Environmental Policy Act

Topics included in Certified Final EIR***

- Air Quality
- Climate Change
- Community Impact Analysis, Park/Community Facilities, Utilities
- Construction
- Geotechnical/Subsurface/Seismic
- Ecosystems and Biological Resources
- Energy
- Hazardous Materials
- Historical/Archaeo/Paleo/Tribal Resources
- Land Use and Development
- Noise and Vibration
- Safety and Security
- Transportation and Traffic
- Visual and Aesthetics
- Water Resources
- Growth Inducing
- Cumulative Impacts

Preliminary Station Concepts

Underground Station Concept

For illustrative purposes only

At-Grade/Street Level Station Concept

For illustrative purposes only

Ongoing Community Engagement

Metro

Ongoing Community Engagement

December 2022–April 2024

> 4 rail tours

> 6 community events and 7 pop-up events

> 7 first/last mile (FLM) technical walk audits; 6 community walk and wheel audits; 2 community walk audits

> FLM community survey

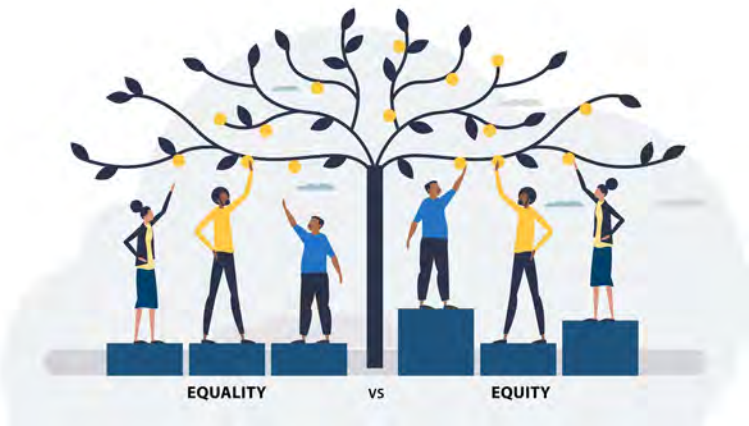
> 75 stakeholder briefings

May 2024–December 2024

> Over 50 stakeholder briefings, including:

- Agency briefings
- Elected briefings
- Corridor city briefings
- Phone calls to address public inquiries from property owners or tenants
- Meetings with utility owners
- Meetings with railroad companies (BNSF Railway and Union Pacific)

Community Engagement Approach



Equitable Approach

> Listen and learn
> Build trust
> Develop partnerships

Virtual & In-person Outreach

> The bilingual Spanish-speaking project team engages with local communities in-person and online

CBO Partnerships

> Partnerships with local community-based organizations ensures wider community reach/engagement

Digital Outreach

> Website: *metro.net/eastsidephase2*
> Email: *eastsidephase2@metro.net*
> Informational Line: 213.922.3012

January/February Community Update Meetings

In-Person Meetings

(Completed)
Tuesday, January 28
5:30–7:00pm
East LA Library
4837 E 3rd St
Los Angeles, CA 90022

(Completed)
Wednesday, January 29
6–7:30pm
Commerce Senior Center
2555 Commerce Way
Commerce, CA 90040

Saturday, February 1
10–11:30am
Chet Holifield Park Community Center
1060 S Greenwood Av
Montebello, CA 90640

Virtual Meeting

Monday, February 3
12–1:00pm
tinyurl.com/ESP2MEETINGS
Call in number: 213.338.8477
Meeting ID: 850-9984-2671
Número de llamada en español: 408.650.3123
Código de acceso: 584-695-565

Note:
- ✓ ***The same information will be presented at each meeting.***
- ✓ ***Free onsite parking and Spanish interpreters will be available***
- ✓ ***ADA accommodation and translations are available by calling 213.922.3012 and requesting services at least 72 hours in advance.***
- ✓ ***In-person meetings will offer a Kids' Corner with fun activities.***

Next Steps

Pre-Construction Surveys

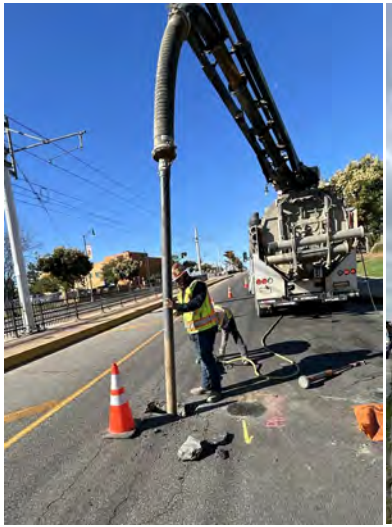
Metro is currently advancing engineering work through pre-construction surveys:

> **Utility Potholing: excavating small test holes in the ground to locate underground utilities such as pipes, cables, and gas lines**

- Studies in East Los Angeles, Montebello, and Commerce began in September 2024 and will continue in early 2025

> **Soil Sampling: temporary wells to analyze soil and groundwater conditions**

- Studies completed along project alignment in Pico Rivera, Whittier and Santa Fe Springs in 2024
- Studies in East Los Angeles, Montebello, and Commerce will commence in spring 2025



Utility Potholing

Soil Sampling

Next Steps

- Continue coordinating with FTA on NEPA document for the LPA and state and federal funding pursuits
- Continue to engage communities and project key stakeholders
- Continue project engineering design for LPA
- Continue soil sampling and utility potholing activities
- Continue First/last mile planning efforts with five corridor cities
- Ongoing coordination with corridor cities, utility owners, and railroad companies on design review and cooperative agreements

FTA: Federal Transit Administration
LPA: Locally Preferred Alternative
NEPA: National Environmental Policy Act

Questions & Answers

Metro

Question & Answer Session

> Please submit your Question Card

Eastside Transit Corridor Phase 2 / *Corredor de Transporte Hacia el Este Fase 2*

Question Card/*Tarjeta de preguntas*

- ☐ Parking/*estacionamiento*
- ☐ Cost /*costo*
- ☐ Safety/*seguridad*
- ☐ Real estate/*bienes y raices*
- ☐ Traffic/*tráfico*
- ☐ Business/negocios
- ☐ Other/*otro*

Name/*Nombre*: _____

Phone/*Numero de telefono*: _____

Email/*Correo electronico*: _____

Questions/*Preguntas*: _____

_____

_____

_____

_____

Metro

Contact Us

Jill Liu, Project Manager, Countywide Planning & Development

Lorena Sanchez, Manager, Community Relations, Gateway Cities

Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012

eastsidephase2@metro.net

metro.net/eastsidephase2

213.922.3012

Gateway Cities

Subscribe to Metro's Gateway Cities Area Project Updates by scanning the QR code or signing up at https://bit.ly/3ZT70V5

Estamos ampliando el ferrocaril más al este

Reuniones de actualización comunitarias

Enero/febrero 2025

Corredor de Transporte Hacia el Este Fase 2

Metro

Welcome | ¡Bienvenidos!

We will begin in a few moments.

Comenzaremos en unos momentos.

Metro

thank you
danke
謝謝
ngiyabonga
شكراً جزيلاً
рахмат
teşekkür ederim
Баярлалаа
спасибо
gracias
tapadh leat
dank je
хвала
bedankt
dziękuję
obrigado
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gràcie
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nanni
nandri
asante
manana
murakoze
teriki
obrigada
chokrane
djiere dieuf
дякую

Código de Conducta

Metro se compromete a garantizar de que todos los participantes puedan compartir de manera justa y clara sus ideas, comentarios y preocupaciones sobre este proyecto. Para brindar un proceso seguro y equitativo, le pedimos su ayuda.

Durante esta reunión, le pedimos lo siguiente:

> Respete el formato de la reunión y permitir que todos tengan la oportunidad de comentar

> Escriba sus preguntas claramente en las tarjetas de preguntas y entregárselas al personal del proyecto

> Apague sus teléfonos celulares durante la presentación

> Trate a otros miembros de la comunidad, representantes de agencias, personal de Metro y otros con respeto

> Dirija todos sus comentarios al personal y consultores de Metro y no a los otros participantes de la reunión

> Mantenga un tono conversacional

Respuesta de Metro a los incendios forestales: En respuesta a los incendios forestales de Eaton y Pacific Palisades, Metro ha ajustado los criterios de elegibilidad para sus programas de tarifas reducidas para apoyar a las víctimas.

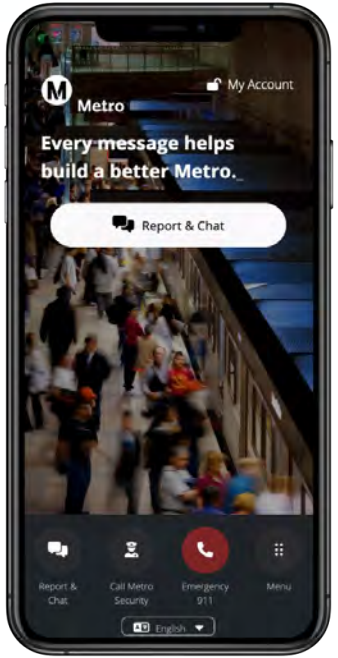
Beneficios inmediatos: Las personas afectadas recibirán un pase de transporte gratuito por 90 días, cargado previamente en una tarjeta TAP, para viajes ilimitados en los sistemas de transporte participantes en el condado de Los Angeles.

Apoyo continuo: Después de los 90 días, las víctimas de los incendios forestales podrán obtener 20 viajes regionales gratuitos cada mes durante seis meses, con opciones de límite de tarifas después de superar ciertos límites de viajes.

Información de inscripción: Las víctimas pueden inscribirse en línea o en los centros de recursos designados en Los Angeles. Estan desponibles las fechas y ubicaciones específicas para recibir asistencia inmediata.

Contacto para Asistencia: *https://www.taptogo.net/wildfireresponse*

Mejoras en la Aplicación Transit Watch



¡La nueva versión de la aplicación Transit Watch ya está disponible para su descarga! Estas son algunas de las nuevas funciones y mejoras que encontrarás:

- Reportes más rápidos y sencillos, para que puedas enviar un informe de incidente a Seguridad de Metro con mayor rapidez.
- Servicios de ubicación en tiempo real mejorados, para que puedas indicarnos con precisión dónde está ocurriendo el problema.
- Mayor accesibilidad, con 14 opciones de idioma y la posibilidad de ampliar el texto.

Descargue la aplicación Transit Watch App hoy y obtenga más información en ***metro.net/transitwatch***.

Actividad de My Metro Budget

Metro se complace en anunciar el lanzamiento anual de la actividad My Metro Budget.

¡Responda preguntas sobre el futuro y equilibre los fondos entre seguridad, limpieza, servicio y más! Sus contribuciones ayudarán a elaborar el presupuesto del Año Fiscal 2026 de Metro.

Elabore su presupuesto y el futuro del sistema de transporte del Condado de Los Angeles en **mybudget.metro.net/online**

Asamblea Telefónica

El público está invitado a acompañar a los líderes de Metro en una Asamblea Telefónica el 4 de febrero a las 6pm para hablar sobre el Presupuesto del Año Fiscal 2026.

Habrá oportunidades para hacer preguntas en vivo y aprender más sobre las actualizaciones y avances en seguridad, limpieza y servicio.

Puedes **preinscribirte** para recibir una llamada el día del evento o enviar una pregunta o comentario por adelantado en: https://tthm.wufoo.com/forms/metro-telephone-town-hall-signup

¿Por qué estamos aquí hoy?

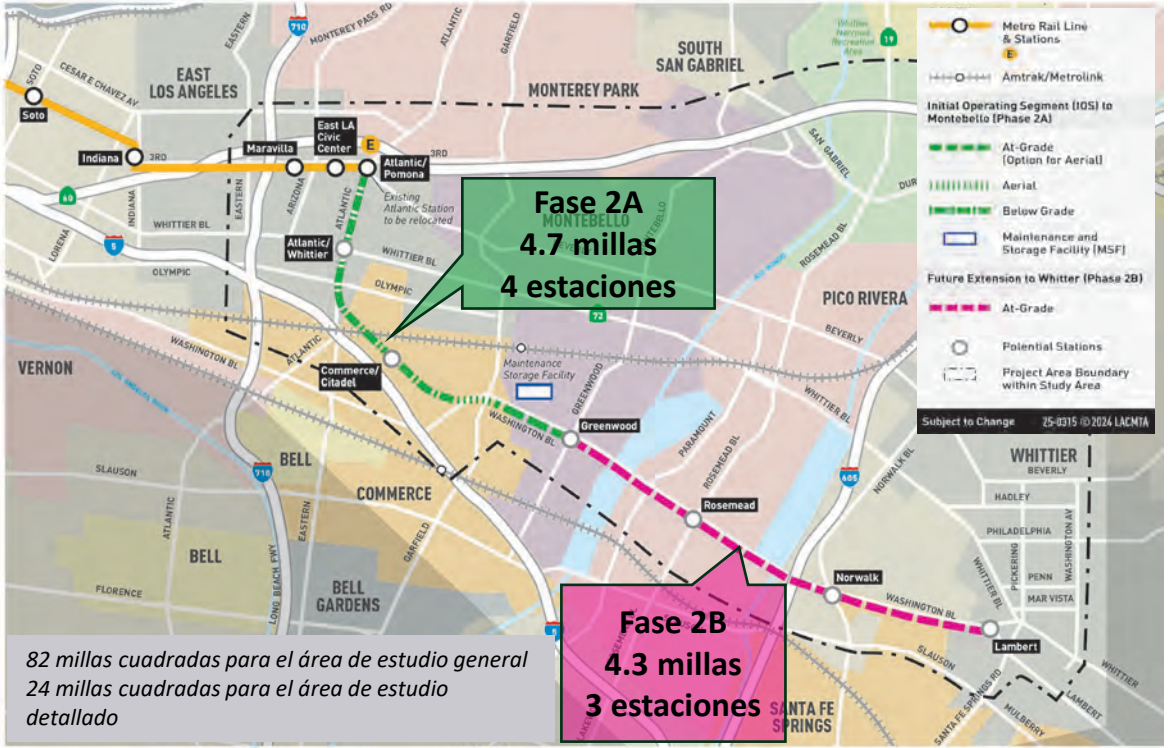
Agenda	Oradores
Bienvenida e Introducciones	Lorena Sanchez, Relaciones Comunitarias de Metro
Antecedentes del Proyecto	Jill Liu, Planeación de Metro
Alternativa Preferida Localmente	
Informe de Impacto Ambiental Final (EIR Final, en inglés) – Hallazgos Clave	
Eat Shop Play	Jesse Sanchez, Relaciones Comunitarias de Metro
Ley Nacional de Política Ambiental (NEPA, en inglés) – Proceso de Estudio	Jill Liu, Planeación de Metro Jaime Guzman, AECOM/CDM Smith Joint Venture
Conceptos Preliminares de la Estaciones	Maressa Sah, Planeación de Metro
Participación Comunitaria Continua	Lorena Sanchez, Relaciones Comunitarias de Metro
Próximos Pasos	Jill Liu, Planeación de Metro
Preguntas y Respuestas	Kim Tachiki-Chin, Relaciones Comunitarias de Metro

Antecedentes del Proyecto

Corredor de Transporte Hacia el Este Fase 2
Área de Estudio

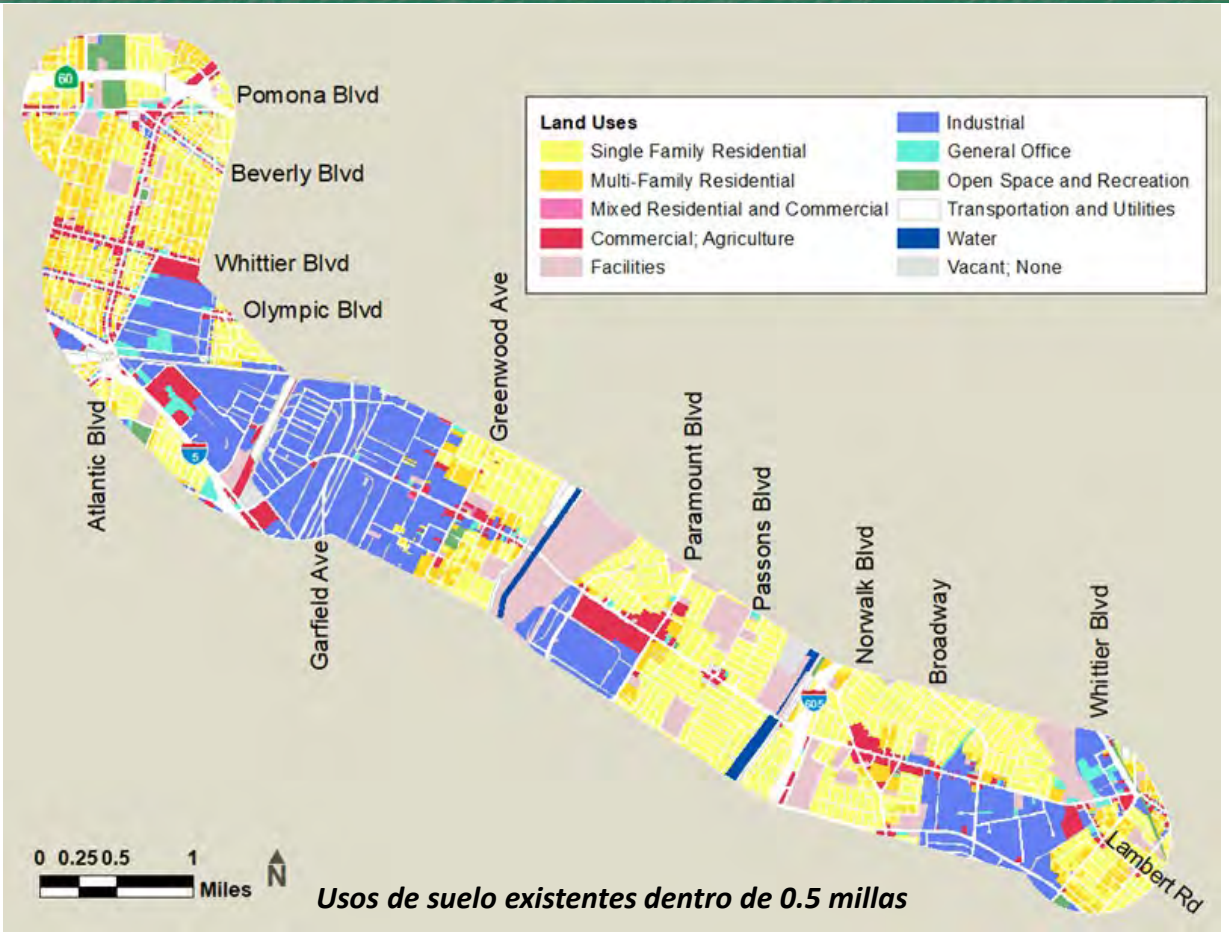
> Mayo de 2024 - La Junta Directiva de Metro aprobó el Informe de Impacto Ambiental (EIR) Final para una extensión de 9 millas de Metro E Line

> El proyecto se construirá en dos fases y conectará las comunidades del Este de Los Angeles, Commerce, Montebello, Pico Rivera, Santa Fe Springs, West Whittier-Los Nietos y la Ciudad de Whittier



82 millas cuadradas para el área de estudio general
24 millas cuadradas para el área de estudio detallado

Propósito y Beneficios del Proyecto



Usos de suelo existentes dentro de 0.5 millas

> **Comunidades Dependientes del Transporte Público**
> Dentro de 1/2 milla de las estaciones, 119,759 personas

> **Corredor de Alta Demanda de Viajes**

> **Alivio del Tráfico**
> El proyecto dará servicio a 15,000 pasajeros en un día promedio entre semana

> **Conexión Regional**
> Conectará al Este de Los Angeles y Gateway Cities con servicios de tren hacia el centro de Los Angeles, Santa Monica y otros destinos clave

> **1,600 nuevos empleos en construcción** y **$1,000 millones en actividad económica** por año (estimado)

Historia del Estudio Ambiental del Proyecto

Horario

ESTAMOS AQUÍ

2019	2020	2021-2022	2023	2024-2025
Se reinició el proceso ambiental bajo CEQA y NEPA con un período de comentarios públicos y reuniones de alcance Se evaluaron tres (3) alternativas (SR 60, Washington, Combinado)	Se retiraron las alternativas SR 60 y combinadas La Junta Directiva dirigió al personal que evaluara la Alternativa de Washington Se descontinuó NEPA	Introducción de alternativas IOS y opciones de MSF Se publicó el Borrador del EIR para revisión pública y audiencias públicas La Junta Directiva seleccionó la LPA	Recorridos de tren completados Inicios de la planificación de la primera/última milla Inicio de la preparación del EIR Final	Certificación del EIR Final Completar los esfuerzos de planificación de la primera/última milla Reiniciar NEPA

PARTICIPACIÓN PÚBLICA CONTINUA

CEQA: Ley de Calidad Ambiental de California

NEPA: Ley Nacional de Política Ambiental

IOS: Segmento Operativo Inicial

LPA: Alternativa Preferida Localmente

Alternativa Preferida Localmente

Alternativa Preferida Localmente

Segmento Operativo Inicial (IOS, en inglés) a la Estación Greenwood en Montebello

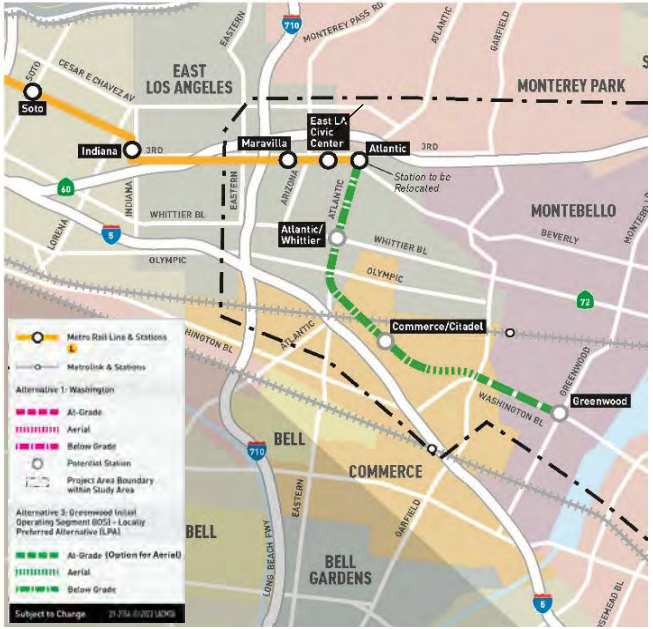
> **Definición del Proyecto**
- IOS de 4.7 millas desde Atlantic hasta Greenwood
- Aproximadamente 3 millas bajo tierra, 1 milla aérea y 0.7 millas a nivel de la calle

> **Estaciones**
- Estación Atlantic/Pomona, reubicada (subterránea al aire libre)
- Estación Atlantic/Whittier (subterránea)
- Estación Commerce Citadel (subterránea)
- Estación Greenwood en Montebello (a nivel de calle)
- Posible instalación de mantenimiento y almacenamiento en Montebello

> **Estimación de Costos**
- $7.9 mil millones ($ dólares de 2022, con base en un diseño preliminar del 15%)

> **Financiamiento**
- $3.6 mil millones de Measure M, Measure R y otras fuentes locales; solicitando fondos federales bajo NEPA para la LPA

> **Calendario de Construcción (proyección)**
- 2027: Ajustes avanzados de servicios públicos y avisos de construcción
- 2029: Inicio de la construcción de estaciones y vía
- 2035-37: Finalización de la construcción (sujeta a disponibilidad de fondos)



IOS (en inglés): Segmento Operativo Inicial

LPA (en inglés): Alternativa Preferida Localmente

NEPA (en inglés): Ley Nacional de Política Ambiental

Informe de Impacto Ambiental Final (EIR Final) – Hallazgos Clave

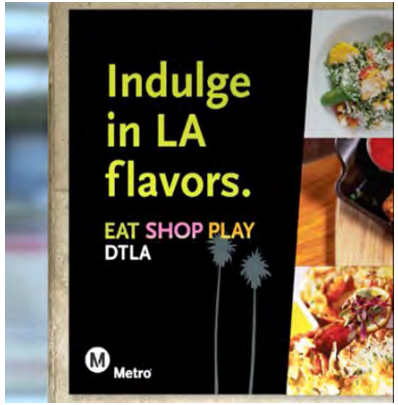
Informe de Impacto Ambiental (EIR) Final

> **Certificado por la Junta Directiva de Metro en mayo de 2024**

- Se evaluaron revisiones del Proyecto desde el Borrador Recirculado del EIR en junio de 2022
- Se respondieron a todos los comentarios públicos recibidos sobre el Borrador del EIR
- El Proyecto no implica desplazamientos residenciales
- Metro tiene un Programa de Monitoreo y Mitigación para reducir o evitar impactos ambientales

Programa Eat Shop Play

- El programa Eat Shop Play de Metro apoya a los negocios locales mientras construimos más trenes para LA
- La participación es gratuita
- Los negocios ubicados a lo largo de los proyectos de construcción de trenes de Metro o a lo largo de corredores de transporte específicos son elegibles para inscribirse para recibir asistencia en mercadeo
- Los beneficios para los negocios locales incluyen anuncios impresos/digitales y marketing por correo electrónico
- Contacto del programa:
  - Obtenga más información en: *Metro.net/eatshopplay*
  - Correo electrónico: *eatshopplay@metro.net*



Ley Nacional de Política Ambiental (NEPA) – Proceso del Estudio

Información General de la Ley Nacional de Política Ambiental (NEPA)

Metro coordinará con la Administración Federal de Transporte (FTA, en inglés) para preparar un documento de NEPA adecuado (por ejemplo, una Evaluación Ambiental) para el Proyecto, actuando como agencia principal conjunta con la FTA.

> **Propósito del documento NEPA**

- Solicitar la aprobación ambiental federal para que el proyecto sea elegible para fondos federales
- Evaluar los posibles impactos ambientales del proyecto

Calendario de NEPA

ESTAMOS AQUÍ

Principios de 2025	Verano 2025	Otoño 2025	Principios de 2026
Reuniones de actualización del proyecto en enero/febrero **Iniciar NEPA para solicitar fondos federales**	**La FTA publicará el documento NEPA para su revisión por el público y las agencias (30 días)** **Audiencia(s) Pública(s)**	**Responder a los comentarios públicos**	**Documento NEPA* con la decisión de la FTA**

PARTICIPACIÓN PÚBLICA CONTINUA

Nota: Si la Evaluación Ambiental bajo NEPA demuestra que el proyecto no tendrá un impacto significativo en el medio ambiente, el proceso concluirá con una Determinación de No Impacto Significativo (FONSI, en inglés).

FTA (en inglés): Administración Federal de Transporte
NEPA (en inglés): Ley Nacional de Política Ambiental

Estudio Ambiental NEPA – Temas

Estudios Adicionales de NEPA

- Evaluación de la Sección 4(f)*
- Sección 106 (propiedades históricas)
- Justicia Ambiental**
- Análisis de Costos y Beneficios
- Impactos Económicos y Fiscales
- Bienes Raíces y Adquisiciones

Notas:

**Parques y tierras de recreación, refugios de vida silvestre y aves acuáticas y sitios históricos*

***Poblaciones minoritarias, poblaciones de bajos ingresos y/o tribus indígenas y comunidades indígenas*

****Estos temas se abordaron en el EIR certificado, pero existen algunas diferencias en los temas específicos abordados bajo NEPA.*

EIR: Informe de Impacto Ambiental

NEPA: Ley Nacional de Política Ambiental

Temas Incluidos en el EIR Final Certificado***

- Calidad del Aire
- Cambio Climático
- Análisis de Impacto Comunitario, Parques/Instalaciones Comunitarias, Servicios Públicos
- Construcción
- Geotecnia/Subsuelo/Sísmico
- Ecosistemas y Recursos Biológicos
- Energía
- Materiales Peligrosos
- Recursos Históricos/Arqueológicos/Paleo/Tribales
- Uso y Desarrollo del Terreno
- Ruido y Vibraciones
- Seguridad y Protección
- Transporte y Tráfico
- Visual y Estética
- Recursos Hídricos
- Inductor de Crecimiento
- Impactos Acumulativos

Conceptos Preliminares de Estaciones

Concepto de Estación Subterránea

Solo para fines ilustrativos

Concepto de Estación a Nivel de Calle

Solo para fines ilustrativos

Participación Comunitaria Continua

Participación Comunitaria Continua

Diciembre 2022–abril 2024

> 4 recorridos en tren

> 6 eventos comunitarios y 7 eventos estilo pop-up

> 7 auditorías técnicas de caminata de primera/última milla (FLM, en inglés); 6 auditorías comunitarias de caminata y sobre ruedas; 2 auditorías comunitarias de caminata

> Encuesta comunitaria de FLM

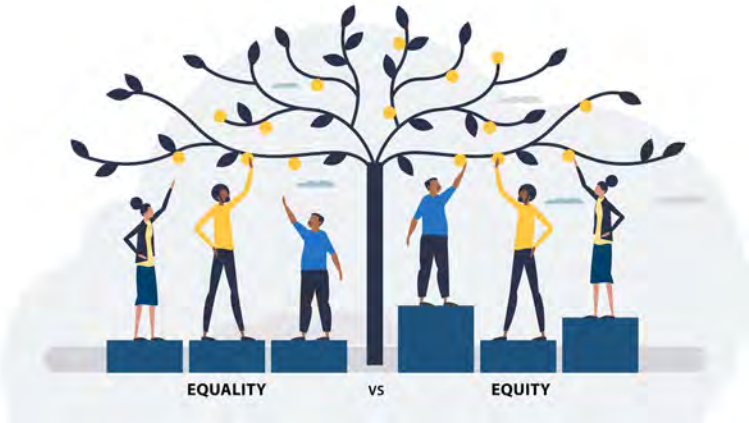
> 75 sesiones informativas para las partes interesadas

Mayo 2024–diciembre 2024

> Más de 50 sesiones informativas para las partes interesadas, entre las que se incluyen:

- Sesiones informativas de la agencia
- Sesiones informativas electos
- Sesiones informativas en la ciudad del corredor
- Llamadas telefónicas para atender preguntas públicas de propietarios o inquilinos
- Reuniones con los dueños de servicios públicos
- Reuniones con empresas ferroviarias (BNSF Railway y Union Pacific)

Enfoque de Participación Comunitaria



Enfoque Equitativo

> Escuchar y aprender
> Generar confianza
> Desarrollar alianzas

Alcance virtual y en persona

> El equipo bilingüe del proyecto que habla español participa con las comunidades locales en persona y en línea

Alianzas con organizaciones comunitarias

> Las alianzas con organizaciones comunitarias locales garantizan un mayor alcance/participación de la comunidad

Alcance Digital

> Sitio web: *metro.net/eastsidephase2*

> Correo electrónico: *eastsidephase2@metro.net*

> Línea de información: 213.922.3012

Reuniones de Actualización Comunitaria de enero/febrero

Reuniones en Persona

(Completado)
Martes, 28 de enero
5:30–7:00pm
East LA Library
4837 E 3rd St
Los Angeles, CA 90022

(Completado)
Miércoles, 29 de enero
6–7:30pm
Commerce Senior Center
2555 Commerce Way
Commerce, CA 90040

Sábado, 1 de febrero
10–11:30am
Chet Holifield Park Community Center
1060 S Greenwood Av
Montebello, CA 90640

Reunión Virtual

Lunes, 3 de febrero
12–1:00pm
tinyurl.com/ESP2MEETINGS
ID de la reunión: 850-9984-2671
Número de llamada en español: 408.650.3123
Código de acceso: 584-695-565

Nota:
- ✓ ***Se presentará la misma información en cada reunión.***
- ✓ ***Habrá estacionamiento gratuito e intérpretes de español***
- ✓ ***Puede solicitar adaptaciones ADA y traducciones al llamar al 213.922.3012 y solicitar estos servicios con al menos 72 horas de anticipación.***
- ✓ ***Las reuniones en persona proporcionarán un área para niños con actividades divertidas.***

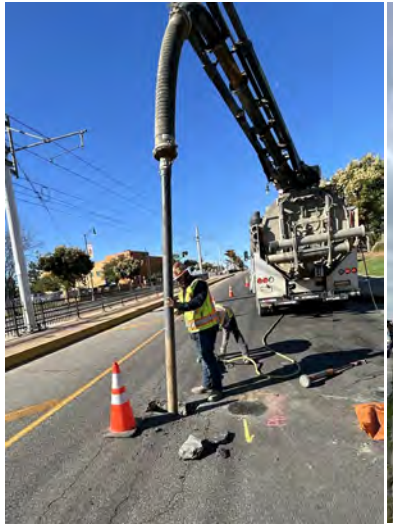
Próximos Pasos

Encuestas Previas a la Construcción

Actualmente, Metro está avanzando el trabajo de ingeniería a través de encuestas previas a la construcción:

> **Perforación exploratoria de servicios públicos: excavación de pequeños hoyos de prueba en el suelo para localizar servicios públicos subterráneos como tuberías, cables y líneas de gas**
  - Los estudios en el Este de Los Angeles, Montebello y Commerce comenzaron en septiembre de 2024 y continuarán a principios de 2025

> **Muestreo de Suelo: Instalación de pozos temporales para analizar las condiciones del suelo y agua subterránea**
  - Estudios finalizados a lo largo de la alineación del proyecto en Pico Rivera, Whittier y Santa Fe Springs en 2024
  - Los estudios en el Este de Los Angeles, Montebello y Commerce comenzarán en la primavera de 2025



Excavación Exploratoria de Servicios Públicos

Muestreo de Suelo

Próximos Pasos

- Continuar la coordinación con la FTA en el documento NEPA para la LPA y solicitar fondos estatales y federales
- Seguir involucrando a la comunidad y a las partes interesadas clave en el desarrollo del proyecto.
- Avanzar en el diseño de ingeniería para la LPA.
- Continuar con las actividades de muestreo de suelo y excavación exploratoria de servicios públicos.
- Proseguir con la planificación de acceso de primera/última milla en coordinación con las cinco ciudades del corredor.
- Mantener la coordinación con ciudades del corredor, propietarios de servicios públicos y compañías ferroviarias en la revisión del diseño y acuerdos de cooperación.

FTA: Administración Federal de Transporte
LPA: Alternativa Preferida Localmente
NEPA: Ley Nacional de Política Ambiental

Preguntas y Respuestas

Metro

Sesión de Preguntas y Respuestas

> Favor de entregar su tarjeta de preguntas

Eastside Transit Corridor Phase 2 / *Corredor de Transporte Hacia el Este Fase 2*

Question Card/*Tarjeta de preguntas*

- ☐ Parking/*estacionamiento*
- ☐ Cost /*costo*
- ☐ Safety/*seguridad*
- ☐ Real estate/*bienes y raices*
- ☐ Traffic/*tráfico*
- ☐ Business/negocios
- ☐ Other/*otro*

Name/*Nombre*: _____

Phone/*Numero de telefono*: _____

Email/*Correo electronico*: _____

Questions/*Preguntas*: _____

_____

_____

_____

_____

Metro

Contáctenos

Jill Liu, Gerente del Proyecto, Planeación y Desarrollo del Condado

Lorena Sanchez, Gerente de Relaciones Comunitarias, Gateway Cities

Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012

eastsidephase2@metro.net

metro.net/eastsidephase2

213.922.3012

Gateway Cities

Suscríbase a las actualizaciones de proyectos de Metro del área de Gateway Cities escaneando el código QR o registrándose en: https://bit.ly/3ZT70V5

Attachment D5 Power Point Virtual

We're expanding rail further east.

Community Update Meetings
January/February 2025

EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro

Welcome | Bienvenidos!

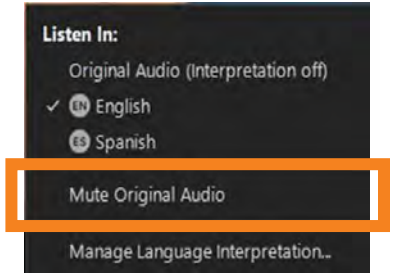
We will begin in a few moments.

Comenzaremos en unos momentos.

Metro

Language Preferences

> Click on the "Interpretation" icon
> Pick the language you would like to listen to, either English or Spanish
> To hear the interpreted language only, click "Mute Original Audio"



> *Haga clic en el icono de "Interpretation"*
> *Escoja la opción para escuchar en inglés o español*
> *Para escuchar solo español, haga clic en "Mute Original Audio"*

Si desea escuchar por teléfono solamente, por favor llame al 408.650.3123
Ingrese el número de acceso: 584-695-565

Meeting Format

> Spanish staff is available during the webinar

> Meeting will be recorded

> Webcams and mics **will remain off** during the entire webinar

To ask a question:

> Type your question in the Q&A function

> Team will be reading and responding to questions during the Q&A session

thank you
danke
謝謝
ngiyabonga
شكراً جزيلاً
рахмат
teşekkür ederim
Баярлалаа
спасибо
gracias
tapadh leat
dank je
хвала
bedankt
dziękuję
obrigado
go raibh maith agat
mochchakkeram
sukriya
kop khun krap
arigatô
dakujem
merci
grazie
terima kasih
감사합니다
ευχαριστώ
мерси
ありがとう
mauruuru
hvala
sagolun
takk
taiku
merci
kiitos
dankie
dhanyavad
enkosi
djiere dieuf
mamnun
chnorakaloutioun
gracias
sulpáy
sobodi
dèkuji
mèsi
najis tuke
kam sah hamnida
তোমাকে ধন্যবাদ
xièxie
dhanyavadagalu
shukriya
merce
trugarez
tanemirt
rahmet
diolch
paldies
matondo
misaotra
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vinaka
спасибі
faafetai lava
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spas
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dankon
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gràcie
bayarlalaa
nanni
nandri
asante
manana
murakoze
teriki
obrigada
chokrane
djiere dieuf
дякую

Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

> Respect the format of the meeting

> Please write your questions clearly in the Q&A function

> Treat fellow community members, agency representatives, Metro staff and others with respect in the Q&A

Metro's Response to Wildfires: In response to the Eaton and Pacific Palisades wildfires, LA Metro has adjusted the eligibility for reduced fare programs to support the victims.

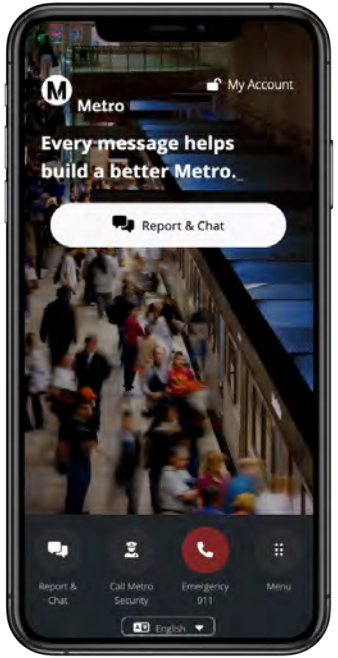
Immediate Benefits: Affected individuals will receive a 90-day free transit pass, preloaded on a TAP card, for unlimited rides on participating transit systems in L.A. County.

Ongoing Support: After 90 days, wildfire victims can get 20 free regional rides each month for six months, with fare-capping options after exceeding certain ride limits.

Enrollment Information: Victims can enroll online or at designated resource centers across Los Angeles. Specific dates and locations are provided for immediate assistance.

Contact for Assistance: https://www.taptogo.net/wildfireresponse

Improvements to the Transit Watch App



The new version of the Transit Watch App is out in the world and available for download! Here are some new features and improvements that you will see:

- Streamlined reporting so you can submit an incident report to Metro Security more quickly
- Enhanced real-time location services so you tell us where the issue is occurring
- Improved accessibility enhancements, from 14 different language options to text enlargement

Download the Transit Watch App today and learn more at ***metro.net/transitwatch***.

My Metro Budget Activity

Metro is excited to announce the annual launch of the My Metro Budget activity.

Answer questions about the future and balance funds between safety, cleanliness, service and more! Your contributions will help develop Metro's Fiscal Year 2026 budget.

Build your budget and the future of LA County’s transit system at **mybudget.metro.net/online.**

Telephone Town Hall

The public is invited to join Metro senior leadership at a Telephone Town Hall event on Feb. 4 at 6PM to discuss the upcoming Fiscal Year 2026 Budget.

There will be opportunities to ask questions live, and to learn more about updates and progress on safety, cleaning, and service.

You can pre-register to be called on the day of the event or submit a written question or comment in advance at https://tthm.wufoo.com/forms/metro-telephone-town-hall-signup

Why Are We Here Today

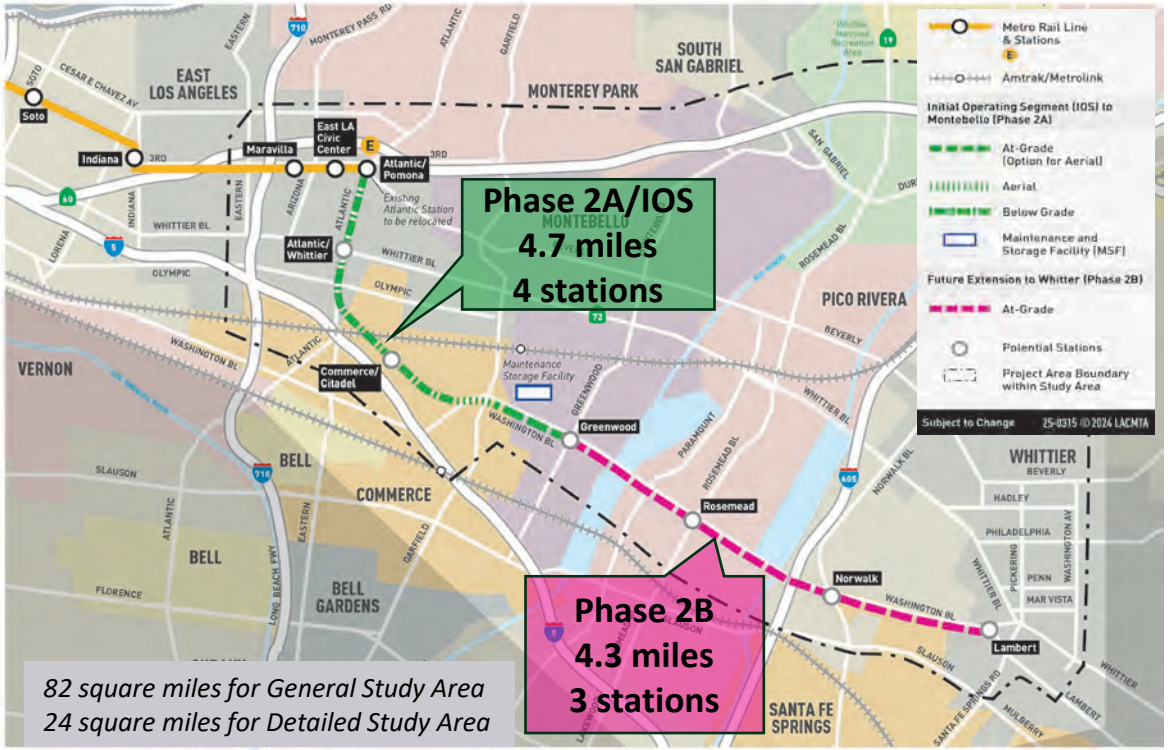
Agenda	Speakers
Welcome and Introductions	Lorena Sanchez, Metro Community Relations
Project Background	Jill Liu, Metro Planning
Locally Preferred Alternative	
Final Environmental Impact Report (Final EIR) - Key Findings	
Eat Shop Play	Jesse Sanchez, Metro Community Relations
National Environmental Policy Act (NEPA) - Study Process	Jill Liu, Metro Planning Jaime Guzman, AECOM/CDM Smith Joint Venture
Preliminary Station Concepts	Maressa Sah, Metro Planning
Ongoing Community Engagement	Lorena Sanchez, Metro Community Relations
Next Steps	Jill Liu, Metro Planning
Questions & Answers	Edna Jimenez/Edgar Gutierrez, Arellano Associates

Project Background

Eastside Transit Corridor Phase 2 Study Area

> May 2024 - Metro Board approved the Final Environmental Impact Report (EIR) for a 9-mile extension of the Metro E Line

> The project will be built in two phases and will connect the communities of East Los Angeles, Commerce, Montebello, Pico Rivera, Santa Fe Springs, West Whittier-Los Nietos and the City of Whittier



82 square miles for General Study Area
24 square miles for Detailed Study Area

Project Purpose and Benefits

Existing Land Uses within 0.5 miles

> **Transit-dependent Communities**
> Within ½ mile of the stations, 119,759 people

> **High-travel Demand Corridor**

> **Ease Traffic Congestion**
> Project to serve 15,000 average weekday

> **Regional Connection**
> Connect East Los Angeles and Gateway Cities, with rail services to Downtown Los Angeles, Santa Monica, and key destinations

> **1,600 new construction jobs** and **$1 billion of economic activity** per year (estimated)

Project's Environmental Study History

Schedule

WE ARE HERE

2019	2020	2021-2022	2023	2024-2025
Reinitiated environmental process under CEQA and NEPA with public comment period and scoping meetings Evaluated three (3) alternatives (SR 60, Washington, Combined)	Withdrawal of SR-60 and Combined Alternatives Board directed staff to evaluate the Washington Alternative Discontinued NEPA	Introduction of IOS Alternatives and Maintenance Storage Facility options Draft EIR released for public review and held public hearings Board selected LPA	Completed rail tours Initiated first/last mile planning efforts Initiated Final EIR preparation	Certified Final EIR Complete first/last mile planning efforts Reinitiate NEPA for federal funding pursuit

CEQA PROCESS

NEPA PROCESS

NEPA PROCESS

ONGOING PUBLIC PARTICIPATION

CEQA: California Environmental Quality Act

NEPA: National Environmental Policy Act

IOS: Initial Operating Segment

LPA: Locally Preferred Alternative

Locally Preferred Alternative

Locally Preferred Alternative

Initial Operating Segment (IOS) to Montebello Greenwood Station

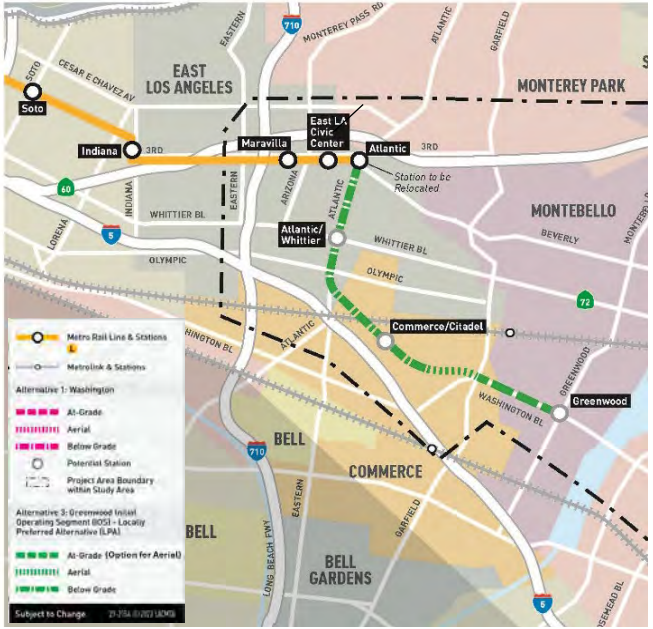
> **Project Definition**
- 4.7-mile IOS from Atlantic to Greenwood
- Approximately 3 miles underground, 1 mile aerial and 0.7 miles at street level

> **Stations**
- Atlantic/Pomona Station, relocated (open-air underground)
- Atlantic/Whittier Station (underground)
- Commerce Citadel Station (underground)
- Montebello Greenwood Station (at-grade)
- Potential maintenance and storage facility in Montebello

> **Cost Estimates**
- $7.9 billion (2022$ dollars based on 15% early design)

> **Funding**
- $3.6 billion in Measure M and Measure R and other local sources; pursuing NEPA and federal funding for LPA

> **Construction Schedule (forecasted)**
- 2027: Advanced utility adjustments and construction notices
- 2029: Begin construction of stations and guideway
- 2035-37: Construction completion (pending funding availability)



IOS: Initial Operating Segment

LPA: Locally Preferred Alternative

NEPA: National Environmental Policy Act

Final Environmental Impact Report (Final EIR) - Key Findings

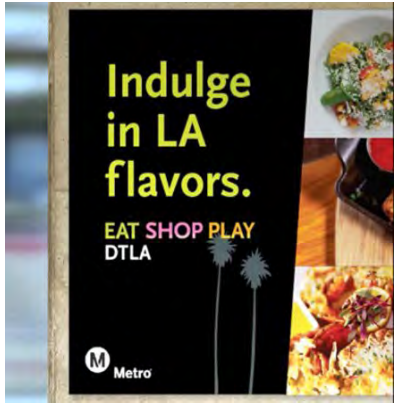
Final Environmental Impact Report (EIR)

> **Certified by the Metro Board in May 2024**

- Evaluated revisions to Project since the Recirculated Draft EIR in June 2022
- Responded to all public comments received on the Draft EIR
- Project has no residential displacements
- Metro has a Mitigation Monitoring and Reporting Program to reduce or avoid environmental impacts

Eat Shop Play Program

- Metro's Eat Shop Play program supports local businesses as we build more rail for LA
- Participation is free
- Businesses located along Metro Rail construction projects or along specific transit corridors are eligible to sign up for marketing assistance
- Benefits to local businesses include print/digital ads and email marketing
- Program contact:
  - Learn more at: *Metro.net/eatshopplay*
  - Email: *eatshopplay@metro.net*



National Environmental Policy Act (NEPA) - Study Process

Metro

National Environmental Policy Act (NEPA) Overview

Metro will coordinate with Federal Transit Administration (FTA) to prepare an appropriate NEPA document (e.g., an Environmental Assessment) for the Project as joint Lead Agency with the FTA

> **Purpose of the NEPA document**

- Seek federal environmental approval to make Project eligible for federal funding
- Assess the Project's potential environmental effects

NEPA Schedule

WE ARE HERE

Early 2025	Summer 2025	Fall 2025	Early 2026
January/February project update meetings Initiate NEPA for federal funding pursuit	FTA to release NEPA document to public and agencies for review (30 days) Public hearing(s)	Respond to public comments	FTA NEPA decision document*

ONGOING PUBLIC PARTICIPATION

**Note: If NEPA/Environmental Assessment demonstrates that the project will not have a significant effect on the environment, the process concludes with a finding of no significant impact (FONSI).*

FTA: Federal Transit Administration
NEPA: National Environmental Policy Act

NEPA Environmental Study – Topics

Additional Studies in NEPA

- Section 4(f) Evaluation*
- Section 106 (historic properties)
- Environmental Justice**
- Cost Benefit Analysis
- Economics and Fiscal Impacts
- Real Estate and Acquisitions

Notes:
**Park and recreation lands, wildlife and waterfowl refuges, and historic sites*
***Minority populations, low-income populations, and/or Indian tribes and indigenous communities*
****These topics were addressed in Certified EIR, but there are some differences in the specific issues addressed under NEPA.*

EIR: Environmental Impact Report
NEPA: National Environmental Policy Act

Topics included in Certified Final EIR***

- Air Quality
- Climate Change
- Community Impact Analysis, Park/Community Facilities, Utilities
- Construction
- Geotechnical/Subsurface/Seismic
- Ecosystems and Biological Resources
- Energy
- Hazardous Materials
- Historical/Archaeo/Paleo/Tribal Resources
- Land Use and Development
- Noise and Vibration
- Safety and Security
- Transportation and Traffic
- Visual and Aesthetics
- Water Resources
- Growth Inducing
- Cumulative Impacts

Preliminary Station Concepts

Underground Station Concept

For illustrative purposes only

At-Grade/Street Level Station Concept

For illustrative purposes only

Ongoing Community Engagement

Metro

Ongoing Community Engagement

December 2022–April 2024

> 4 rail tours

> 6 community events and 7 pop-up events

> 7 first/last mile (FLM) technical walk audits; 6 community walk and wheel audits; 2 community walk audits

> FLM community survey

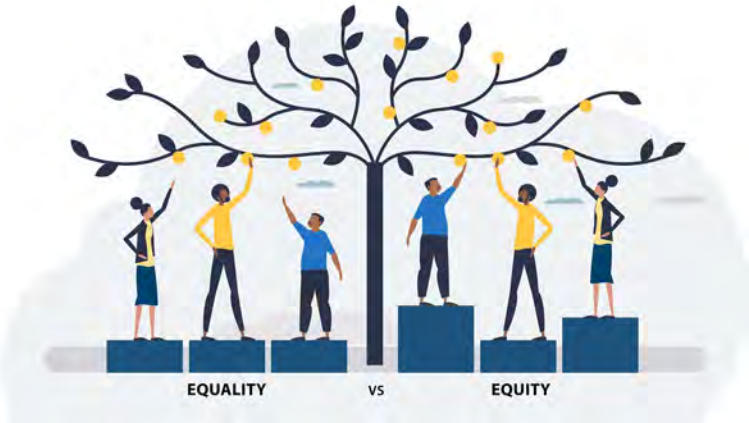
> 75 stakeholder briefings

May 2024–December 2024

> Over 50 stakeholder briefings, including:

- Agency briefings
- Elected briefings
- Corridor city briefings
- Phone calls to address public inquiries from property owners or tenants
- Meetings with utility owners
- Meetings with railroad companies (BNSF Railway and Union Pacific)

Community Engagement Approach



Equitable Approach

> Listen and learn
> Build trust
> Develop partnerships

Virtual & In-person Outreach

> The bilingual Spanish-speaking project team engages with local communities in-person and online

CBO Partnerships

> Partnerships with local community-based organizations ensures wider community reach/engagement

Digital Outreach

> Website: *metro.net/eastsidephase2*
> Email: *eastsidephase2@metro.net*
> Informational Line: 213.922.3012

January/February Community Update Meetings

In-Person Meetings

(Completed)
Tuesday, January 28
5:30–7:00pm
East LA Library
4837 E 3rd St
Los Angeles, CA 90022

(Completed)
Wednesday, January 29
6–7:30pm
Commerce Senior Center
2555 Commerce Way
Commerce, CA 90040

(Completed)
Saturday, February 1
10–11:30am
Chet Holifield Park Community Center
1060 S Greenwood Av
Montebello, CA 90640

Virtual Meeting

Monday, February 3
12–1:00pm
tinyurl.com/ESP2MEETINGS
Call in number: 213.338.8477
Meeting ID: 850-9984-2671
Número de llamada en español: 408.650.3123
Código de acceso: 584-695-565

Note:
- ✓ ***The same information will be presented at each meeting.***
- ✓ ***Free onsite parking and Spanish interpreters will be available***
- ✓ ***ADA accommodation and translations are available by calling 213.922.3012 and requesting services at least 72 hours in advance.***
- ✓ ***In-person meetings will offer a Kids' Corner with fun activities.***

Next Steps

Pre-Construction Surveys

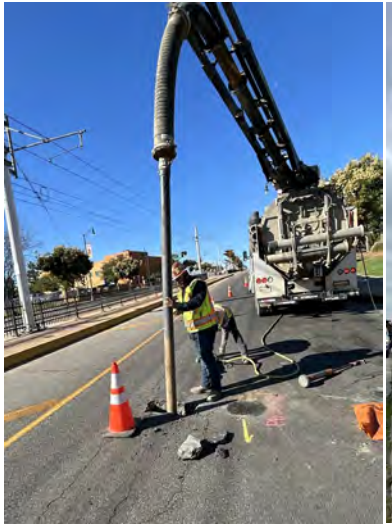
Metro is currently advancing engineering work through pre-construction surveys:

> **Utility Potholing: excavating small test holes in the ground to locate underground utilities such as pipes, cables, and gas lines**

- Studies in East Los Angeles, Montebello, and Commerce began in September 2024 and will continue in early 2025

> **Soil Sampling: temporary wells to analyze soil and groundwater conditions**

- Studies completed along project alignment in Pico Rivera, Whittier and Santa Fe Springs in 2024
- Studies in East Los Angeles, Montebello, and Commerce will commence in spring 2025



Utility Potholing

Soil Sampling

Next Steps

- Continue coordinating with FTA on NEPA document for the LPA and state and federal funding pursuits
- Continue to engage communities and project key stakeholders
- Continue project engineering design for LPA
- Continue soil sampling and utility potholing activities
- Continue First/last mile planning efforts with five corridor cities
- Ongoing coordination with corridor cities, utility owners, and railroad companies on design review and cooperative agreements

FTA: Federal Transit Administration
LPA: Locally Preferred Alternative
NEPA: National Environmental Policy Act

Gateway Cities

Subscribe to Metro's Gateway Cities Area Project Updates by scanning the QR code or signing up at https://bit.ly/3ZT70V5

Questions & Answers

Metro

Question & Answer Session

To ask a question:

> Type your question in the Q&A function

You can also provide your questions via the project tools:

eastsidephase2@metro.net

metro.net/eastsidephase2

213.922.3012

Contact Us

Jill Liu, Project Manager, Countywide Planning & Development

Lorena Sanchez, Manager, Community Relations, Gateway Cities

Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012

eastsidephase2@metro.net

metro.net/eastsidephase2

213.922.3012

Estamos ampliando el ferrocaril más al este

Reuniones de actualización comunitarias

Enero/febrero 2025

Corredor de Transporte Hacia el Este Fase 2

Metro

Welcome | ¡Bienvenidos!

We will begin in a few moments.

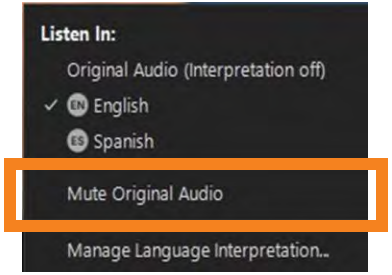
Comenzaremos en unos momentos.

Metro

Preferencias de idioma

> *Haga clic en el icono de "Interpretation"*
> *Escoja la opción para escuchar en inglés o español*
> *Para escuchar solo español, haga clic en "Mute Original Audio"*

Si desea escuchar por teléfono solamente, por favor llame al 408.650.3123
Ingrese el número de acceso: 584-695-565



Formato de reunión

> Habrá personal que hable español disponible durante la reunión.
> La reunión será grabada.
> Las cámaras y los micrófonos **permanecerán apagados** durante la reunión.

Para hacer una pregunta:

> Escriba su pregunta en la función de preguntas y respuestas (Q&A, en inglés)
> El equipo leerá y responderá preguntas durante la sesión de preguntas y respuestas

thank you
danke
謝謝
ngiyabonga
شكراً جزيلاً
teşekkür ederim
gracias
tapadh leat
спасибо
Баярлалаа
рахмат
dank je
mochchakkeram
go raibh maith agat
bedankt
dziękuję
obrigado
sukriya
kop khun krap
terima kasih
감사합니다
merci
grazie
arigatō
takk
dakujem
merci
хвала
asante
manana
hvala
mauruuru
köszönöm
kiitos
dankie
faafetai lava
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তোমাকে ধন্যবাদ
rahmat
ありがとう
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rahmet
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trugarez
xièxie
ευχαριστώ

Código de Conducta

Metro se compromete a garantizar de que todos los participantes puedan compartir de manera justa y clara sus ideas, comentarios y preocupaciones sobre este proyecto. Para brindar un proceso seguro y equitativo, le pedimos su ayuda.

Durante esta reunión, le pedimos lo siguiente:

> Respete el formato de la reunión y permitir que todos tengan la oportunidad de comentar

> Escriba sus preguntas claramente en las tarjetas de preguntas y entregárselas al personal del proyecto

> Apague sus teléfonos celulares durante la presentación

> Trate a otros miembros de la comunidad, representantes de agencias, personal de Metro y otros con respeto

> Dirija todos sus comentarios al personal y consultores de Metro y no a los otros participantes de la reunión

> Mantenga un tono conversacional

Respuesta de Metro a los incendios forestales: En respuesta a los incendios forestales de Eaton y Pacific Palisades, Metro ha ajustado los criterios de elegibilidad para sus programas de tarifas reducidas para apoyar a las víctimas.

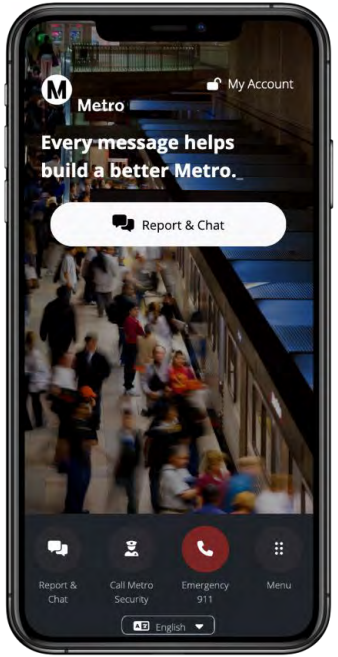
Beneficios inmediatos: Las personas afectadas recibirán un pase de transporte gratuito por 90 días, cargado previamente en una tarjeta TAP, para viajes ilimitados en los sistemas de transporte participantes en el condado de Los Angeles.

Apoyo continuo: Después de los 90 días, las víctimas de los incendios forestales podrán obtener 20 viajes regionales gratuitos cada mes durante seis meses, con opciones de límite de tarifas después de superar ciertos límites de viajes.

Información de inscripción: Las víctimas pueden inscribirse en línea o en los centros de recursos designados en Los Angeles. Estan desponibles las fechas y ubicaciones específicas para recibir asistencia inmediata.

Contacto para Asistencia: *https://www.taptogo.net/wildfireresponse*

Mejoras en la Aplicación Transit Watch



¡La nueva versión de la aplicación Transit Watch ya está disponible para su descarga! Estas son algunas de las nuevas funciones y mejoras que encontrarás:

- Reportes más rápidos y sencillos, para que puedas enviar un informe de incidente a Seguridad de Metro con mayor rapidez.
- Servicios de ubicación en tiempo real mejorados, para que puedas indicarnos con precisión dónde está ocurriendo el problema.
- Mayor accesibilidad, con 14 opciones de idioma y la posibilidad de ampliar el texto.

Descargue la aplicación Transit Watch App hoy y obtenga más información en ***metro.net/transitwatch***.

Actividad de My Metro Budget

Metro se complace en anunciar el lanzamiento anual de la actividad My Metro Budget.

¡Responda preguntas sobre el futuro y equilibre los fondos entre seguridad, limpieza, servicio y más! Sus contribuciones ayudarán a elaborar el presupuesto del Año Fiscal 2026 de Metro.

Elabore su presupuesto y el futuro del sistema de transporte del Condado de Los Angeles en **mybudget.metro.net/online**

Asamblea Telefónica

El público está invitado a acompañar a los líderes de Metro en una Asamblea Telefónica el 4 de febrero a las 6pm para hablar sobre el Presupuesto del Año Fiscal 2026.

Habrá oportunidades para hacer preguntas en vivo y aprender más sobre las actualizaciones y avances en seguridad, limpieza y servicio.

Puedes **preinscribirte** para recibir una llamada el día del evento o enviar una pregunta o comentario por adelantado en: https://tthm.wufoo.com/forms/metro-telephone-town-hall-signup

¿Por qué estamos aquí hoy?

Agenda	Oradores
Bienvenida e Introducciones	Lorena Sanchez, Relaciones Comunitarias de Metro
Antecedentes del Proyecto	Jill Liu, Planeación de Metro
Alternativa Preferida Localmente	
Informe de Impacto Ambiental Final (EIR Final, en inglés) – Hallazgos Clave	
Eat Shop Play	Jesse Sanchez, Relaciones Comunitarias de Metro
Ley Nacional de Política Ambiental (NEPA, en inglés) – Proceso de Estudio	Jill Liu, Planeación de Metro Jaime Guzman, AECOM/CDM Smith Joint Venture
Conceptos Preliminares de la Estaciones	Maressa Sah, Planeación de Metro
Participación Comunitaria Continua	Lorena Sanchez, Relaciones Comunitarias de Metro
Próximos Pasos	Jill Liu, Planeación de Metro
Preguntas y Respuestas	Kim Tachiki-Chin, Relaciones Comunitarias de Metro

Antecedentes del Proyecto

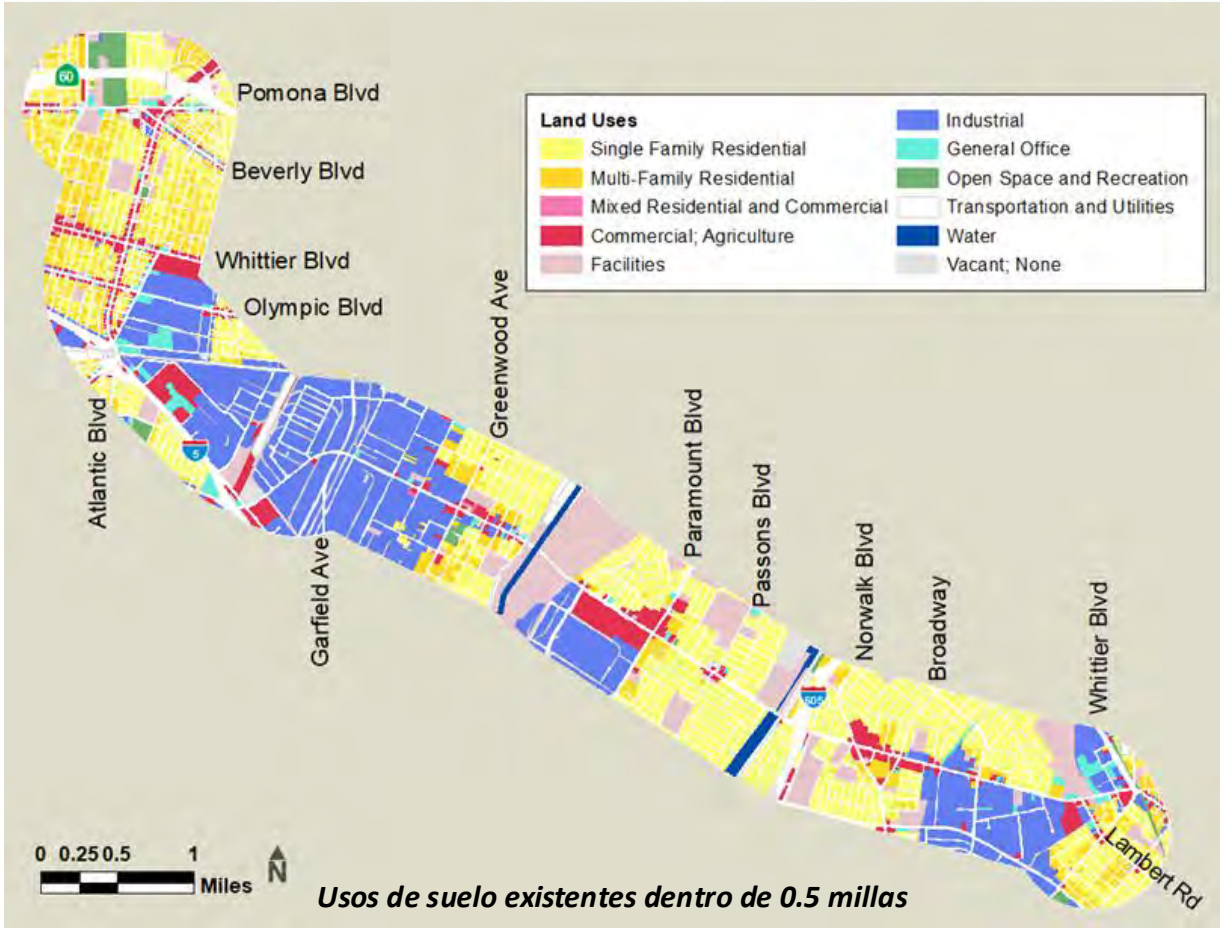
Corredor de Transporte Hacia el Este Fase 2
Área de Estudio

> Mayo de 2024 - La Junta Directiva de Metro aprobó el Informe de Impacto Ambiental (EIR) Final para una extensión de 9 millas de Metro E Line

> El proyecto se construirá en dos fases y conectará las comunidades del Este de Los Angeles, Commerce, Montebello, Pico Rivera, Santa Fe Springs, West Whittier-Los Nietos y la Ciudad de Whittier

82 millas cuadradas para el área de estudio general
24 millas cuadradas para el área de estudio detallado

Propósito y Beneficios del Proyecto



Usos de suelo existentes dentro de 0.5 millas

> **Comunidades Dependientes del Transporte Público**
> Dentro de 1/2 milla de las estaciones, 119,759 personas

> **Corredor de Alta Demanda de Viajes**

> **Alivio del Tráfico**
> El proyecto dará servicio a 15,000 pasajeros en un día promedio entre semana

> **Conexión Regional**
> Conectará al Este de Los Angeles y Gateway Cities con servicios de tren hacia el centro de Los Angeles, Santa Monica y otros destinos clave

> **1,600 nuevos empleos en construcción** y **$1,000 millones en actividad económica** por año (estimado)

Historia del Estudio Ambiental del Proyecto

Horario

ESTAMOS AQUÍ

2019	2020	2021-2022	2023	2024-2025
Se reinició el proceso ambiental bajo CEQA y NEPA con un período de comentarios públicos y reuniones de alcance Se evaluaron tres (3) alternativas (SR 60, Washington, Combinado)	Se retiraron las alternativas SR 60 y combinadas La Junta Directiva dirigió al personal que evaluara la Alternativa de Washington Se descontinuó NEPA	Introducción de alternativas IOS y opciones de MSF Se publicó el Borrador del EIR para revisión pública y audiencias públicas La Junta Directiva seleccionó la LPA	Recorridos de tren completados Inicios de la planificación de la primera/última milla Inicio de la preparación del EIR Final	Certificación del EIR Final Completar los esfuerzos de planificación de la primera/última milla Reiniciar NEPA

PARTICIPACIÓN PÚBLICA CONTINUA

CEQA: Ley de Calidad Ambiental de California

NEPA: Ley Nacional de Política Ambiental

IOS: Segmento Operativo Inicial

LPA: Alternativa Preferida Localmente

Alternativa Preferida Localmente

Alternativa Preferida Localmente

Segmento Operativo Inicial (IOS, en inglés) a la Estación Greenwood en Montebello

> **Definición del Proyecto**
- IOS de 4.7 millas desde Atlantic hasta Greenwood
- Aproximadamente 3 millas bajo tierra, 1 milla aérea y 0.7 millas a nivel de la calle

> **Estaciones**
- Estación Atlantic/Pomona, reubicada (subterránea al aire libre)
- Estación Atlantic/Whittier (subterránea)
- Estación Commerce Citadel (subterránea)
- Estación Greenwood en Montebello (a nivel de calle)
- Posible instalación de mantenimiento y almacenamiento en Montebello

> **Estimación de Costos**
- $7.9 mil millones ($ dólares de 2022, con base en un diseño preliminar del 15%)

> **Financiamiento**
- $3.6 mil millones de Measure M, Measure R y otras fuentes locales; solicitando fondos federales bajo NEPA para la LPA

> **Calendario de Construcción (proyección)**
- 2027: Ajustes avanzados de servicios públicos y avisos de construcción
- 2029: Inicio de la construcción de estaciones y vía
- 2035-37: Finalización de la construcción (sujeta a disponibilidad de fondos)

IOS (en inglés): Segmento Operativo Inicial

LPA (en inglés): Alternativa Preferida Localmente

NEPA (en inglés): Ley Nacional de Política Ambiental

Informe de Impacto Ambiental Final (EIR Final) – Hallazgos Clave

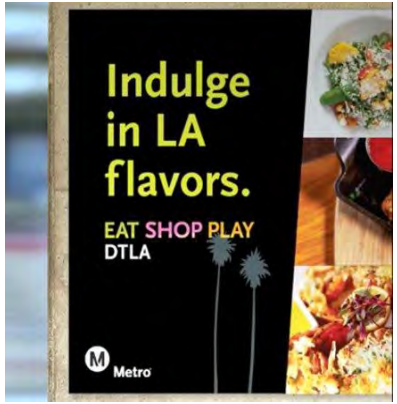
Informe de Impacto Ambiental (EIR) Final

> **Certificado por la Junta Directiva de Metro en mayo de 2024**

- Se evaluaron revisiones del Proyecto desde el Borrador Recirculado del EIR en junio de 2022
- Se respondieron a todos los comentarios públicos recibidos sobre el Borrador del EIR
- El Proyecto no implica desplazamientos residenciales
- Metro tiene un Programa de Monitoreo y Mitigación para reducir o evitar impactos ambientales

Programa Eat Shop Play

- El programa Eat Shop Play de Metro apoya a los negocios locales mientras construimos más trenes para LA
- La participación es gratuita
- Los negocios ubicados a lo largo de los proyectos de construcción de trenes de Metro o a lo largo de corredores de transporte específicos son elegibles para inscribirse para recibir asistencia en mercadeo
- Los beneficios para los negocios locales incluyen anuncios impresos/digitales y marketing por correo electrónico
- Contacto del programa:
  - Obtenga más información en: *Metro.net/eatshopplay*
  - Correo electrónico: *eatshopplay@metro.net*



Ley Nacional de Política Ambiental (NEPA) – Proceso del Estudio

Metro

Información General de la Ley Nacional de Política Ambiental (NEPA)

Metro coordinará con la Administración Federal de Transporte (FTA, en inglés) para preparar un documento de NEPA adecuado (por ejemplo, una Evaluación Ambiental) para el Proyecto, actuando como agencia principal conjunta con la FTA.

> **Propósito del documento NEPA**

- Solicitar la aprobación ambiental federal para que el proyecto sea elegible para fondos federales
- Evaluar los posibles impactos ambientales del proyecto

Calendario de NEPA

ESTAMOS AQUÍ

Principios de 2025	Verano 2025	Otoño 2025	Principios de 2026
Reuniones de actualización del proyecto en enero/febrero **Iniciar NEPA para solicitar fondos federales**	**La FTA publicará el documento NEPA para su revisión por el público y las agencias (30 días)** **Audiencia(s) Pública(s)**	**Responder a los comentarios públicos**	**Documento NEPA* con la decisión de la FTA**

PARTICIPACIÓN PÚBLICA CONTINUA

Nota: Si la Evaluación Ambiental bajo NEPA demuestra que el proyecto no tendrá un impacto significativo en el medio ambiente, el proceso concluirá con una Determinación de No Impacto Significativo (FONSI, en inglés).

FTA (en inglés): Administración Federal de Transporte

NEPA (en inglés): Ley Nacional de Política Ambiental

Estudio Ambiental NEPA – Temas

Estudios Adicionales de NEPA

- Evaluación de la Sección 4(f)*
- Sección 106 (propiedades históricas)
- Justicia Ambiental**
- Análisis de Costos y Beneficios
- Impactos Económicos y Fiscales
- Bienes Raíces y Adquisiciones

Notas:

**Parques y tierras de recreación, refugios de vida silvestre y aves acuáticas y sitios históricos*

***Poblaciones minoritarias, poblaciones de bajos ingresos y/o tribus indígenas y comunidades indígenas*

****Estos temas se abordaron en el EIR certificado, pero existen algunas diferencias en los temas específicos abordados bajo NEPA.*

EIR: Informe de Impacto Ambiental

NEPA: Ley Nacional de Política Ambiental

Temas Incluidos en el EIR Final Certificado***

- Calidad del Aire
- Cambio Climático
- Análisis de Impacto Comunitario, Parques/Instalaciones Comunitarias, Servicios Públicos
- Construcción
- Geotecnia/Subsuelo/Sísmico
- Ecosistemas y Recursos Biológicos
- Energía
- Materiales Peligrosos
- Recursos Históricos/Arqueológicos/Paleo/Tribales
- Uso y Desarrollo del Terreno
- Ruido y Vibraciones
- Seguridad y Protección
- Transporte y Tráfico
- Visual y Estética
- Recursos Hídricos
- Inductor de Crecimiento
- Impactos Acumulativos

Conceptos Preliminares de Estaciones

Metro

Concepto de Estación Subterránea

Solo para fines ilustrativos

Concepto de Estación a Nivel de Calle

Solo para fines ilustrativos

Participación Comunitaria Continua

Participación Comunitaria Continua

Diciembre 2022–abril 2024

> 4 recorridos en tren

> 6 eventos comunitarios y 7 eventos estilo pop-up

> 7 auditorías técnicas de caminata de primera/última milla (FLM, en inglés); 6 auditorías comunitarias de caminata y sobre ruedas; 2 auditorías comunitarias de caminata

> Encuesta comunitaria de FLM

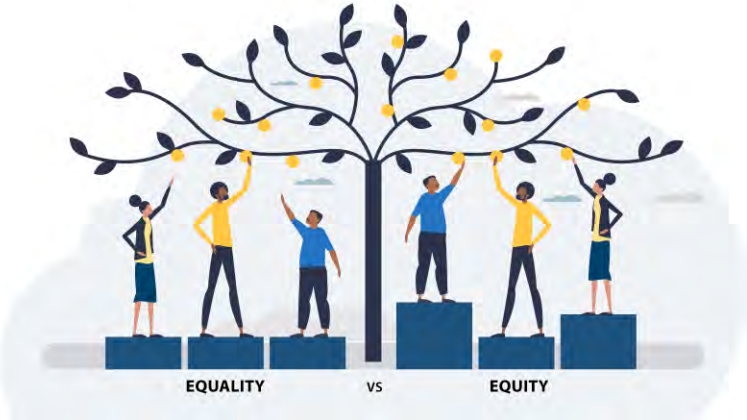
> 75 sesiones informativas para las partes interesadas

Mayo 2024–diciembre 2024

> Más de 50 sesiones informativas para las partes interesadas, entre las que se incluyen:

- Sesiones informativas de la agencia
- Sesiones informativas electos
- Sesiones informativas en la ciudad del corredor
- Llamadas telefónicas para atender preguntas públicas de propietarios o inquilinos
- Reuniones con los dueños de servicios públicos
- Reuniones con empresas ferroviarias (BNSF Railway y Union Pacific)

Enfoque de Participación Comunitaria



Enfoque Equitativo

> Escuchar y aprender
> Generar confianza
> Desarrollar alianzas

Alcance virtual y en persona

> El equipo bilingüe del proyecto que habla español participa con las comunidades locales en persona y en línea

Alianzas con organizaciones comunitarias

> Las alianzas con organizaciones comunitarias locales garantizan un mayor alcance/participación de la comunidad

Alcance Digital

> Sitio web: *metro.net/eastsidephase2*

> Correo electrónico: *eastsidephase2@metro.net*

> Línea de información: 213.922.3012

Reuniones de Actualización Comunitaria de enero/febrero

Reuniones en Persona

(Completado)
Martes, 28 de enero
5:30–7:00pm
East LA Library
4837 E 3rd St
Los Angeles, CA 90022

(Completado)
Miércoles, 29 de enero
6–7:30pm
Commerce Senior Center
2555 Commerce Way
Commerce, CA 90040

(Completado)
Sábado, 1 de febrero
10–11:30am
Chet Holifield Park
Community Center
1060 S Greenwood Av
Montebello, CA 90640

Reunión Virtual

Lunes, 3 de febrero
12–1:00pm
tinyurl.com/ESP2MEETINGS
ID de la reunión: 850-9984-2671
Número de llamada en español: 408.650.3123
Código de acceso: 584-695-565

Nota:
- ✓ ***Se presentará la misma información en cada reunión.***
- ✓ ***Habrá estacionamiento gratuito e intérpretes de español***
- ✓ ***Puede solicitar adaptaciones ADA y traducciones al llamar al 213.922.3012 y solicitar estos servicios con al menos 72 horas de anticipación.***
- ✓ ***Las reuniones en persona proporcionarán un área para niños con actividades divertidas.***

Próximos Pasos

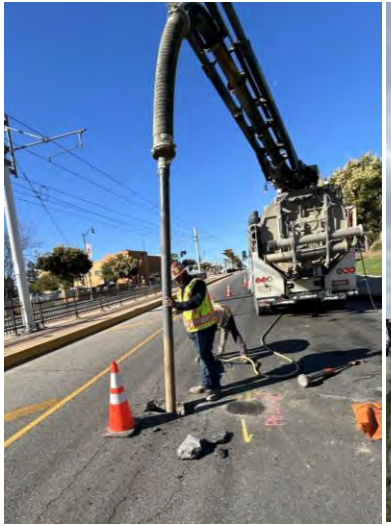
Metro

Encuestas Previas a la Construcción

Actualmente, Metro está avanzando el trabajo de ingeniería a través de encuestas previas a la construcción:

> **Perforación exploratoria de servicios públicos: excavación de pequeños hoyos de prueba en el suelo para localizar servicios públicos subterráneos como tuberías, cables y líneas de gas**
  - Los estudios en el Este de Los Angeles, Montebello y Commerce comenzaron en septiembre de 2024 y continuarán a principios de 2025

> **Muestreo de Suelo: Instalación de pozos temporales para analizar las condiciones del suelo y agua subterránea**
  - Estudios finalizados a lo largo de la alineación del proyecto en Pico Rivera, Whittier y Santa Fe Springs en 2024
  - Los estudios en el Este de Los Angeles, Montebello y Commerce comenzarán en la primavera de 2025



Excavación Exploratoria de Servicios Públicos

Muestreo de Suelo

Próximos Pasos

- Continuar la coordinación con la FTA en el documento NEPA para la LPA y solicitar fondos estatales y federales
- Seguir involucrando a la comunidad y a las partes interesadas clave en el desarrollo del proyecto.
- Avanzar en el diseño de ingeniería para la LPA.
- Continuar con las actividades de muestreo de suelo y excavación exploratoria de servicios públicos.
- Proseguir con la planificación de acceso de primera/última milla en coordinación con las cinco ciudades del corredor.
- Mantener la coordinación con ciudades del corredor, propietarios de servicios públicos y compañías ferroviarias en la revisión del diseño y acuerdos de cooperación.

FTA: Administración Federal de Transporte

LPA: Alternativa Preferida Localmente

NEPA: Ley Nacional de Política Ambiental

Preguntas y Respuestas

Metro

Sesión de preguntas y respuestas

Para hacer una pregunta:

> Escriba su pregunta en la función de preguntas y respuestas (Q&A).

Contáctenos

Jill Liu, Gerente del Proyecto, Planeación y Desarrollo del Condado

Lorena Sanchez, Gerente de Relaciones Comunitarias, Gateway Cities

Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012

eastsidephase2@metro.net

metro.net/eastsidephase2

213.922.3012

Gateway Cities

Suscríbase a las actualizaciones de proyectos de Metro del área de Gateway Cities escaneando el código QR o registrándose en: https://bit.ly/3ZT70V5

Attachment D6 Bilingual Question Cards

Eastside Transit Corridor Phase 2 / *Corredor de Transporte Hacia el Este Fase 2*

Question Card/*Tarjeta de preguntas*

- ☐ Parking/*estacionamiento*
- ☐ Cost/*costo*
- ☐ Safety/*seguridad*
- ☐ Real estate/*bienes y raices*
- ☐ Traffic/*tráfico*
- ☐ Business/*negocios*
- ☐ Other/*otro*

Name/*Nombre*: _____

Phone/*Numero de telefono*: _____

Email/*Correo electronico*: _____

Questions/*Preguntas*: _____

_____

_____

_____

_____

Metro

Eastside Transit Corridor Phase 2 / *Corredor de Transporte Hacia el Este Fase 2*

Question Card/*Tarjeta de preguntas*

- ☐ Parking/*estacionamiento*
- ☐ Cost/*costo*
- ☐ Safety/*seguridad*
- ☐ Real estate/*bienes y raices*
- ☐ Traffic/*tráfico*
- ☐ Business/*negocios*
- ☐ Other/*otro*

Name/*Nombre*: _____

Phone/*Numero de telefono*: _____

Email/*Correo electronico*: _____

Questions/*Preguntas*: _____

_____

_____

_____

_____

Metro

Attachment E Meeting Highlight Summaries

Attachment E1 East Los Angeles Community Meeting Highlights

Eastside Transit Corridor Phase 2 Community Update Meeting #1: East LA Tuesday, January 28, 2025, 5:30 7:00pm	
Location	East Los Angeles Library 4837 E 3rd St Los Angeles, CA 90022 *Note: Stakeholders remained until 7:30pm*
Metro (lead staff)	• Sharon Gookin, Deputy Chief Executive Officer • Ray Rosa, Chief Planning Officer • Lilian De Loza-Gutierrez, Executive Officer, Community Relations • Mark Dierking, Director, Community Relations • Lorena Sanchez and Kim Tachiki-Chin, Community Relations • Jesse Sanchez, Community Relations (Eat, Shop, Play) • Annette Cortez, Construction Relations • Dolores Roybal, Deputy Executive Officer, Planning • Jill Liu, Project Manager, Planning (Mobility Corridors) • Maressa Sah, Manager, Planning (Mobility Corridors) • Tom Yoshioka and David Gebhard, Planning (Real Estate) • Neha Chawla, Planning (First Last Mile) • Adam Light, Planning (Systemwide Design) • Mohammed Nasim, Executive Officer, Program Management
# of Participants	44
Elected Offices & Agency Staff	**Elected Officials:** none **Elected Staff:** • Antonio Chapa, District Director (East LA Office) for Metro Board Director, Supervisor Solis (SD1) **Agency Staff** • Rusty Whisman – Federal Transit Administration Region 9
CBO Partners	**Via Care** • Lourdes Olivares
Key Stakeholders	**East LA Chamber of Commerce/ Whittier Merchants Association** • Eddie Torres • Tony DiMarco
Number of Questions	**11 questions submitted** **3 letters submitted (Link)** • Jose Fuentes, tenant at 5125 E. Beverly Bl (Print Planet) • Whittier Boulevard Merchants Association • East Los Angeles Chamber of Commerce

Summary of Topics of Discussion	**ADA accessibility** • Concerns over Metro compliance with ADA during and after construction (e.g., street vendors) • Interest in preserving sidewalks **Business impacts** • Concerns over impacts to businesses through property acquisition and loss of funds • Lack of understanding from some business owners and references to the prior Eastside Extension Phase 1 project displacement • Interest in relocation and other monetary support **Construction** • Interest in having the project construction start sooner than the anticipated timeline **Design/Stations** • Consider adding station at Atlantic Bl/6th St for better access to Garfield High School • Can the new Pomona/Atlantic Station start underground before the Sheriff's station? This will help increase emergency response times **Funding** • Concerns over funding availability in East LA to complete the project • The probability of securing federal funding **Property acquisitions, timeline and notification** • Interest in learning when impacted property owners will be notified on construction **Safety and homelessness** • Concerns over crime on the Metro system • Concerns over unhoused population (Comment received: "If you're homeless, only need $1.75 and you can ride (on the trains) all day.") **Traffic** • Concerns over the project creating more traffic on local roads
Action items	1. Coordination with Jose Fuentes (a tenant at 5119 Beverly Blvd) regarding his case for ending lease early (Project Manager, Real Estate, legal counsel are already in communication. 2. Per Sharon Gookin, Lorena (CR) is to invite the SSLE team to join community meetings. Request has been communicated.
General Metro concerns/comments	Concerns over existing Metro trains not allowing bike trailers
Event Photos	Photos

Attachment E2 Commerce Community Meeting Highlights

Eastside Transit Corridor Phase 2 Community Update Meeting #2: Commerce Wednesday, January 29, 2025, 6:00 7:30pm	
Location	Commerce Senior Center 2555 Commerce Way Commerce, CA 90040 *Note: Stakeholders remained until 7:45pm*
Metro and key staff	• Ray Sosa, Chief Planning Officer • Lilian De Loza-Gutierrez, Executive Officer, Community Relations • Dolores Roybal, Deputy Executive Officer, Planning • Jill Liu, Project Manager, Planning (Mobility Corridors) • Lorena Sanchez, Community Relations • Kim Tachiki-Chin, Community Relations • Annette Cortez, Construction Relations • Jesse Sanchez, Community Relations (Eat, Shop, Play) • Maressa Sah, Manager, Planning (Mobility Corridors) • Tom Yoshioka and David Gebhard, Planning (Real Estate) • Mariko Toy, Planning (First Last Mile) • Mohammed Nasim, Executive Officer, Program Management • Jaime Guzman, AECOM/CDM Smith JV (NEPA consultant) • Melissa de la Pena, HNTB/Cordoba JV (PE consultant)
# of Participants	24 Total (including 3 Spanish speakers)
Elected Offices & Agency Staff	**Elected Officials** **State Senator Lena Gonzalez (District 33)** • Oscar Cisco, Field Representative **Metro Board 1st Vice Chair and City of Whittier Councilmember** • Fernando Dutra **Metro Board Chair and Supervisor Janice Hahn (District 4)** • Bryan "Bubba" Fish, Transportation Deputy **City of Commerce** • Vice Mayor Kevin Lainez • Councilmember Hugo Argumedo **Agency Staff** **City of Commerce** • Louis Morales, Interim Director Economic Development & Planning • Alyssa Mendez, Transit Analyst • Gissell Delgado, Management Analyst • Roxana Lara, Human Resources Assistant
CBO Partners	**Strength-Based Community Change (SBCC)** • Gabriela Eddy, Lead Community Organizer • Kerry Chhay, Community Organizer
Number of Questions	**7 questions submitted**
Summary of Topics of Discussion	**Construction impacts**

	• Concerns over construction noise and vibration and potential damage to buildings **Property acquisition** • Confirmation if residential and commercial property acquisitions are planned **Safety and homelessness** • Planned safety measures for proposed Commerce Citadel station **Design/Stations** • Building integrity during earthquakes • Rationale for having the new Atlantic Station underground • Was Metrolink ROW route considered for project alignment in the EIR • TOC plan *(Note: City of Commerce staff is leading the TOC study and will present to their City Council in February.)* **Funding** • Potential challenges in acquiring federal funding under the new administration
Action items	• Meeting presentation to be added to the project website • Martha Moya: needs information on PSAC emailed to her • CR and Planning will continue to monitor the Commerce City Council for a February agenda item on the Cooperative Agreement (CA)
General Metro concerns/comments	Concerns over removing the existing Atlantic station
Event Photos	Photos

Attachment E3 Montebello Community Meeting Highlights

Eastside Transit Corridor Phase 2 Community Update Meeting #3: Montebello Saturday, February 1, 2025, 10 11:30am	
Location	Chet Holifield Park Comm. 1060 S Greenwood Av Montebello, CA 90640 *Note: Stakeholders remained until 12pm*
Metro	• Ray Sosa, Chief Planning Officer • Allison Yoh, Deputy Chief Planning Officer • Jill Liu, Project Manager, Planning (Mobility Corridors) • Mohammed Nasim, Executive Officer, Program Management • Lorena Sanchez, Community Relations • Kim Tachiki-Chin, Community Relations • Annette Cortez, Construction Relations • Jesse Sanchez, Community Relations (Eat, Shop, Play) • Maressa Sah, Manager, Planning (Mobility Corridors) • Tom Yoshioka, Planning (Real Estate) • Mariko Toy, Planning (First Last Mile) • Frida Foss, Planning (First Last Mile) • Miguel Contreras, Planning (Station 1) • Jaime Guzman, AECOM/CDM Smith JV (NEPA consultant) • Melissa de la Pena, HNTB/Cordoba JV (PE consultant)
# of Participants	**71 Total** (including 3 monolingual Spanish speakers and 2 children)
Elected Offices & Agency Staff	**Elected Officials** **Metro Board Chair and Supervisor Hilda Solis (District 4)** • Waqas Rehman, Director of Planning and Development **City of Montebello** • Mayor Salvador Melendez • Councilmember Rick Alonzo (newly appointed) **Agency Staff** **City of Montebello** • Cesar Roldan, Director of Public Works
CBO Partners	**N/A**
Number of Questions	**23 questions submitted** **5 Comment Cards**

Summary of Topics of Discussion	**Design/Stations** • Reasoning for selecting Washington Bl. • Rationale for having the Washington Alignment at-grade and not underground in Montebello • Questioning why BNSF ROW was not selected instead • Park and Ride location, type, and capacity • Impacts to greenspace and trees • Noise impacts and installation of noise barriers • Interest in First/Last Mile outcomes **Construction impacts** • Construction methods at Beverly/Atlantic • Request for information on Metro's BIF program • Potential to expedite construction schedule **Traffic** • Concern about train on Washington Bl due to existing heavy traffic • Concerns for reduced traffic lanes, traffic congestion, and delay to cross streets • Parking impacts (loss of parking) **Safety and homelessness** • Consider adding a policing substation to support Montebello City PD **Funding** • Will the project proceed without federal funding?
Action items	• Metro to forward comment regarding the police substation of the new Metro Police Department • Metro to forward comment to Bus Ops regarding increasing bus frequency on Bus Line 50
General Metro concerns/comments	• Metro will take away jobs and sales tax revenue related to the proposed maintenance and storage facility. • Request to increase bus frequency on line 50 • Request to vote on whether the project moves forward
Event Photos	Photos folder link

Attachment E4 Virtual Community Meeting Highlights

Eastside Transit Corridor Phase 2 Community Update Meeting #4: Virtual Monday, February 3, 2025, 11am 12pm	
Location	Virtual - Zoom
Metro	• Allison Yoh, Deputy Chief Planning Officer • Jill Liu, Project Manager, Planning (Mobility Corridors) • Mohammed Nasim, Executive Officer, Program Management • Lorena Sanchez, Community Relations • Kim Tachiki-Chin, Community Relations • Annette Cortez, Construction Relations • Jesse Sanchez, Community Relations (Eat, Shop, Play) • Maressa Sah, Manager, Planning (Mobility Corridors) • Mariko Toy, Planning (First/Last Mile) • Frida Foss, Planning (First/Last Mile) • Neha Chawla, Planning (First/Last Mile) • Miguel Contreras, Planning (Station 1) • Jaime Guzman, AECOM/CDM Smith JV (NEPA consultant) • Melissa de la Pena, HNTB/Cordoba JV (PE consultant)
# of Participants	**77 Total**
Elected Offices & Agency Staff	**Metro Board Chair and Supervisor Hilda Solis (District 4)** • Guadalupe Camberos, Deputy District Director **Metro Board Chair and City of Whittier Councilmember Fernando Dutra** • Marisa Perez, Transportation Advisor **LA Mayor Karen Bass** • Brenda Sidhom, Senior Director of Business and Economic Development, Airport **LA County Board of Supervisors** • Jamie Cabrera, Caseworker **Agency Staff** **United States Environmental Protection Agency (EPA)** • Zac Appleton, Environmental Reviewer • Elise Ruiz, Environmental Scientist • Ting-Sheng Liao
CBO Partners	**Strength-Based Community Change (SBCC)** • Kerry Chhay, Community Organizer
Number of Questions	**33**

Summary of Topics of Discussion	**Project Alternatives** • Has the BNSF right of way been studied as an alignment alternative? **Design/Stations** • Location for Montebello Greenwood Station parking lot • First-last mile improvements for the Commerce/Citadel station • Will tunnels have banked turns? • Will any at grade crossings for section one of the alignment have arm signals? • What is the anticipated train interval at stations and travel time? • Will Washington Bl need to be widened at Greenwood Av to accommodate the station? **Construction impacts** • Request to share property acquisition areas and what community benefits are anticipated for the various communities impacted by construction • Will there be any construction staging areas for Montebello Greenwood station on Northeast corner of Washington/Greenwood? • Impacts to East LA schools during construction **MSF** • Where will the MSF site be located? **Safety and homelessness** • How will Metro keep stations safe? **Funding** • What happens if federal funding is not approved? **Benefits** • What community benefits agreements are being developed? • Did Metro prepare a Community Based Study to assess the benefits of the project? • How long will the new 1,600 new construction jobs last?
Action items	• Metro to schedule a meeting with Joo Yoon • Jose Ubalde to coordinate any needed media follow-up • Lorena/Kim to follow-up with Brenda Sidhom at Office of LA Mayor Karen Bass
General Metro concerns/comments	• A truck turn analysis is needed for some businesses along Washington Bl
Screenshots	Screenshots

Attachment E5 Community Meetings Cumulative Summary

Eastside Transit Corridor Phase 2
Community Update Meetings – January/February 2025
Outreach Summary

	#1: East LA Tue., Jan. 28, 2025 5:30 7:00pm	#2: Commerce Wed., Jan. 29, 2025 6:00 7:30pm	#3: Montebello Sat., Feb. 1, 2025 10 11:30am	#4: Virtual Mon., Feb. 3, 2025 12 1pm
Location	East Los Angeles Library 4837 E 3rd St Los Angeles, CA 90022	Commerce Senior Center 2555 Commerce Way Commerce, CA 90040	Chet Holifield Park Comm. 1060 S Greenwood Av Montebello, CA 90640	Zoom
# of Participants **TOTAL: 216**	**44**	**24 Total** *(including 3 Spanish speakers)*	**71 Total** *(including 3 monolingual Spanish speakers and 2 children)*	**77 Total**
Community Partners	**14 Community Partners (CBO's)** • Alma Family Services • BikeLA • Boys & Girls Club of Whittier & Pico Rivera • Breathe Southern California • Day One • Designated Exceptional Services for Independence (DESI) • Eastern Los Angeles Family Resource Center • Heart of Compassion • Helpline Youth Counseling (HYC) • Los Angeles Economic Equity Accelerator & Fellowship (LEEAF) • Mundo Maya Foundation • People for Mobility Justice (PMJ) • Streets Are for Everyone (SAFE) • Strength Based Community Change (SBCC)			
# of Questions/ Comments	• 11 questions submitted • 3 letters submitted	• 7 questions submitted	• 23 questions submitted • 5 Comment Cards	• 33 questions submitted • 3 comments submitted
Types of Comments	• ADA compliance • Preserving sidewalks • Business impacts • ESP2 1 and business displacements • Construction schedule • Add station for better school access • Atlantic/Pomona underground • Emergency response times • Funding availability • Construction noticing for property owners	• Construction vibration/building impacts • Residential acquisitions • Planned safety measures for Citadel • Building integrity during earthquakes • Rationale for Atlantic/Pomona underground • Challenges for acquiring federal funding	• Construction vibration/building impacts • Residential acquisitions • Planned safety measures for Citadel • Building integrity during earthquakes • Rationale for Atlantic/Pomona underground • Challenges for acquiring federal funding	• Construction vibration/building impacts • Residential acquisitions • Planned safety measures for Citadel • Building integrity during earthquakes • Rationale for Atlantic/Pomona underground • Challenges for acquiring federal funding

	• Safety/security on the system • Traffic impacts			

TOTAL PARTICIPATION FOR ALL 4 MEETINGS: 216

NUMBER OF QUESTIONS FOR ALL 4 MEETINGS
- **74 Questions**
- **11 Comments**

Pop up Events
1/17/25 - DESI Food Drive - 150
1/18/25 - ELA Farmers Market – 166
1/21/25 - Dept. Of Social Services (Commerce) - 247
1/22/25 - Heart of Compassion Food Distribution - 148
1/23/25 - MAOF Food Drive - 128
1/23/25 - 323 City Terrace Farmers Market - 26
1/28/25 - Chinese New Year Celebration: Learn and Create! - 19

TOTAL PARTICIPATION FOR ALL POP-UPS: 884

Business Flyer Drop Offs
3,550 flyers total – 25 flyers to 142 businesses along the corridor

Transit Intercepts
200 flyers – Rail, Atlantic Station, East Los Angeles
200 flyers – Train, Montebello/Commerce Metrolink
200 flyers – Bus, Washington Blvd. & Greenwood Ave, Montebello

Digital Efforts
5 out of 15 CBOs have reported their digital analytics to date. Total reach received is below. The rest is to be updated at a later date, once received. **Social Media = 1,332 reach** **E-Blast = 23,018 recipients**

Attachment E6 Master Question Log

#	Meeting	Stakeholder Name	Question	Category	Response
1	East LA, 1/28/25	Victor A. Garcia	Can Metro comply with ADA needs includingt no obstruction to sidewalks and right of ways?	ADA	
2	East LA, 1/28/25	No name provided.	When will business or property owners be notified on how their properties will be impacted and compensated during the construction process?	Business-related	
3	East LA, 1/28/25	No name provided.	Will Metro be acquiring businesses enar Atlantic/Pomona, if so it will affect access to revenue from local residents?	Business-related	
4	East LA, 1/28/25	No name provided.	After the financial failure of the Bullet Train going up North, what are the chances of acquiring federal funding for this project?	Funding	
5	East LA, 1/28/25	No name provided.	Are the addiional funding and projects available for improvements near Garfield High School in ELA?	Funding	
6	East LA, 1/28/25	Rose Fox	What will you do about the homeless getting off at a station and sleeping in a public area?	Homelessness	
7	East LA, 1/28/25	Rose Fox	What will you do about Metro riders parking in residential areas to avoid Metro parking?	Parking	
8	East LA, 1/28/25	No name provided.	What will Metro offer in terms of parking?	Parking	
9	East LA, 1/28/25	Rose Fox	What are you doing to address the safety of residents?	Safety	
10	East LA, 1/28/25	No name provided.	How can the community utilize the Metro with confidence with such a high rate of vandelism, assaults, and at times homicide?	Safety	
11	East LA, 1/28/25	Jose. Aparicio	Based on current funding, can constrction start sooner?? Say the first two stations?	Schedule	
12	East LA, 1/28/25	Jose. Aparicio	Is there any way to expidite construction timelines? ELA especially needs the station @ Whitter/Atlantic? A faster timeline also means less disruption.	Schedule	
13	East LA, 1/28/25	No name provided.	Can the new station on Atlantic and Pomona start underground before the East. LA sherriff station for faster response from sherriff deputies for the community?	Security	
14	East LA, 1/28/25	No name provided.	Why doesn't Metro add more efficient stations like on Atlantic and 6th st for Garfield High School students and surrounding schools?	Stations	
15	East LA, 1/28/25	Carlos T. Navarrette	Will this extension be more transit friendly? Too much of Metro rail has been made to please drivers and don't do nearly enough to avoid traffic, cut back on CO2 etc. If we want Metro to thrive we need to emphasize riders and pedestrians. If we want to defeat climate change, we need to have significantly less cars on the road.	Traffic	
16	Commerce, 1/29/25	R. Hidalgo	What noise, vibrations, and interfeirence will the be with businesses and residents?	Business-related	
17	Commerce, 1/29/25	No name provided.	What safety measures will Metro take to help protect a major shopping destination like The Citadel?	Business-related	
18	Commerce, 1/29/25	R. Hidalgo	Why is Atlantic south of Beverly underground track under businesses and homes and not under Atlantic Blvd?	Construction	
19	Commerce, 1/29/25	R. Hidalgo	How deep will the track be?	Construction	
20	Commerce, 1/29/25	No name provided.	If any damages are caused by vibration, will Metro cover them?	Construction	

Categories

ADA
Business-related
Construction
Funding
Homelessness
MSF
Outreach
Parking
ROW
Safety
Schedule
Traffic
FLM
Alignment

21	Commerce, 1/29/25	Margarita Martinez (SPN)	*Con los grandes huecos que se van hacer no va afectar cuando haya temblores?* With the large holes that are going to be made, won't it be affected when there are earthquakes?	Construction	
22	Commerce, 1/29/25	No name provided.	Do you see any potential challenges with the recent election changes and new administration in D.C.?	Other	
23	Commerce, 1/29/25	Martha	Will there be any residential or business acquisitions?	ROW	
24	Commerce, 1/29/25	Martha	Is this project 100% for sure happening?	Schedule	
25	Montebello, 2/1/25	Denise Rodriguez	Why can't you use Telegraph road instead of washington?	Alignment	
26	Montebello, 2/1/25	Denise Rodriguez	Why can't they make a bridge for trains so we don't have to wait for a train to pass by us?	Alignment	
27	Montebello, 2/1/25	Denise Rodriguez	When will construction start?	Construction/Schedule	
28	Montebello, 2/1/25	Denise Rodriguez	How long to complete the project?	Schedule	
29	Montebello, 2/1/25	Sylvia Guzman	Can you expand on an explanation on what "first/last mile" planning and outcomes may include? Please call out samples of copleted ones already in place elsewhere.	FLM	
30	Montebello, 2/1/25	Sang Hyun	How does the project affect the south side of Beveryly/Atlantic?	Construction	
31	Montebello, 2/1/25	Javier Giron	Eastside Phase 2 Study Extension subway from Atlantic Blvd to Greenwood toward Beverly Blvd planning toward end Beverly Hospital Station Phase 2A sooner.	Alignment	
32	Montebello, 2/1/25	Faraz Aqil	Why does Phase 2 of the project not have grade separated intersections while Phase 1 have grade separated intersections? Residents in Montebello (Greenwood Ave), Pico Rivera, and Whittier also want to avoide more traffic congestions and train accidents with cars like we hear in the news.	Traffic	
33	Montebello, 2/1/25	Faraz Aqil	Why are there no plans for grade sepeartions at busy intersections when it's very important?	Alignment	
34	Montebello, 2/1/25	Edmund Veloz	I want to exercise my civil rights- freedom of speech.	Other	
35	Montebello, 2/1/25	No name provided.	How many parking spaces will be removed along the route.	Parking	
36	Montebello, 2/1/25	Francisco Hernandez	This project is going to create more traffic congestions on Washington Blvd. It will reduce the 3 lanes into only one (each direction). Why is this so called needed expansion Metro project not done underground?	Traffic	
37	Montebello, 2/1/25	Jorge Martinez	If these meetings satisfy NEPA requirments, isn't public comments required?	Outreach	
38	Montebello, 2/1/25	Bill Paolisso	Why was and who chose Washingotn Blvd?	Alignment	
39	Montebello, 2/1/25	Bill Paolisso	When will the project start?	Construction	
40	Montebello, 2/1/25	Arturo Gonzales	The train alignment should be along BNSF right of way south of Ferguson. It is cheaper, safer, less impact and will connect better to the community. Why has this alternative not been studied further. It is not in the EIR.	Alignment	
41	Montebello, 2/1/25	Will Cervera	Will it be a two lane or one lane in each direction?	Alignment	
42	Montebello, 2/1/25	No name provided.	How many lanes each way on Washington Blvd?	Alignment	
43	Montebello, 2/1/25	No name provided.	What will be the delay for cross traffic?	Alignment	
44	Montebello, 2/1/25	No name provided.	How long will the delay be for the cross traffic?	Alignment	
45	Montebello, 2/1/25	No name provided.	How will people on the train be protected from stabbing, harassment, and intimidation?	Safety	

46	Montebello, 2/1/25	Vivian Romero	Metro has billions of dollars, would Metro be willing to place a Metro police sub-station in Montebello to deal with public safety, crime, and issues arising from these Metro stations? That way Metro isnt burdening a small Montebello police department.	Safety	
47	Montebello, 2/1/25	Marlena Robles	What will be provided for impacted residents in terms of noise barrier?	Construction	
48	Montebello, 2/1/25	Marlena Robles	What amount of trees and green space will be impacted?	Construction	
49	Montebello, 2/1/25	Marlena Robles	What amount of trees and green space will be replaced to offset pollution/noise?	Construction	
50	Montebello, 2/1/25	Marlena Robles	Why is the Greenwood station street level? Not underground like others.	Alignment	
51	Montebello, 2/1/25	Shannon Callard	Will Metro provide financial assistance to the local businesses?	Business-related	
52	Montebello, 2/1/25	Shannon Callard	Can you provide more information on the Business Interruption Fund?	Business-related	
53	Montebello, 2/1/25	Shannon Callard	What is Metro's plan with safety and the influx of unhoused individuals who will be coming in from other areas of the region such as Los Angeles, Long Beach, etc?	Safety	
54	Montebello, 2/1/25	Maria Ramos	Is this a park and ride station at Greenwood? Safety and camera.	Alignment/Safety	
55	Montebello, 2/1/25	Travis	MBL 50 bus already utilizes Washingotn Blvd, but only runs hourly and not Sundays. Can #50 bus frequently be increased, or add #50 Express bus to better gauge rider utilization count for this route?	Other	
56	Montebello, 2/1/25	No name provided.	Park and rides are sometimes multi-level structures like at Atlantic Bl. Will these also be multilevel in our city or at grade level only?	Alignment	
57	Montebello, 2/1/25	Will Cervera	To go underground in Montebello.	Alignment	
58	Montebello, 2/1/25	Jose Dennis Dimapilis Alabaso	Finally, speaking of the Metro E Line western section, I would like to know when exactly the brand-new LAX Airport/Metro Transit Center Station is going to open? (I hope its coming in late February/Early March of this year: 2025)	Other	
59	Montebello, 2/1/25	Joe Dennis Dimapilis Alabaso	If the extedned E Line/Expo stations should be completed in 2035/2037, will there be bus connections that serve Metro bus lines and Norwallk transit bus lines be relocated at the corner of Washington Blvd. and Lambert Road in the City of Whittier?	Other	
60	Montebello, 2/1/25	Joe Dennis Dimapilis Alabaso	If the newly proposed Pioneer Blvd./South Street station is going to open sometime in 2034, will there be bus connections that serve Metro Bus Lines and Long Beach Transit Bus Lines as well?	Other	
61	Montebello, 2/1/25	No name provided.	Why have you chosen at-grade for the next phase- please consider underground. Why not treat us the same way you did underground in ELA?	Alignment	
62	Montebello, 2/1/25	No name provided.	Please indicate where your maintenance and storage facilities will be? Will you be changing our communities with all of your storage?	Alignment	
63	Virtual, 2/3/25	Zac Appleton	What is the full URL for this meeting? My browser doesn’t like the TinyUrL.	Other	
64	Virtual, 2/3/25	Rocio Berru	Will this presentation be shared?	Other	
65	Virtual, 2/3/25	Brenda Sidhom	Can you share the property acquisition areas and what community benefits are anticipated for the various communities impacted by construction? (Commerce, etc.)	Construction	
66	Virtual, 2/3/25	Richard NIghswonger	For the Montebello Greenwood Station, where will parking lot for station be?	Parking	
67	Virtual, 2/3/25	Richard NIghswonger	Where will maintenance/storage facilities be located?	Alignment	
68	Virtual, 2/3/25	aesquivel	What community benefits agreements are being developed?	Other	
69	Virtual, 2/3/25	Brenda Sidhom	How will Metro keep address safety for these future stations?	Safety	
70	Virtual, 2/3/25	Richard NIghswonger	Will Washington Blvd need to be widened at Greenwood Avenue to accommodate the station?	Construction	
71	Virtual, 2/3/25	Anonymous Attendee	Do you anticipate adding secure bicycle parking at or near some of the proposed stations?	Parking	
72	Virtual, 2/3/25	Anonymous Attendee	How will the schools located on Atlantic in East LA be impacted during construction underground?	Construction	
73	Virtual, 2/3/25	Anonymous Attendee	What type of contract model is being considered for the project?	Other	

74	Virtual, 2/3/25	Anonymous Attendee	What happens to this project if Federal funding is not approved?	Other	
75	Virtual, 2/3/25	Anonymous Attendee	How is the project anticipating to be packaged? For instance 3 seperate civil packages, with a full systems package?	Other	
76	Virtual, 2/3/25	Anonymous Attendee	Hello, i just joined in. will this be taped and available for reveiw later? If so, send me a link ?	Other	
77	Virtual, 2/3/25	J Choi	So no need to take the side walks on washington blvd, between paramount blvd and rosemead blvd? around 8400 block of wahington blvd?	Alignment	
78	Virtual, 2/3/25	Anonymous Attendee	What types of first-last mile improvements will be added to the Commerce/Citadel station, since it is a very industrial area?	FLM/Other	
79	Virtual, 2/3/25	Erik	Will the tunnels have banked turns??? I want to compare the phase one of Eastside Extension and regional connector. The tunnel between Indiana Station and Pico/Aliso, because the turns are banked, the trains are able to run at high speeds. In the regional connector, the turns are not banked slowing down trains. This is very annoying knowing the potential of the system.	Alignment	
80	Virtual, 2/3/25	Brenda Sidhom	Did Metro prepare a Community Based Study to assess the benefits of these proposed projects, especially in the areas near the stations areas along the alignment?	Other	
81	Virtual, 2/3/25	matthew	What are the plans for the track alignment when encountering the 605 freeway and the bridge in pico Rivera?	Alignment	
82	Virtual, 2/3/25	Russell Castañeda-Calleros	With respect to the 1,600 new construction jobs, do we know how long these jobs will remain?	Jobs	
83	Virtual, 2/3/25	Alex Guzman	Could we expect to see the same 10-minute train arrival time or would the extension increase or decrease this time?	Other	
84	Virtual, 2/3/25	Alex Guzman	How long would the estimated travel time be from one end to the other end after this project is done?	Other	
85	Virtual, 2/3/25	Bella	If Federal funding is not granted or received, is there a smaller-scale contingency plan where the project will continue to move forward, but not at full scale?	Funding	
86	Virtual, 2/3/25	Anonymous Attendee	Are there any long term plans for a Phase 3 extension once this project is done?	Alignment	
87	Virtual, 2/3/25	Kaizer Rangwala	Does Metro currently have ownership of any properties along the Washington Street corridor in Montebello?	Alignment	
88	Virtual, 2/3/25	Erik	Will any at grade crossings for section one of the alignment have arm signals or will the trains get stuck behind red lights?	Alignment	
89	Virtual, 2/3/25	Anonymous Attendee	Is line extension financial modeling a part of the approval process? It appears the Metro is highly subsized (fares do not cover operations).	Funding	
90	Virtual, 2/3/25	Anonymous Attendee	If not profitable, where would funds come from to keep the extension running over the long term?	Funding	
91	Virtual, 2/3/25	Arturo Gonzalez	Has the BNSF right of way been studied as an alignment alternative, and if so can you provide the document	Alignment	
92	Virtual, 2/3/25	Richard NIghswonger	Will there be any construction staging areas for Montebello Greenwood station on Northeast corner of Washington/Greenwood?	Construction	