

Appendix A Public Comment Submissions

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

April 2024

Appendix A

Public Comment Submissions

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Prepared for:
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
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SKYE PATRICK
Library Director



July 26, 2022

Ms. Jenny Cristales-Cevallos, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012

**COMMENTS FOR THE RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT
METRO GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2**

Dear Jenny Cristales-Cevallos:

This is to provide comments regarding the Recirculated Draft Environmental Impact Report Metro Gold Line Eastside Transit Corridor Phase 2 which proposes to extend the Light Rail Transit Metro L (Gold) Line from the current terminus at the Atlantic Station into eastern Los Angeles County.

LA County Library operates the Chet Holifield Library, which is 0.2 miles from the proposed aerial Greenwood station. Library has reviewed the findings and agrees that there is a less than significant impact to library services.

If you have any questions or need additional information, please contact Elsa Muñoz at (562) 940-8450 or EMunoz@library.lacounty.gov.

Very best,

Skye Patrick
County Librarian

SP:YDR:GR:EM

c: Grace Reyes, Administrative Deputy, LA County Library
Jesse Walker-Lanz, Assistant Director, Public Services, LA County Library
Ting Fanti, Departmental Finance Manager, Budget and Fiscal Services, LA County Library

<https://lacounty.sharepoint.com/sites/publiclibrary/docs/staffservices/Documents/EIR/Metro Gold Line Eastside Transit Corridor/Los Angeles County Metro Area Plan response.doc>

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Los Angeles Unified School District

Office of Environmental Health and Safety

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Deputy Director, Environmental Health and Safety

August 19, 2022

Submitted via electronic mail

Jenny Cristales-Cevallos
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

PROJECT NAME: Metro Gold Line Eastside Transit Corridor Phase 2
Recirculated Draft EIR

Presented below are comments submitted on behalf of the Los Angeles Unified School District's (Los Angeles Unified) Office of Environmental Health and Safety (OEHS) regarding the Recirculated Draft Environmental Impact Report (Draft EIR) for the proposed Metro Gold Line Eastside Transit Corridor Phase 2 Project (Project). LAUSD understands that the Project includes approximately 3.2 to 9 miles of extension, depending on the Build Alternative, of the Metro L (Gold) Line, a Light Rail Transit (LRT) line, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. The LRT guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would then turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The existing Atlantic Station would be relocated and reconfigured to an underground center platform station located beneath Atlantic Boulevard south of Beverly Boulevard in East Los Angeles.

Due to the proximity of the project to Los Angeles Unified schools, we have the following concerns about potential negative impacts on the operation of schools as well as the school communities, including students, teachers, staff, and parents.

Potential Impacts to 4th Street Elementary School, 4th Street Primary Center, Garfield High School, Griffith Middle School STEAM Magnet, and Monterey Continuation High School

4th Street Elementary School, 4th Street Primary Center, and Griffith Middle School STEAM Magnet are immediately adjacent to the Project Corridor. Garfield High School and Monterey Continuation High School are located approximately 330 feet east of the Project Corridor.

Noise and Vibration

LAUSD requests that the Final EIR studies Noise and Vibration impacts during Construction and Operation to 4th Street Primary Center located immediately adjacent to the Project Corridor. Located at 469 Amalia Avenue, 4th Street Primary Center is bounded by Atlantic Boulevard on the western border of the Campus.

Noise created by construction and operation activities may impact District schools that are adjacent to the Project corridor. The California Environmental Quality Act requires that such impacts be quantified and eliminated or reduced to a level of insignificance. LAUSD established maximum allowable noise levels to

protect students and staff from noise impacts generated in terms of Leq. These standards were established based on the California High Performance Schools (CHPS) noise standard. LAUSD’s exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-Project ambient level.

In addition, to ensure that effective measures are employed to reduce construction and operation related noise impacts on District sites, LAUSD asks that the following language be included in the control measures for noise impacts:

- A temporary noise barrier capable of reducing construction noise levels on the 4th Street Primary Center and Griffith Middle School STEAM Magnet campuses to 67 dBA L_{eq} shall be installed between the rail corridor and the schools.
- Provisions shall be made to allow school administrators and/or their designated representative(s) to notify the contractor if construction noise levels are adversely impacting the learning environment. In this event, the contractor must implement additional noise attenuation measures or reschedule noise-generating activities to a time when school is not in session.

Pedestrian Safety, and Traffic

OEHS approves of the below grade light rail transit, as this eliminates potential conflict points between the trains and pedestrians or vehicles. However, OEHS is concerned with the close proximity of the proposed staging area located west of Atlantic Boulevard between Corona Street and East 4th Street. Construction activities will also lead to the presence of heavy equipment and increased truck trips to haul materials on and off the project site, which can lead to safety hazards for people walking or driving in the vicinity of the construction site. In addition, construction activities also may lead to increased traffic volumes or traffic disruptions in an already congested area during school drop off and pickup times. To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required:

- Contractors must maintain ongoing communication with Los Angeles Unified school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to schools may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to Los Angeles Unified schools. Los Angeles Unified’s School Pedestrian Route Maps are available at: <http://www.lausd-oehs.org/saferoutestoschools.asp>.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by any school, except when school is not in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards or flaggers, at the project proponent’s expense, is required any time the safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.



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- Los Angeles Unified’s Transportation Branch **must be contacted** at (213) 580-2900 regarding the project’s potential effect upon existing school bus routes.
- The Project Manager or designee shall notify the Los Angeles Unified Transportation Branch of the expected start and ending dates for various portions of the proposed project that may affect traffic within the nearby school areas.
- School buses must have unrestricted access to Los Angeles Unified schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction, changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses’ on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Contractors must maintain ongoing communication with Los Angeles Unified school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents dropping off their children must have access to the passenger loading areas.

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OEHS’s charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be either analyzed further or addressed to ensure the welfare of the students attending Los Angeles Unified schools, their teachers and the staff, as well as to assuage the concerns of the parents of the students. Therefore, the measures set forth in these comments should be adopted as conditions of project approval to offset unmitigated impacts on the students and staff at Los Angeles Unified schools.

Thank you for your attention to this matter. If you need additional information, please contact me at (213) 241-3394.

Regards,

Christy Wong, CEQA Project Manager
Office of Environmental Health & Safety



State of California – Natural Resources Agency

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August 23, 2022

Jenny Cristales-Cevallos
Los Angeles County Metropolitan Transportation Authority
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CristalesCevallosJ@metro.net

Subject: Comments on the Draft Environmental Impact Report for Eastside Transit Corridor Phase 2 Project, SCH #2010011062, Los Angeles County

Dear Ms. Cristales-Cevallos:

The California Department of Fish and Wildlife (CDFW) has reviewed the Draft Environmental Impact Report (DEIR) for the Eastside Transit Corridor Phase 2 Project (Project) from the Los Angeles County Metropolitan Transportation Authority (LACMTA). Associated documents reviewed also included the Biological Resources Impacts Reports (BRIR). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect state fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq.*). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 *et seq.*), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 *et seq.*), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

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Project Description and Summary

Objective: The Project would extend the Los Angeles County Metropolitan Transportation Authority L Line, a light rail transit line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the city of Whittier. It would extend the Metro L Line approximately 3.2 to 9.0 miles, depending on the Build Alternative. The Build Alternatives are: Alternative 1 Washington (Alternative 1), Alternative 2 Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), and Alternative 3 Atlantic to Greenwood IOS (Alternative 3). By extending the existing LACMTA L Line into eastern Los Angeles County, the Project will provide connectivity to other destinations along LACMTA's regional system. Further, the Project will reduce travel times and the need for transfers within the system by providing a one-seat ride via the Regional Connector.

Location: The Project area is generally bounded by I-10 to the north, Peck Road in South El Monte and Lambert Road in Whittier to the east, I-5 and Washington Boulevard to the south, and I-710 to the west. The new alignment corridor will run through five cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier and communities of unincorporated East Los Angeles and Whittier-Los Nietos.

Comments and Recommendations

CDFW offers the comments and recommendations below to assist LACMTA in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions are also included to improve the environmental document. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring and reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

Specific Comments

Comment #1: Impacts on Species of Special Concern – Reptiles

Issue: The Project may impact coastal whiptail (*Aspidoscelis tigris stejnegeri*) and western spadefoot toad (*Spea hammondi*), both species designated as California Species of Special Concern (SSC).

Specific impacts: Project construction and activities, directly or through habitat modification, may result in direct injury or mortality (trampling, crushing), reduced reproductive capacity, population declines, or local extirpation of an SSC. Also, loss of foraging, breeding, or nursery habitat for an SSC may occur.

Why impacts would occur: Table 6-1. Special-Status Wildlife and Plant Species Potential in the BRSA [Biological Resources Study Area] lists the coastal whiptail and western spadefoot toad as having potential suitable habitat in the BRSA. However, appropriate avoidance, minimization, or mitigation measures were not included in the DEIR in the event an SSC is discovered on site. Impacts to an SSC could result from ground-disturbing activities and vegetation removal. Wildlife may be trapped or crushed under structures. Large equipment, equipment and material staging, and vehicle and foot traffic could trample or bury wildlife. SSC

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could be injured or killed. Impacts on these SSC are more likely to occur because these are cryptic species that are less mobile and seek refuge under structures. In addition, focused surveys for amphibian and reptile species were not conducted for the DEIR to determine presence/absence on site. As such, there is potential for the Project to impact SSC.

Evidence impacts would be significant: A [California Species of Special Concern](#) is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- is listed as ESA-, but not CESA-, threatened, or endangered; meets the State definition of threatened or endangered but has not formally been listed;
- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and/or
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA threatened or endangered status (CDFW 2022a).

CEQA provides protection not only for CESA-listed species, but for any species including but not limited to SSC which can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Therefore, take of SSC could require a mandatory finding of significance (CEQA Guidelines, § 15065).

Impacts to any sensitive or special status species should be considered significant under CEQA unless they are clearly mitigated below a level of significance. The DEIR does not provide mitigation for potential impacts on SSC. Inadequate avoidance, minimization, and mitigation measures for impacts to sensitive or special status species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by CDFW.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: Biological Monitor – To avoid direct injury and mortality of any SSC, CDFW recommends LACMTA require a qualified biologist on site to move out of harm's way wildlife of low mobility that would be injured or killed. Wildlife should be protected, allowed to move away on its own (non-invasive, passive relocation), or relocated to suitable habitat adjacent to the Project site. In areas where any SSC was found, work may only occur in these areas after a qualified biologist has determined it is safe to do so. Even so, the qualified biologist should advise workers to proceed with caution near flagged areas. A qualified biologist should be on site daily during initial ground and habitat disturbing activities and vegetation removal. Then, the qualified biologist should be on site weekly or bi-weekly (once every two weeks) for the remainder of Project until the cessation of all ground disturbing activities to ensure that no wildlife of any kind is harmed.

Mitigation Measure #2: Scientific Collecting Permit – CDFW recommends LACMTA retain a qualified biologist with appropriate handling permits, or should obtain appropriate handling

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permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project construction and activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). Effective October 1, 2018, a Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). Please visit CDFW's [Scientific Collection Permits](#) webpage for information (CDFW 2022b). Pursuant to the [California Code of Regulations, title 14, section 650](#), LACMTA/qualified biologist must obtain appropriate handling permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project construction and activities. The LSA Agreement may provide similar take or possession of species as described in the conditions of the agreement (see Comment #2 Impacts on Streams).

Mitigation Measure #3: Wildlife Relocation Plan – Prior to initial ground and habitat disturbing activities and vegetation removal, CDFW recommends LACMTA retain a qualified biologist to prepare a Wildlife Relocation Plan. The Wildlife Relocation Plan should describe all wildlife species that could occur within the Project site and proper handling and relocation protocols. The Wildlife Relocation Plan should include species-specific relocation areas, at least 200 feet outside of the Project site and in suitable and safe relocation areas. No wildlife nests, eggs, or nestlings may be removed or relocated at any time.

Mitigation Measure #4: Injured or Dead Wildlife – If any SSC are harmed during relocation or a dead or injured animal is found, work in the immediate area should stop immediately, the qualified biologist should be notified, and dead or injured wildlife documented immediately. A formal report should be sent to CDFW and LACMTA within three calendar days of the incident or finding. The report should include the date, time of the finding or incident (if known), and location of the carcass or injured animal and circumstances of its death or injury (if known). Work in the immediate area may only resume once the proper notifications have been made and additional mitigation measures have been identified to prevent additional injury or death.

Comment #2: Impacts to Streams

Issue: For Alternative 1, the DEIR proposes to replace one bridge column within the Rio Hondo, one column within the Rio Hondo Spreading Grounds, and four columns within the San Gabriel River.

Specific impacts: The Project has potential to result in temporary impacts to streams and biological diversity in and downstream of the Project. The BRIR states, "If groundwater is encountered during excavation for bridge piers, the excavation would be supported with the use of drilling muds, or the "wet method of construction." With this method, the hole is kept filled with a drilling fluid during the entire operation of drilling the hole and placing the reinforcing and concrete. The drilling fluid may consist of water if the hole is stable against collapse, or a prepared slurry designed to maintain stability of the hole. The drilling slurry is formed by adding either mineral bentonite or synthetic polymers to water and is maintained inside the drilled hole at least five or more feet higher than the groundwater level."

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Why impacts would occur: Project activities may potentially introduce deleterious materials into the Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River, potentially impacting fish and wildlife resources downstream. Drilling within the streambed, placing equipment into the riparian area, and introducing artificial structures to the bed, bank, or channel of a stream has the potential to alter flows and result in scouring of a streambed. Scouring during and after storm events could potentially lead to shifting or exposure of Project components, such as pipes or manholes, that may further alter the shape and flows of the stream and diminish downstream water quality. Placing heavy construction equipment into the Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River could decrease water quality on the Project site via leaks of water, groundwater, oil, or other petroleum products. In addition, deleterious materials may contaminate the Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River due to frac-out.

Bridge pier excavation has potential to release drilling fluids into the surrounding environment through frac-outs. A frac-out occurs when drilling fluids penetrate fractured bedrock, or seeps and flows into rock or sediment eventually reaching the surface. Because drilling muds consist largely of a bentonite-clay mixture, they may not be classified as toxic or hazardous substances. However, if released into water bodies, bentonite has the potential to adversely impact fish and invertebrates.

Evidence impacts would be significant: CDFW concurs with the DEIR that construction of Alternative 1 would require a section 1602 Lake and Streambed Alteration Agreement with CDFW.

Fish and Game Code section 1602 requires any person, State or local governmental agency, or public utility to notify CDFW prior to beginning any activity that may do one or more of the following:

- Divert or obstruct the natural flow of any river, stream, or lake;
- Change the bed, channel, or bank of any river, stream, or lake;
- Use material from any river, stream, or lake; or,
- Deposit or dispose of material into any river, stream, or lake.

According to Fish and Game Code Section 5650 (a), it is unlawful to deposit in, permit to pass into, or place where it can pass into the waters of this state any of the following:

1. Any petroleum, acid, coal or oil tar, lampblack, aniline, asphalt, bitumen, or residuary product of petroleum, or carbonaceous material or substance.
2. Any refuse, liquid or solid, from any refinery, gas house, tannery, distillery, chemical works, mill, or factory of any kind.
3. Any sawdust, shavings, slabs, or edgings.
4. Any factory refuse, lime, or slag.
5. Any cocculus indicus.
6. Any substance or material deleterious to fish, plant life, mammals, or bird life.

Per Fish and Game Code 5652 (a), "It is unlawful to deposit, permit to pass into, or place where it can pass into the waters of the state, or to abandon, dispose of, or throw away, within 150 feet of the high water mark of the waters of the state, any cans, bottles, garbage, motor vehicle or parts thereof, rubbish, litter, refuse, waste, debris, or the viscera or carcass of any dead

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mammal, or the carcass of any dead bird.”

The Project may substantially adversely affect the existing stream pattern of the Project site through the alteration or diversion of a stream, which absent specific mitigation, could result in substantial erosion or siltation on site or off site of the Project. Debris, soil, silt, sawdust, rubbish, raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous or deleterious to aquatic life, wildlife, or riparian habitat resulting from Project related activities may enter the stream.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #5: CDFW recommends the LSA Notification include a hydrology report to evaluate whether altering streams within the Project site may impact hydrologic activity within and downstream of the Project site. The hydrology report should also include an analysis to determine if Project activities will impact the current hydrologic regime or change the velocity of flows on site and downstream. The hydrology report should also determine if the Project will result in substantial changes to water availability downstream for biological resources. CDFW also requests a hydrological evaluation of any potential scour or erosion at the Project site and downstream due to a 100, 50, 25, 10, 5, and 2-year frequency storm event for existing and proposed conditions to determine how the Project activities may change the hydrology on site.

Mitigation Measure #6: CDFW recommends the Project implement Best Management Practices (BMPs) to prevent erosion and the discharge of sediment and pollutants into drainages during Project activities. CDFW recommends BMPs be monitored and repaired, if necessary, to ensure maximum erosion, sediment, and pollution control. LACMTA should prohibit the use of erosion control materials potentially harmful to fish and wildlife species, such as mono-filament netting (erosion control matting) or similar material, within stream areas. All fiber rolls, straw wattles, and/or hay bales utilized within and adjacent to the Project site should be free of nonnative plant materials. Fiber rolls or erosion control mesh should be made of loose-weave mesh that is not fused at the intersections of the weave, such as jute, or coconut (coir) fiber, or other products without welded weaves. Non-welded weaves reduce entanglement risks to wildlife by allowing animals to push through the weave, which expands when spread.

Mitigation Measure #7: The Project should not allow drill cuttings, drilling mud, and/or materials or water contaminated with bentonite, or any other substance deemed deleterious to fish or wildlife be allowed to enter the stream or be placed where they may be washed into the stream. Any contaminated water/materials from the drilling and/or project activities shall be pumped or placed into a holding facility and removed for proper disposal.

Mitigation Measure #8: The LACMTA should develop a frac-out contingency plan. The frac-out plan should establish operational procedures and responsibilities for the prevention, containment, and clean-up of frac-outs associated with proposed drilling activities.

Recommendation #1: CDFW’s issuance of an LSA Agreement for a Project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document from the LACMTA for the Project. To minimize additional requirements by CDFW pursuant to Fish and Game Code section 1600 et seq. and/or under CEQA, the CEQA document should fully identify the potential

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impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSA Agreement.

To compensate for any on- and off-site impacts to wetlands or riparian resources, additional mitigation conditioned in any LSA Agreement may include the following: erosion and pollution control measures, avoidance of resources, protective measures for downstream resources, on- and/or off-site habitat creation, enhancement or restoration, and/or protection, and management of mitigation lands in perpetuity

Comment #3: Impacts to Trees and Tree Replacement

Issue: An unknown number of trees may be removed or disturbed during construction activities.

Specific impact: The Project will remove an unknown number and unknown species of trees. Project activities that result in the removal of trees may cause temporary or permanent impacts to wildlife that utilize the tree as habitat. In addition, Project activities that involve removal of trees have the potential to result in the spread of tree insect pests and disease into areas not currently exposed to these stressors. This could result in expediting the loss of trees in California which may support a high biological diversity including special status species.

Why impacts would occur: Page 18 of the BRIR states, "Most of the municipalities do not have specific replacement requirements and mitigation is developed on a case-by-case basis within each jurisdiction." However, page 79 of the BRIR states, "Local tree protection policies typically require tree removal permits which may include tree replacement or relocation under a plan prepared in compliance with tree protection policies." It is unclear which cities may have their own tree replacement policies, if at all. If so, the DEIR does not present what these replacement policies are nor does it present any tree replacement mitigation in the event there are no policies in place. CDFW is therefore unable to determine if these policies are sufficient in mitigating for impacts to trees removed. The lack of mitigation measures in the DEIR may result in an ultimate total net loss of trees associated with the Project activities.

Moreover, all trees on site may provide habitat for wildlife within the Project vicinity. These trees may provide adequate habitat for nesting birds and small mammals. Removal of trees on site may temporarily or permanently impact available habitat for wildlife in the area. The loss of trees should be included in the mitigation efforts.

Lastly, there is no proposed investigation and plan for managing tree pests or pathogens at the time of removal. This may result in the introduction of pests, pathogens, or diseases to areas where they previously have not been found.

Evidence impacts would be significant: The greater Los Angeles area is home to a wide variety of migratory and non-migratory species of birds that utilize the urban ecosystem. Studies have shown that street trees provide necessary foraging habitat to birds and are a critical resource to promote avian biodiversity. Feeding bird density has been shown to be positively associated with increases in density and size of street trees. In addition, there is evidence that avian species generally prefer native street-tree species and only a few nonnative tree species for foraging (Wood & Esaian 2020). CDFW is concerned that without sufficient mitigation for the loss of street trees, there will be a negative impact of wildlife species, such as birds, in the alignment area that would use these street trees for potential nesting and foraging habitat.

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Lastly, without a proper investigation and management plan, the Project may also result in an adverse effect, either directly or through habitat modifications, by exposing other habitats to insect and/or disease pathogens. Exposure to insect and/or disease pathogens may have a substantial adverse effect on any sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or United States Fish and Wildlife Service (USFWS).

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #9: An infectious tree disease management plan should be developed and implemented prior to initiating Project activities. All trees scheduled for removal should be identified and counted to provide total numbers and species type. In addition, trees scheduled for removal resulting from the Project should be inspected for contagious tree diseases including but not limited to: [thousand canker fungus](#) (*Geosmithia morbida*), [Polyphagous Shot Hole Borer](#) (*Euwallacea spp.*), and [goldspotted oak borer](#) (*Agrilus auroguttatus*) (TCD 2020; UCANR 2020; UCIPM 2013). To avoid the spread of infectious tree diseases, diseased trees should not be transported from the Project site without first being treated using best available management practices relevant for each tree disease observed.

Mitigation Measure #10: Given that the DEIR does not provide justification for how any city mitigation ratio would adequately reduce impacts to below a level of significance while considering temporal loss, native trees, size of trees, potential mitigation failure, or other factors, CDFW recommends replacing native trees with at least a 3:1 ratio. CDFW also recommends replacing non-native trees with at least a 1:1 ratio with native trees.

Additional Recommendations

Recommendation #2: CDFW recommends modifying BIO-MM-1 to include underlined language and remove language with strikethrough.

“Up to a year prior to demolition work occurring at bridges, and in coordination with CDFW, bat emergence surveys and nighttime surveys shall be conducted at each affected bridge site to confirm whether bats are roosting on or within 100 feet of any of the bridges affected by construction activities. Surveys shall be scheduled by Metro or the contractor. Surveys shall be conducted using ultrasonic detectors and night vision technology in order to capture species and emergence locations. Surveys shall include species classification of detected bat calls to help identify bat species roosting within 100 feet of the construction area. If it is determined that bat species are roosting on or within 100 feet of the bridges affected by construction activities, MM BIO-3 shall be implemented.

If maternity roosts are found, to the extent feasible, work should be scheduled between October 1 and February 28, outside of the maternity roosting season when young bats are present but are yet ready to fly out of the roost (March 1 to September 30). If maternity roosts are found and LACMTA determines that impacts are unavoidable, a qualified bat specialist should conduct a preconstruction survey to identify those trees proposed for disturbance that could provide hibernacula or nursery colony roosting habitat. Acoustic recognition technology should be used to maximize the detection of bats. Each tree identified as potentially supporting an active maternity roost should be closely inspected by the bat specialist no more than 7 days prior to tree disturbance to determine the presence or

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absence of roost bats more precisely. If maternity roosts are detected, trees/structures determined to be maternity roosts should be left in place until the end of the maternity season. Work should not occur within 100 feet of or directly under or adjacent to an active roost. Work should also not occur between 30 minutes before sunset and 30 minutes after sunrise.

Recommendation #3: CDFW recommends modifying BIO-MM-2 to include underlined language and remove language with strikethrough.

“Prior to demolition work occurring at bridges and outside of the bird nesting season for cliff swallows (February 15 to August 31), inactive swallow nests on or within 100 feet of the affected bridges shall be surveyed by a qualified biologist to determine whether they are occupied by roosting bats. Nests should be removed prior to overwintering use by bats and in a manner that ensures they do not fall to the ground or are otherwise destroyed unless absence of bats is confirmed through inspection by a qualified bat biologist. ~~If the nests are unoccupied, they shall be removed under the direction of a qualified biologist. Any nests occupied by bats shall be removed under supervision of a qualified biologist in consultation with CDFW during nighttime hours following the evening emergence of occupying bats.~~ The DEIR will incorporate mitigation measures in accordance with [California Bat Mitigation Measures](#) (Johnston et al. 2004).”

Recommendation #4: CDFW recommends modifying BIO-MM-4 to include underlined language and remove language with strikethrough

“To the extent feasible, ground-disturbing activities (e.g., mobilizing, staging, drilling, and excavating) and vegetation removal during the avian breeding season which generally runs from February 15 through September 15 (as early as January 1 for some raptors) to avoid take of birds, raptors, or their eggs. Prior to the implementation of construction activities (e.g., demolition of structures, excavation, grading, construction of access roads) that would result in removal of or disturbances to vegetation and structures providing bird nesting habitat, and prior to pile driving near active bird nests and maintenance activities (e.g., tree trimming) during the bird nesting season, which generally runs from January 1 through September 1, the following shall occur:

One ~~biological~~ nesting bird survey shall be conducted 72 hours prior to construction or maintenance that shall remove or disturb suitable nesting habitat during the breeding season. The survey shall be performed by a biologist with experience conducting breeding bird surveys. The biologist shall prepare a survey report within 24 hours of conducting the survey, documenting the presence or absence of any active nest of a migratory bird. If an active nest is located, an appropriate no-work buffer shall be established. Buffers may be as large as 300 feet for migratory bird nests and 500 feet for raptor nests. ~~by CDFW and~~ ~~v~~ Vegetation removal within the buffer shall be postponed until the nest is vacated and juveniles have fledged (minimum of six weeks after egg-laying) and when there is no evidence of a second attempt at nesting.”

It should be noted that the temporary halt of Project activities within nesting buffers during nesting season does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss. Additional mitigation would be necessary to compensate for the permanent removal of nesting habitat within the Project site based on acreage of impact

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and vegetation composition. CDFW shall be consulted to determine proper mitigation for impacts to occupied habitat depending on the status of the bird species. Mitigation ratios would increase with the occurrence a California Species of Special Concern and would further increase with the occurrence of a CESA-listed species.

Recommendation #5: The DEIR states, “Some migratory birds could nest in street trees along Alternative 1 and within station footprints and the Commerce MSF site option. Cliff swallows were observed nesting under the Washington Boulevard bridge during surveys.” CDFW recommends the following measures be incorporated into the DEIR to protect cliff swallows (*Petrochelidon pyrrhonota*) during construction activities:

Swallow Nesting. Construction should either occur outside of the swallow nesting period (March 15 through August 31), or the suitable bridge nesting habitat should be netted by LACMTA before initiation of the breeding season to prevent nesting. The netting should remain in place until August 1 or until construction activities at the site are complete. The netting should be anchored such that swallows cannot attach their nests to the structure through gaps in the net. If swallows begin building nests on the structure after net installation, the mud placed by the swallows should be removed and the net's integrity repaired.

Swallow Exclusion. LACMTA should exclude swallows from areas where construction activities cause nest damage or abandonment.

Swallow Inspection. Weekly inspection of the bridge for nesting activity should begin by March. If cliff swallows begin colonizing the bridge prior to beginning bridge work, all nest precursors (mud placed by swallows for construction of nests) should be washed down at least once daily until swallows cease trying to construct nests. This activity should not result in harm or death to adult swallows. This weekly inspection and washing activity should occur until April 1, after that period, no washing activity should occur to prevent harm or death to eggs or nestlings.

Swallow Nest Removal. Swallow nests should be removed in the fall after nesting season (February 15 to August 31) to prevent swallows from further nesting within the Project area during construction activities and only after nests are confirmed to be inactive.

Recommendation #6: CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species detected by completing and submitting [CNDDB Field Survey Forms](#) (CDFW 2022c). This includes all documented occurrences of special status species. The LACMTA should ensure the data has been properly submitted, with all data fields applicable filled out, prior to Project ground-disturbing activities. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred. The LACMTA should provide CDFW with confirmation of data submittal.

Recommendation #7: Per Public Resources Code section 21081.6(a)(1), CDFW has provided the LACMTA with a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation and Monitoring Reporting Plan (MMRP; Attachment A). A final MMRP shall reflect results following additional plant and wildlife surveys and the Project's final on and/or off-site mitigation plans.

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Filing Fees

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the LACMTA of Los Angeles and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required for the underlying Project approval to be operative, vested, and final (Cal. Code Regs., tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

Conclusion

We appreciate the opportunity to comment on the Project to assist the LACMTA in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that the LACMTA has to our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines, § 15073(e)]. If you have any questions or comments regarding this letter, please contact Felicia Silva, Environmental Scientist, at Felicia.Silva@wildlife.ca.gov or (562) 292-8105.

Sincerely,

DocuSigned by:

 5991E19EF8094C3...

Victoria Tang signing for

Erinn Wilson-Olgin
 Environmental Program Manager I
 South Coast Region

ec: CDFW

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 Victoria Tang, Los Alamitos – Victoria.Tang@wildlife.ca.gov
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 CEQA Program Coordinator, Sacramento – CEQACommentLetters@wildlife.ca.gov
 Office of Planning and Research
 State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov

References:

- [CDFWa] California Department of Fish and Wildlife. 2022. California Species of Special Concern. Available from: <https://wildlife.ca.gov/Conservation/SSC>
- [CDFWb] California Department of Fish and Wildlife. 2022. Scientific Collecting Permits. Available from: <https://wildlife.ca.gov/Licensing/Scientific-Collecting#53949678>
- [CDFWc] California Department of Fish and Wildlife. 2022. Submitting Data to the CNDDDB. Available from: <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>

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State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



Attachment A: Draft Mitigation and Monitoring Reporting Plan

CDFW recommends the following language to be incorporated into a future environmental document for the Project. A final MMRP shall reflect results following additional plant and wildlife surveys and the Project’s final on and/or off-site mitigation plans.

Biological Resources (BIO)			
Mitigation Measure (MM) or Recommendation (REC)		Timing	Responsible Party
MM-BIO-1-Biological Monitor	To avoid direct injury and mortality of any SSC, LACMTA shall require the Project Applicant to have a qualified biologist on site to move out of harm’s way wildlife of low mobility that would be injured or killed. Wildlife shall be protected, allowed to move away on its own (non-invasive, passive relocation), or relocated to suitable habitat adjacent to the Project site. In areas where any SSC was found, work may only occur in these areas after a qualified biologist has determined it is safe to do so. Even so, the qualified biologist shall advise workers to proceed with caution near flagged areas. A qualified biologist shall be on site daily during initial ground and habitat disturbing activities and vegetation removal. Then, the qualified biologist shall be on site weekly or bi-weekly (once every two weeks) for the remainder of Project until the cessation of all ground disturbing activities to ensure that no wildlife of any kind is harmed.	Prior to Project construction and activities	LACMTA
MM-BIO-2-Scientific Collecting Permit	LACMTA shall require the Project Applicant retain a qualified biologist with appropriate handling permits, or shall obtain appropriate handling permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project construction and activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish,	Prior to Project construction and activities	LACMTA

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	<p>plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). Effective October 1, 2018, a Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). Please visit CDFW's Scientific Collection Permits webpage for information (CDFW 2022b). Pursuant to the California Code of Regulations, title 14, section 650, the Project Applicant/qualified biologist must obtain appropriate handling permits to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project construction and activities. The LSA Agreement may provide similar take or possession of species as described in the conditions of the agreement (see Comment #2 Impacts on Streams).</p>		
<p>MM-BIO-3- Wildlife Relocation Plan</p>	<p>Prior to initial ground and habitat disturbing activities and vegetation removal, LACMTA shall require the Project Applicant retain a qualified biologist to prepare a Wildlife Relocation Plan. The Wildlife Relocation Plan shall describe all wildlife species that could occur within the Project site and proper handling and relocation protocols. The Wildlife Relocation Plan shall include species-specific relocation areas, at least 200 feet outside of the Project site and in suitable and safe relocation areas. The Project Applicant shall submit a copy of a Wildlife Relocation Plan to LACMTA prior to initial ground and habitat disturbing activities and vegetation removal. No wildlife nests, eggs, or nestlings may be removed or relocated at any time.</p>	<p>Prior to Project construction and activities</p>	<p>LACMTA</p>
<p>MM-BIO-4- Injured or Dead Wildlife</p>	<p>If any SSC are harmed during relocation or a dead or injured animal is found, work in the immediate area shall stop immediately, the qualified biologist shall be notified, and dead or injured wildlife documented immediately. A formal report shall be sent to CDFW and LACMTA within three calendar days of the incident or finding. The report shall include the date, time of the finding or incident (if</p>	<p>Prior to Project construction and activities</p>	<p>LACMTA</p>



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	known), and location of the carcass or injured animal and circumstances of its death or injury (if known). Work in the immediate area may only resume once the proper notifications have been made and additional mitigation measures have been identified to prevent additional injury or death.		
MM-BIO-5-Hydrology Report	The LSA Notification shall include a hydrology report to evaluate whether altering streams within the Project site may impact hydrologic activity within and downstream of the Project site. The hydrology report shall also include an analysis to determine if Project activities will impact the current hydrologic regime or change the velocity of flows on site and downstream. The hydrology report shall also determine if the Project will result in substantial changes to water availability downstream for biological resources. CDFW also requests a hydrological evaluation of any potential scour or erosion at the Project site and downstream due to a 100, 50, 25, 10, 5, and 2-year frequency storm event for existing and proposed conditions to determine how the Project activities may change the hydrology on site.	Prior to Project construction and activities	LACMTA
MM-BIO-6-BMPs	Projects shall implement Best Management Practices (BMPs) to prevent erosion and the discharge of sediment and pollutants into drainages during Project activities. BMPs shall be monitored and repaired, if necessary, to ensure maximum erosion, sediment, and pollution control. The Project proponent shall prohibit the use of erosion control materials potentially harmful to fish and wildlife species, such as mono-filament netting (erosion control matting) or similar material, within stream areas. All fiber rolls, straw wattles, and/or hay bales utilized within and adjacent to the Project site shall be free of nonnative plant materials. Fiber rolls or erosion control mesh shall be made of loose-weave mesh that is not fused at the intersections of the weave, such as jute, or coconut (coir) fiber, or other products without welded weaves. Non-welded weaves reduce entanglement risks to wildlife by allowing animals to push through the weave, which expands when spread.	Prior to Project construction and activities	LACMTA



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MM-BIO-7-Drilling Mud	The Project shall not allow drill cuttings, drilling mud, and/or materials or water contaminated with bentonite or any other substance deemed deleterious to fish or wildlife be allowed to enter the stream or be placed where they may be washed into the stream. Any contaminated water/materials from the drilling and/or project activities shall be pumped or placed into a holding facility and removed for proper disposal.	Prior to Project construction and activities	LACMTA
MM-BIO-8-Frac-out Plan	The LACMTA shall develop a frac-out contingency plan. The frac-out plan shall establish operational procedures and responsibilities for the prevention, containment, and clean-up of frac-outs associated with proposed horizontal directional drilling.	Prior to Project construction and activities	LACMTA
REC-1-CEQA Compliance	<p>CDFW's issuance of an LSA Agreement for a Project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document from the LACMTA for the Project. To minimize additional requirements by CDFW pursuant to Fish and Game Code section 1600 et seq. and/or under CEQA, the CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSA Agreement.</p> <p>To compensate for any on- and off-site impacts to wetlands or riparian resources, additional mitigation conditioned in any LSA Agreement may include the following: erosion and pollution control measures, avoidance of resources, protective measures for downstream resources, on- and/or off-site habitat creation, enhancement or restoration, and/or protection, and management of mitigation lands in perpetuity</p>	Prior to Project construction and activities	LACMTA
MM-BIO-9-Infectious Tree Disease Management Plan	An infectious tree disease management plan shall be developed and implemented prior to initiating Project activities. All trees scheduled for removal shall be identified and counted to provide total numbers and species type. In addition, trees scheduled for removal resulting from the Project shall be inspected for	Prior to Project construction and activities	LACMTA

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	contagious tree diseases including but not limited to: thousand canker fungus (<i>Geosmithia morbida</i>), Polyphagous Shot Hole Borer (<i>Euwallacea spp.</i>), and goldspotted oak borer (<i>Agrilus auroguttatus</i>) (TCD 2020; UCANR 2020; UCIPM 2013). To avoid the spread of infectious tree diseases, diseased trees shall not be transported from the Project site without first being treated using best available management practices relevant for each tree disease observed.		
MM-BIO-10-Tree Replacement	Given that the DEIR does not provide justification for how any City mitigation ratio would adequately reduce impacts to below a level of significance while considering temporal loss, native trees, size of trees, potential mitigation failure, or other factors, native trees shall be replaced with at least a 3:1 ratio. Non-native trees shall be replaced with at least a 1:1 ratio with native trees.	Prior to Project construction and activities	LACMTA
REC-2-Bat Surveys	<p>CDFW recommends modifying BIO-MM-1 to include <u>underlined</u> language and remove language with strikethrough.</p> <p>“Up to a year prior to demolition work occurring at bridges, and in coordination with CDFW, bat emergence surveys and nighttime surveys shall be conducted at each affected bridge site to confirm whether bats are roosting on or within 100 feet of any of the bridges affected by construction activities. Surveys shall be scheduled by Metro or the contractor. Surveys shall be conducted using ultrasonic detectors and night vision technology in order to capture species and emergence locations. Surveys shall include species classification of detected bat calls to help identify bat species roosting within 100 feet of the construction area. If it is determined that bat species are roosting on or within 100 feet of the bridges affected by construction activities, MM BIO-3 shall be implemented.</p> <p><u>If maternity roosts are found, to the extent feasible, work should be scheduled between October 1 and February 28,</u></p>	Prior to Project construction and activities	LACMTA



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	<p><u>outside of the maternity roosting season when young bats are present but are yet ready to fly out of the roost (March 1 to September 30). If maternity roosts are found and LACMTA determines that impacts are unavoidable, a qualified bat specialist should conduct a preconstruction survey to identify those trees proposed for disturbance that could provide hibernacula or nursery colony roosting habitat. Acoustic recognition technology should be used to maximize the detection of bats. Each tree identified as potentially supporting an active maternity roost should be closely inspected by the bat specialist no more than 7 days prior to tree disturbance to determine the presence or absence of roost bats more precisely. If maternity roosts are detected, trees/structures determined to be maternity roosts should be left in place until the end of the maternity season. Work should not occur within 100 feet of or directly under or adjacent to an active roost. Work should also not occur between 30 minutes before sunset and 30 minutes after sunrise.”</u></p>		
<p>REC-3-Bat Nests</p>	<p>CDFW recommends modifying BIO-MM-2 to include <u>underlined</u> language and remove language with strikethrough.</p> <p>Prior to demolition work occurring at bridges and outside of the bird nesting season for cliff swallows (February 15 to August 31), inactive swallow nests on or within 100 feet of the affected bridges shall be surveyed by a qualified biologist to determine whether they are occupied by roosting bats. <u>Nests should be removed prior to overwintering use by bats and in a manner that ensures they do not fall to the ground or are otherwise destroyed unless absence of bats is confirmed through inspection by a qualified bat biologist. If the nests are unoccupied, they shall be removed under the direction of a qualified biologist.</u> Any nests occupied by bats shall be removed under supervision of a qualified biologist in consultation with CDFW during nighttime hours following the evening</p>	<p>Prior to Project construction and activities</p>	<p>LACMTA</p>



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	<p>emergence of occupying bats. The DEIR will incorporate <u>mitigation measures in accordance with California Bat Mitigation Measures (Johnston et al. 2004).</u></p>		
<p>REC-4-Nesting Birds</p>	<p>CDFW recommends modifying BIO-MM-4 to include <u>underlined</u> language and remove language with strikethrough</p> <p><u>“To the extent feasible, ground-disturbing activities (e.g., mobilizing, staging, drilling, and excavating) and vegetation removal during the avian breeding season which generally runs from February 15 through September 15 (as early as January 1 for some raptors) to avoid take of birds, raptors, or their eggs.</u> Prior to the implementation of construction activities (e.g., demolition of structures, excavation, grading, construction of access roads) that would result in removal of or disturbances to vegetation and structures providing bird nesting habitat, and prior to pile driving near active bird nests and maintenance activities (e.g., tree trimming) during the bird nesting season, which generally runs from January 1 through September 1, the following shall occur:</p> <p>One biological <u>nesting bird</u> survey shall be conducted 72 hours prior to construction or maintenance that shall remove or disturb suitable nesting habitat during the breeding season. The survey shall be performed by a biologist with experience conducting breeding bird surveys. The biologist shall prepare a survey report within 24 hours of conducting the survey, documenting the presence or absence of any active nest of a migratory bird. If an active nest is located, an appropriate no-work buffer shall be established. Buffers may be as large as 300 feet for migratory bird nests and 500 feet for raptor nests. by CDFW and <u>Vegetation removal within the buffer shall be postponed until the nest is vacated and juveniles have</u></p>	<p>Prior to Project construction and activities</p>	<p>LACMTA</p>



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	<p>fledged (minimum of six weeks after egg-laying) and when there is no evidence of a second attempt at nesting.”</p> <p>It should be noted that the temporary halt of Project activities within nesting buffers during nesting season does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss. Additional mitigation would be necessary to compensate for the permanent removal of nesting habitat within the Project site based on acreage of impact and vegetation composition. CDFW shall be consulted to determine proper mitigation for impacts to occupied habitat depending on the status of the bird species. Mitigation ratios would increase with the occurrence a California Species of Special Concern and would further increase with the occurrence of a CESA-listed species.</p>		
<p>REC-5-Cliff Swallows</p>	<p>The DEIR states, “Some migratory birds could nest in street trees along Alternative 1 and within station footprints and the Commerce MSF site option. Cliff swallows were observed nesting under the Washington Boulevard bridge during surveys”. CDFW recommends the following measures be incorporated into the DEIR to protect cliff swallows (<i>Petrochelidon pyrrhonota</i>) during construction activities.</p> <p><i>Swallow Nesting.</i> Construction should either occur outside of the swallow nesting period (March 15 through August 31), or the suitable bridge nesting habitat should be netted by LACMTA before initiation of the breeding season to prevent nesting. The netting should remain in place until August 1 or until construction activities at the site are complete. The netting should be anchored such that swallows cannot attach their nests to the structure through gaps in the net. If swallows begin building nests on the structure after net installation, the mud placed by the swallows should be removed and the net's integrity repaired.</p> <p><i>Swallow Exclusion.</i> LACMTA should exclude swallows from areas where construction activities cause nest damage or abandonment.</p>	<p>Prior to Project construction and activities</p>	<p>LACMTA</p>



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	<p><i>Swallow Inspection.</i> Weekly inspection of the bridge for nesting activity should begin by March. If cliff swallows begin colonizing the bridge prior to beginning bridge work, all nest precursors (mud placed by swallows for construction of nests) should be washed down at least once daily until swallows cease trying to construct nests. This activity should not result in harm or death to adult swallows. This weekly inspection and washing activity should occur until April 1, after that period, no washing activity should occur to prevent harm or death to eggs or nestlings.</p> <p><i>Swallow Nest Removal.</i> Swallow nests should be removed in the fall after nesting season (February 15 to August 31) to prevent swallows from further nesting within the Project area during construction activities and only after nests are confirmed to be inactive.</p>		
REC-6-Data	<p>CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species detected by completing and submitting CNDDB Field Survey Forms (CDFW 2022c). This includes all documented occurrences of special status species. The LACMTA should ensure the data has been properly submitted, with all data fields applicable filled out, prior to Project ground-disturbing activities. The data entry should also list pending development as a threat and then update this occurrence after impacts have occurred. The LACMTA should provide CDFW with confirmation of data submittal.</p>	Prior to Project construction and activities	LACMTA
REC-7-Mitigation and Monitoring Plan	<p>Per Public Resources Code section 21081.6(a)(1), CDFW has provided the LACMTA with a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation and Monitoring Reporting Plan (MMRP; Attachment A). A final MMRP shall reflect results following additional plant and</p>	Prior to approval of CEQA document	LACMTA



Jenny Cristales-Cevallos
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	wildlife surveys and the Project's final on and/or off-site mitigation plans.		
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DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

August 23, 2022

Jenny Cristales-Cevallos
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

RE: Eastside Transit Corridor Phase 2
Re-circulated Draft Environmental
Impact Report (DEIR)
SCH # 2010011062
Vic. Multiple
GTS # 07-LA-2019-03991

Dear Jenny Cristales-Cevallos:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. This is a recirculation of an earlier DEIR that was issued for public review on August 22, 2014. Per CEQA Guidelines, recirculation is required when significant new information is added to the EIR after the public review notice was given, such as changes to either the Project or environmental setting. The Project would extend the Los Angeles County Metropolitan Transportation Authority L (Gold) Line, a light rail transit (LRT) line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the City of Whittier. It would extend the Metro L (Gold) Line approximately 3.2 to 9.0 miles, depending on the Build Alternative. The four alternatives to be evaluated include: Washington (Alternative 1), Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), Atlantic to Greenwood IOS (Alternative 3), and a No Build Alternative. The Los Angeles County Metropolitan Transportation Authority is the Lead Agency under the California Environmental Quality Act (CEQA).

A-4-1
A-4-2

Caltrans supports transportation projects that bring all modes of transportation together to increase connectivity, expand the use of public transportation, and advance equity and livability in all communities. It is our goal to provide a safe, sustainable, integrated, and efficient transportation system to enhance California’s economy and livability while maintaining the safety and integrity of the State’s transportation system. After reviewing the re-circulated DEIR, Caltrans has the following comments:

A-4-3

Caltrans does not anticipate any potential safety impacts on its facilities from the three (3) proposed build alternatives along Washington Boulevard. However, trucks hauling

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materials should have tarp covers to prevent debris from falling onto State facilities' on/off-ramps and should avoid peak hours of congestion.

▼
A-4-4

Also, Alternative 1 is outside Caltrans' right of way, except the crossing at the I-605 freeway. Alternatives 2 and 3 are outside of Caltrans' right of way. On Washington Boulevard at the I-605 interchange, if there is a change in geometry/configuration (e.g., reduction in the number of lanes, traffic control, etc.), a Traffic Operations Analysis Report (TOAR) including an Intersection Control Evaluation (ICE) should be prepared.

A-4-5

Regarding Complete Streets for Alternative 1, the project should consider upgrading all existing station-adjacent intersection crosswalks to Continental style for increased visibility and pedestrian accessibility. Further considerations consist of addressing sidewalk gap closures, sidewalk widening, and ADA compliance, where needed. For the six new stations, the adjacent crosswalks should include Leading Pedestrian Intervals (LPIs) due to the lengthy intersections.

A-4-6

Additionally, most of the planned route would run along Atlantic and Washington Boulevard, two streets that do not have bicycle facilities. A total of 50.9 existing miles of Class I-IV bicycle facilities traverse or are adjacent to the project area. To further increase multimodal safety, the project should incorporate bike signage and wayfinding to existing (or planned) facilities.

A-4-7

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

A-4-8

Finally, any work completed on or near Caltrans' right of way may require an encroachment permit. However, the final determination on this will be made by Caltrans' Office of Permits. This work would require additional review and may be subject to additional requirements to ensure current design standards and access management elements are being addressed. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

A-4-9

If you have any questions, please feel free to contact Karen Herrera, the project coordinator, at Karen.Herrera@dot.ca.gov and refer to GTS # 07-LA- 2019-03991.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief
cc: State Clearinghouse



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

Norma E. García-González, Director

Alina Bokde, Chief Deputy Director

August 29, 2022

Ms. Jenny Cristales-Cevallos
Project Manager
Los Angeles County Metro
One Gateway Plaza
Mail Stop 99-22-7
Los Angeles, CA 90012

Dear Ms. Cristales-Cevallos:

**NOTICE OF AVAILABILITY (NOA)
RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT
METRO GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2**

The NOA for the Recirculated Draft Environmental Impact Report for the Metro Gold Line Eastside Transit Corridor Phase 2 Project has been reviewed for potential impact on the facilities of the Los Angeles County Department of Parks and Recreation (DPR). The Project would extend the Metro Gold Line from the existing Atlantic Station in East Los Angeles to Whittier along Washington Boulevard.

Impacts on Multi-Use Trails

The proposed Alternative 1 may affect both the Rio Hondo River Trail and the San Gabriel River Trail operated and maintained by DPR. The EIR analysis mainly focuses on paved river bikeways operated by Los Angeles County Department of Public Works (PW). DPR's multi-use (hiking, biking and horseback riding) trails need to be taken into consideration for project planning and impact evaluation.

The PW bikeway and DPR multi-use trail are separated at the Rio Hondo River intersection along Washington Boulevard (Exhibit 1) and on the San Gabriel River (Exhibit 3). Along the Rio Hondo River, the multi-use trail is on the western bank and the bikeway runs alongside the eastern side of the river (Exhibit 2). At the San Gabriel River Trail undercrossing, the bike path and multi-use trail are separated on the eastern bank side (Exhibit 3). A general overview of both rivers and trails (Exhibit 4) and a screenshot of PW's bikeway map data (Exhibit 5) are also attached. The Alternative 1 contains at-grade segments at the Rio Hondo River Trail crossing and the San Gabriel River Trail crossing, which may affect trail users. Further clarification on the change in elevation of the tracks is needed.

A-5-1

Ms. Jenny Cristales-Cevallos
August 29, 2022
Page 2

All construction activities, specifically those which generate construction traffic, noise and/or disturbances, shall occur outside of high visitations days (weekends) and holidays. If temporary trail closure, obstruction detour, and/or restrictions are deemed necessary, Metro shall coordinate with DPR sixty (60) days prior to the onset of construction activities to allow for review and coordination of schedule for construction activities. Prior to temporary trail closure, obstructions, detour and/or restrictions, Metro shall provide DPR a complete description of construction activity, materials, equipment, method, trail re-route options and vehicles to be used, temporary signage as well as best management practices to be implemented. For trail inquiries, please contact Ms. Natasha Krakowiak, Trail Planner, at (626) 588-5813 or at nkrakowiak@parks.lacounty.gov.

A-5-2

Public Noticing

Prior to construction or any disturbance of the trail, Metro shall notify the public at-large of the pending construction activity, if any, forty-five (45) days prior to commencing construction. The form of public outreach shall be through several mediums such as local publications and public signs within a one-mile radius of trail access points or existing trails. Notices on the trail shall begin approximately two (2) miles north and south of the construction zone in both directions with intermediate signs every one-half mile. Notice shall be sent to groups such as equestrian, mountain bike, and hiking groups in the general area. Please coordinate with our trail staff regarding re-routing of the Rio Hondo River Trail and the San Gabriel River Trail during construction.

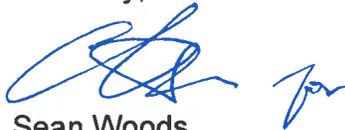
A-5-3

Right-of-Entry Permit

Construction activities and operations occurring within Rio Hondo River Trail and San Gabriel River Trail may require a right-of-entry permit from DPR. Metro shall contact DPR ninety (90) days prior to commencing construction. For inquiries on the right-of-entry permit, please contact Ms. Diane Thome, at (626) 588-5324 or by email at dthorne@parks.lacounty.gov.

Thank you for including DPR in this environmental review process. If we may be of further assistance, please contact Ms. Jui Ing Chien, Park Planner, at (626) 588-5317 or by email at jchien@parks.lacounty.gov.

Sincerely,



Sean Woods
Chief of Planning

SW:CL:JIC:NK:ev

c: Parks and Recreation (C. Lau, M. O'Connor, L. Barocas, N. Krakowiak, D. Thorne, J. Chien)



7/26/2022, 12:05:36 PM
 Countywide Multi-Use Trails

LA County DPR Trail

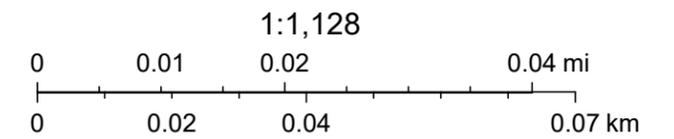
DPW Existing Bikeways

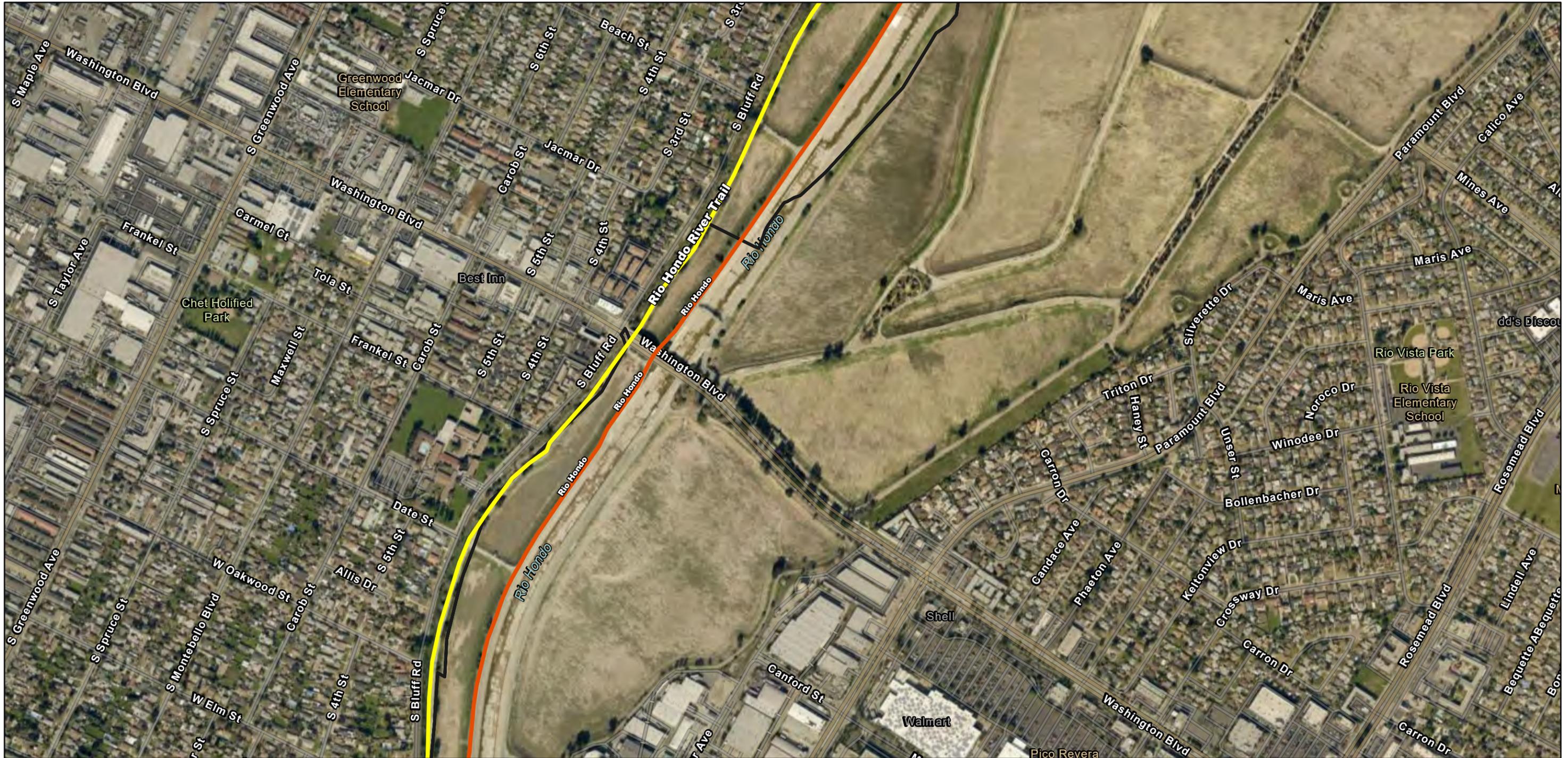
Bike Path

2021 Supervisorial Districts (Black)



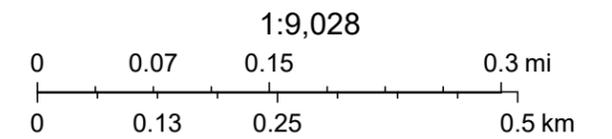
Area of Impact for LA County DPR Rio Hondo River Trail

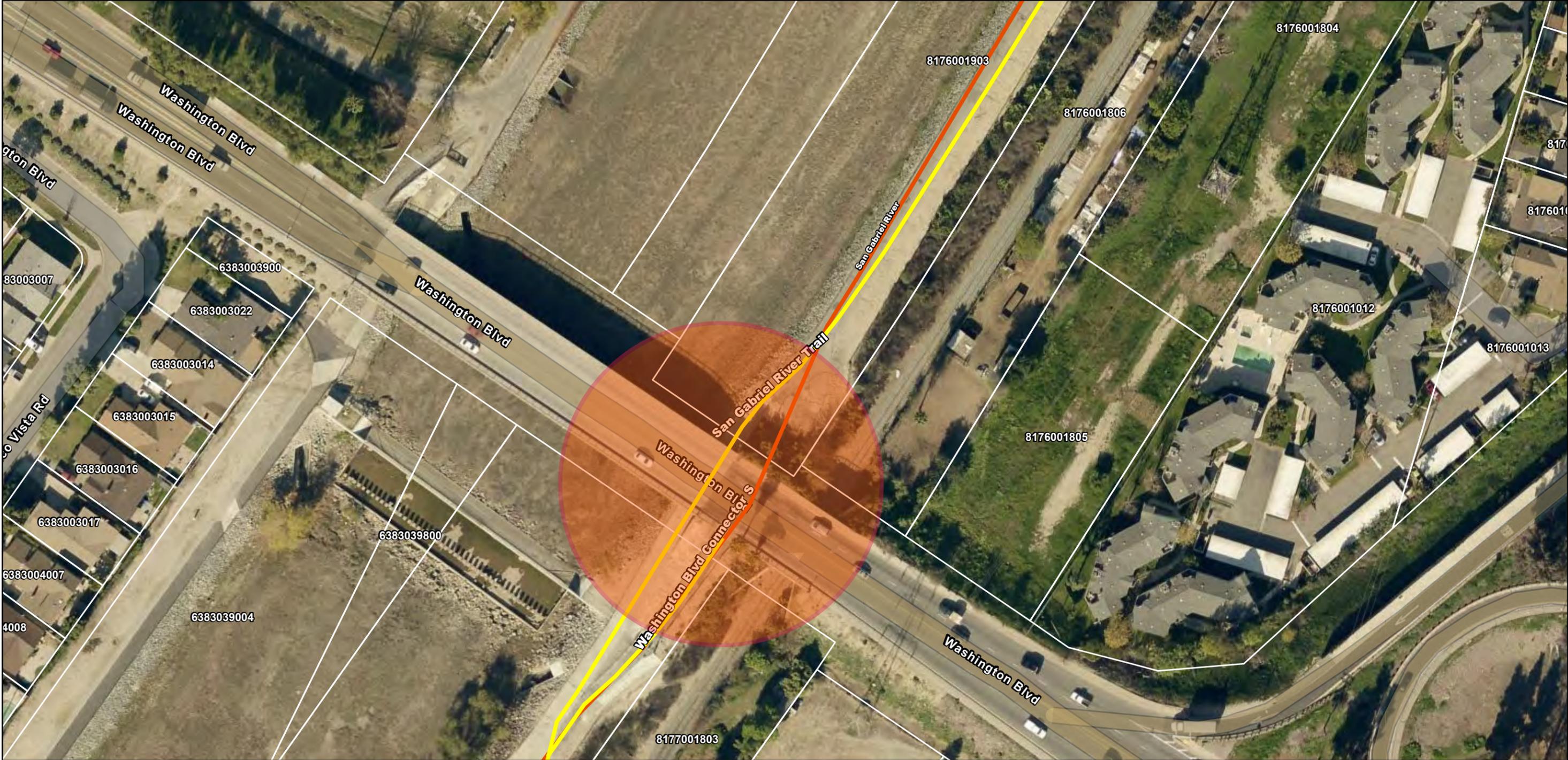




7/26/2022, 12:06:53 PM
 Countywide Multi-Use Trails

- LA County DPR Trail
- DPW Existing Bikeways
- Bike Path
- 2021 Supervisorial Districts (Black)





7/26/2022, 12:02:42 PM
Countywide Multi-Use Trails

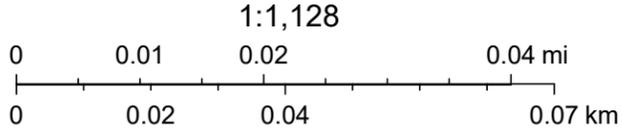
LA County DPR Trail
DPW Existing Bikeways

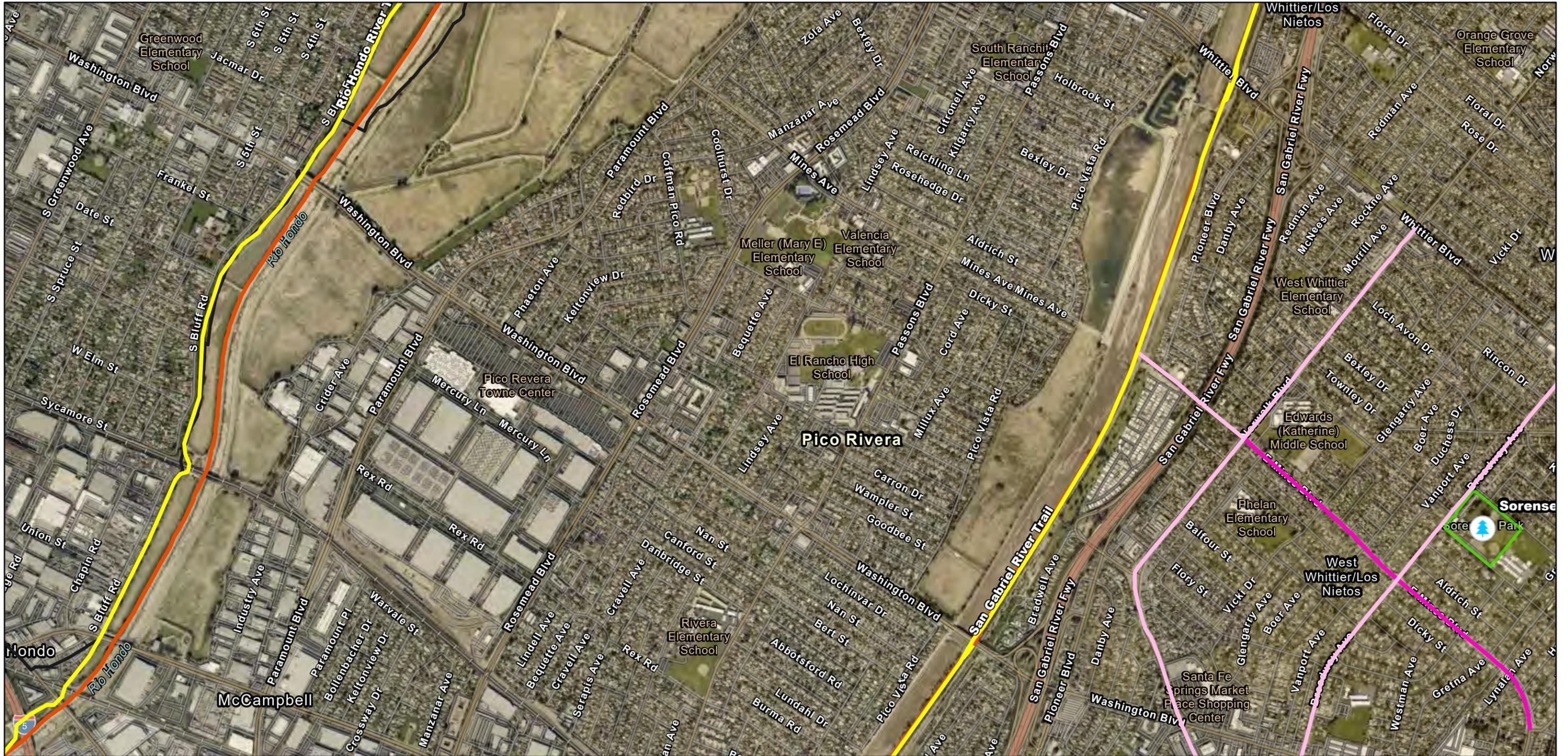
Bike Path

2021 Supervisorial Districts (Black)



Area of Impact for LA County DPR San Gabriel River Trail





7/26/2022, 12:12:29 PM

DPR Parks (Points)



South

Bike Lane

Bike Route

Countywide Multi-Use Trails

DPR Park Facilities View - County Parks (Outline)

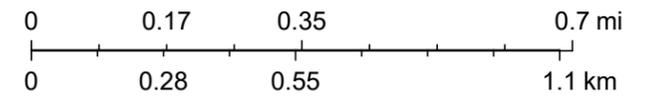
LA County DPR Trail

2021 Supervisorial Districts (Black)

DPW Existing Bikeways

Bike Path

1:18,056



LACDPR Comment Letter Exhibit 5



7/26/2022, 12:09:00 PM

DPR Parks (Points)



South



DPR Park Buildings

Countywide Multi-Use Trails

LA County DPR Trail

DPW Existing Bikeways

Bike Path

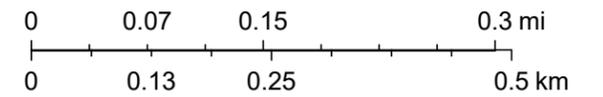
Bike Lane

Bike Route

DPR Park Facilities View - County Parks (Outline)

2021 Supervisorial Districts (Black)

1:9,028





Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

August 29, 2022

Ref. DOC 6619292

Ms. Jenny Cristales-Cevallos
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Cristales-Cevallos:

Recirculated Draft EIR Response to Metro Gold Line Eastside Transit Corridor Phase 2 Project

The Los Angeles County Sanitation Districts (Districts) received a Notice of Availability of a Recirculated Draft Environmental Impact Report (Draft EIR) for the subject project on July 5, 2022. The proposed project is located within the jurisdictional boundaries of Districts Nos. 2 and 18. Previous comments submitted by the Districts to your agency in correspondences dated March 30, 2010, and October 22, 2014, (copies enclosed) still apply to the subject project with the following comment and updated information:

1. **Section 3.16.6 Impact Evaluation; Operational Impacts;** pages 3.16-12, 3.16-16, 3.16-20, 3.16-29; 3.16-30; 3.16-31: the Draft EIR mentioned that "...underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood." Please note that the Districts will not be able to accept discharge during rainfall or regional flooding. Other emergency discharges of flood water into the sewers, as a result of a burst pipe for example, are generally not allowed and should be directed to the storm drains. Some emergency discharges may be allowed on a case-by-case basis and would require a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at (562) 908-4288, extension 2900, in order to reach a determination on this matter. Project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction. For additional Industrial Wastewater Discharge Permit information, go to <https://www.lacsd.org/services/wastewater-programs-permits/industrial-waste-pretreatment-program/industrial-wastewater-discharge-permits>.
2. The proposed project may impact existing and/or proposed Districts' facilities (e.g. trunk sewers, recycled waterlines, etc.) over which it will be constructed. Districts' facilities are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of the proposed project until project plans and specification that incorporate Districts' facilities are submitted for our review. To obtain copies of as-built drawings of the Districts' facilities within the project limits, please contact the Districts' Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205. When project plans that incorporate our facilities have been prepared, please submit copies of the same to the Engineering Counter for our review and comment.
3. The wastewater flow originating from the Maintenance and Storage Facilities (MSF's) of the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Montebello Diversion Trunk Sewer, located in South Malt Avenue, north of Telegraph Road.



The Districts' 18-inch diameter trunk sewer has a capacity of 3.8 million gallons per day (mgd) and conveyed a peak flow of 0.3 mgd when last measured in 2016.

A-6-4

4. The wastewater generated by the MSF's of the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 243.1 mgd.

A-6-5

5. In order to estimate the volume of wastewater the project will generate, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the [Table 1, Loadings for Each Class of Land Use](#) link for a copy of the Districts' average wastewater generation factors.

A-6-6

6. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908 4288, extension 2727. If an Industrial Wastewater Discharge Permit is required, connection fee charges will be determined by the Industrial Waste Section.

A-6-7

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2743, or mandyhuffman@lacsd.org.

Very truly yours,

Mandy Huffman

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

Enclosure

- cc: J. Chung
- A. Howard
- R. Paracuelles
- K. Ruffell
- D. Whipple
- Engineering Counter



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

March 30, 2010

File No: 02-15-18-00.00-00

Ms. Kimberly Yu, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

Dear Ms. Yu:

Eastside Transit Corridor Phase 2 Project

This is in reply to your letter, which was received by the County Sanitation Districts of Los Angeles County (Districts) on February 8, 2010. The proposed transit corridor routes cross Districts Nos. 2, 15 and 18. We offer the following comments regarding sewerage service:

1. The Districts maintain sewerage facilities within the project area that may be affected by the proposed project. Approval to construct improvements within a Districts' sewer easement and/or over or near a Districts' sewer is required before construction may begin. For a copy of the Districts' buildover procedures and requirements, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the buildover procedure, please contact Mr. Tony Wehbe at extension 2720.
2. The proposed project may impact existing and/or proposed Districts' trunk sewers over which it will be constructed. Existing and proposed Districts' trunk sewers are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of the proposed project until project plans and specifications that incorporate Districts' sewer lines are submitted. In order to prepare these plans, you will need to submit a map of the proposed project alignment, when available, to the attention of Ms. Martha Tremblay of the Districts' Sewer Design Section at the address shown above. The Districts will then provide you with the plans for all Districts' facilities that will be impacted by the proposed project. Then, when revised plans that incorporate our sewers have been prepared, please submit copies of the same for our review and comment.
3. The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system for the proposed project except to state that presently no deficiencies exist in Districts' facilities that serve the project area. For information on deficiencies for a specific City's sewerage system you should contact that City's Department of Public Works and/or the Los Angeles County Department of Public Works.
4. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 mgd and currently

A-6-8
A-6-9
A-6-10
A-6-11
A-6-12

DOC #1537028

processes an average flow of 281.1 mgd, or the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a design capacity of 37.5 mgd and currently processes an average flow of 26.5 mgd.

- 5. In order to estimate the volume of wastewater the project will generate, a copy of the Districts' average wastewater generation factors is available online. Go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2.
- 6. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.
- 7. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

c: T. Wehbe
M. Tremblay

▲
A-6-12
A-6-13
A-6-14
A-6-15



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
 Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
 Telephone: (562) 699-7411, FAX: (562) 699-5422
 www.lacsd.org

GRACE ROBINSON HYDE
 Chief Engineer and General Manager

October 22, 2014

Ref File No.: 3067926

Ms. Laura Cornejo
 Los Angeles County
 Metropolitan Transportation Authority
 One Gateway Plaza, MS 99-22-2
 Los Angeles, CA 90012

Dear Ms. Cornejo:

Eastside Transit Corridor Phase 2 Project

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on August 19, 2014. We offer the following comment:

- The proposed project may impact existing and/or proposed Districts' trunk sewers over which it will be constructed. Existing and proposed Districts' trunk sewers are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of the proposed project until project plans and specification that incorporate Districts' sewer lines are submitted. In order to prepare these plans, you will need to submit a map of the proposed project alignment, when available, to the attention of Mr. Jon Ganz of the Districts' Sewer Design Section at the address shown above. The Districts will then provide you with the plans for all Districts' facilities that will be impacted by the proposed project. Then, when revised plans that incorporate our sewers have been prepared, please submit copies of the same for our review and comment.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde

Adriana Raza
 Customer Service Specialist
 Facilities Planning Department

AR:ar

cc: J. Ganz

DOC: #3121022.D99



CITY OF COMMERCE

Jose D. Jimenez, Director of Economic
Development and Planning
**ECONOMIC DEVELOPMENT AND
PLANNING**

Sent Via Web Form: metro.net/eastsidecomments

August 29, 2022

Ms. Jenny Cristales-Cevallos
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012

**RE: Recirculated Draft Environmental Impact Report Eastside Transit Corridor Phase 2 -
State Clearinghouse Number: 2010011062**

Ms. Cristales-Cevallos,

Thank you for allowing the City of Commerce to comment on Metro's Recirculated Draft Environmental Impact Report for the Gold Line Eastside Transit Corridor Phase Two Project. This Project is very significant to the region, especially for us in the City of Commerce. Below are the City of Commerce's comments on the EIR.

- General Comment, as a member of the Five-City Washington Light Rail Transit Coalition, the City of Commerce is in full support of any and all efforts to see the complete development and construction of the nine-mile segment that encompasses Metro's Phase Two Project as described in the Recirculated EIR (SCH#2010011062) and discussed herein.
- General Comment, the City of Commerce encourages Metro Staff to undertake any and all efforts to ensure all possible funding mechanisms are being explored in order to complete this project in an expeditious manner. This would include undertaking the NEPA process in order to qualify for certain federal funds.
- On Page ES-7 and ES-8, it is suggested that all proposed train stations be clearly identified to include their tentative names.
- On page ES-9, please clarify when, or what event(s) will initiate the 60 to 84 month construction schedule.

A-7-1
A-7-2
A-7-3
A-7-4

- Throughout the document and when referring to the Commerce/Citadel Station, there is a statement which reads, “Parking would not be provided at this station.” Clarity or additional context is requested with this statement. In other words, will the document prevent/prohibit, the City or Metro in the future from exploring alternative parking scenarios based on the deployment of light rail in the general area of the Commerce/Citadel Station? A-7-5
- Under 2.5.5.1.5 (Page 2-36) Traction Power Substations, the City of Commerce would like to take part in any discussions and decisions regarding the placement of any power substations within the City of Commerce. A-7-6
- City of Commerce would like to kindly remind Metro and its contractors that any and all construction activities as described in Section 2.6.1 Construction Sequencing (Page 2-39) within the City of Commerce shall obtain any and all necessary permits from the City prior to the commencement of any work within the City. A-7-7
- The City of Commerce respectfully requests proper notice be given to the City on any and all property acquisitions within the City of Commerce for the proposed Construction Staging Areas as identified in Section 2.6.2 or as indicated in further detail in Appendix P and Volume 2 of the Recirculated Draft EIR. This statement would include any other private property acquisitions in conjunction with the proposed Project. A-7-8
- In reference to Implementation Schedule 2.8 (Page 2-45), the City of Commerce would like to encourage Metro staff to explore any and all alternatives to accelerate the construction of light rail in the region. This would include exploring any and all alternatives to complete the entire segment within a foreseeable future. A-7-9
- Paragraph three on page 3-1-10 makes reference to Smithway Street as a “not typically busy” roadway. Please note, this segment of roadway is vital to the Citadel Retail Center and surrounding businesses throughout the year, especially during the winter holiday season (ex. Black Friday Sale.) City of Commerce requests that any impacts that could limit the use of this roadway be first reviewed and discussed with the City and any business that may be impacted by construction activity along Smithway Street. A-7-10
- Figure 3.4.6. Goodyear Tire and Rubber Company Warehouse image (2353 Garfield Avenue),(View east) appears to be an adjacent building, and not the former Goodyear Building. A-7-11
- As understood by City staff, Alternative Three with the Montebello MSF site option, with or without the design alternatives, would be the environmentally superior alternative as it would result in a lower number of significant and unavoidable impacts compared to Alternatives One, Two, and Three with the Commerce MSF site option, and smaller level of environmental effects when compared to the full build-out of the Alternative One with Montebello MSF site option. As an alternative mitigation measure to the possible loss of historic contributing resources to the Vail Field Industrial Addition, in anticipation of the Commerce MSF site, including the potential loss of the Pacific Metals Company Building; the City of Commerce requests that Metro explore and include the dedication of open space in the general area of the Pacific Metal Building that pays tribute to the former Vail Airfield as well as the history of the general area. This request is in addition to the interpretive material being recommended as a mitigation measure. If the mitigation measure is acknowledged, then the City of Commerce would like to take part in any consideration involving the A-7-12

dedication of open space as recommended herein.

- In addition, the plans show an aerial configuration occupying a considerable portion of the street side as the tracks head east along Washington Blvd. This may result in the bifurcation of this part of the community. Staff would like to work closely with METRO on alternatives to ensure the City is not left with a street side that is void of any pedestrian opportunities.
- The Project may potentially impact property within the City, including the one at Northwest corner of Washington Blvd. and Garfield Ave. The project should consider the widening of the west side of Garfield Ave. and north side of Washington Blvd. to create additional room for bus stops and a right turn lane from Garfield south to Washington west.
- The City is working on adding a right turn lane from westbound Washington Blvd. to northbound Garfield at the northeast corner. The plans reviewed by staff show impacts at this intersection, the widening of this intersection and adding a right turn lane may not be possible due to the proposed work/improvements related to Eastside Project. The Eastside Phase 2 Project should consider reimbursing the City for the costs the City had spent related to the right turn evaluation (City did appraisals, survey, designs for the potential right turn lane).
- The Eastside Phase 2 Project will eliminate the third lanes (curb lanes) on both directions of Washington Blvd., starting at Garfield Ave., which will reduce the capacity of Washington Blvd. by approximately one-third. This may result in traffic being diverted to other City Streets. The Eastside Phase 2 Project should consider and provide mitigation measures to offset the impacts.
- The City is looking to realign some of the streets within the project area to provide for better mobility which would complement and mitigate the proposed Eastside Phase 2 Project. These include, but are not limited to Smithway St. being realigned, Saybrook Ave to be extended, and Tubeway St to be realigned and extended, among others. The City would like to request that Metro work with staff to discuss/explore the feasibility/options if the takes by the project can be evaluated/adjusted to assist the City with the proposed street extensions/realignments.
- The project should discuss various improvements to mitigate the impacts of the project, and consider improvements, such as upgrading signals, rehabilitation of pavements, sidewalks, etc. within the impact areas, especially along Washington Blvd.
- There are overhead Southern California Edison (“SCE”) Power Poles along Washington Blvd. Discussions on the relocation, including grounding, should take place with SCE.
- The City of Commerce, and its staff are available to further discuss these comments or Metro’s recommendations at any moment prior to final decision, as well as moving forward.



The items discuss herein are a summary of our comments, and should not be construed as an exclusive list of corrections or comments. Please feel free to reach out to us should you have any questions regarding the enclosed information on this letter. I can be reached by phone at 323-722-4805, ext. 2389 or via email at jjimenez@ci.commerce.ca.us. Thank you. Stay Safe. Stay Healthy.

Sincerely,



Jose D. Jimenez
Director of Economic Development and Planning

cc: Edgar Cisneros, City Manager
Viviana Esparza, Senior Management Analyst
Gisselle S. Delgado, Management Analyst
Metro Reading Case File, 2022



City of Pico Rivera
OFFICE OF THE CITY MANAGER

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A-8
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Councilmember

Steve Carmona
City Manager

August 29, 2022

VIA ELECTRONIC AND U.S. FIRST CLASS MAIL

Jenny Cristales-Cevallos
Project Manager
Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012
Email: eastsidephase2@metro.net

Re: Metro Eastside Transit Corridor Phase 2 – Draft EIR Comments

Dear Ms. Cristales-Cevallos:

The City of Pico Rivera (“City”) will be significantly affected by the proposed Metro Gold Line Eastside Transit Corridor Phase 2 Project (“Project”). The City has carefully reviewed the Gold Line Eastside Transit Corridor Phase 2 Recirculated Draft Environmental Impact Report, dated June 2022 (“Draft EIR”) and offer the attached comments and questions (“City’s Comments and Questions to the Draft EIR”) consistent with the process expressed in Section 6.10 of the Draft EIR.

On behalf of the City, we ask that the City’s Comments and Questions to the Draft EIR be addressed and analyzed. The City’s Comments and Questions to the Draft EIR are the City’s initial comments and the City reserves the right to present additional comments and/or questions as the scope of this Project develops.

Thank you in advance for Metro’s review and evaluation of the City’s response to the Draft EIR. The City of Pico Rivera will remain interested and engaged in the process of the Project and the impact it will create upon the residents and businesses of our City. If you have any questions concerning the City’s Comments and Questions to the Draft EIR, please feel free to contact my office.

Sincerely,

Steve Carmona
City Manager
City of Pico Rivera

Attachment - City’s Comments and Questions to the Draft EIR

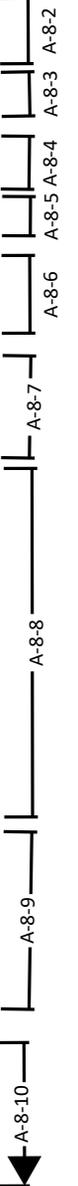
A-8-1

Metro Eastside Gold Line Phase 2

Recirculated Draft Environmental Report

City of Pico Rivera - Comments

Page	Section	Header	Comment / Question
ES-6	ES.3	Alternatives Considered/Project Description	To be more cost effective, what actions can Metro take to re-evaluate extending the line without relocating or reconfiguring the existing Atlantic/Pomona station, currently operates as intended? Why is relocating and reconfiguring the Atlantic/Pomona station deemed necessary for this project? Considering the cost, it appears this project betterment comes at the expense of extending the line all the way to Whittier in a timely manner.
ES-7	ES.3.1	Build Alternatives	Alternatives 2 and 3 reference IOS. Does this imply that these build alternatives will not extend beyond the determined end-point? OR is this an attempt to introduce a phasing strategy? If so, can you please describe the subsequent phases with more detail? Please provide timeframes, segment lengths, and constraints associated with each of the subsequent phases.
ES-13	Table ES-2	Summary of Impacts by Environmental Resource	Considering the distance of travel and number of stations, it appears that Alternative 1 - Montebello MSF has the least amount of impacts and is therefore most beneficial from an environmental standpoint. How did Alternative 3 elevate as the most superior when the benefits are nowhere near as significant?
ES-37	ES.5.1	Environmentally Superior Alternative	The environmental analysis summary indicates that both Alternative 1 and 3 are equivalent. However, per the technical analysis on greenhouse gas reductions and vehicle miles traveled, Alternative 1 offers much greater environmental benefit.
3.4-25	3.4.5.9	Dal Rae Restaurant	Considering that Alternative 1 will introduce a visual impact to a site that is eligible for historic preservation, how will Metro support that establishment or the local city to preserve its historical significance?
3.4-25	3.4.5.10	Atchison, Topeka & Santa Fe Railway Depot (PR Museum)	Considering that Alternative 1 will introduce a visual impact to a site that is eligible for historic preservation, how will Metro support that establishment or the local city to preserve its historical significance?
3.4-26	3.4.5.11	Cliff May Ranch House 6751 Lindsey Avenue	Considering that Alternative 1 will introduce a visual impact to a site that is eligible for historic preservation, how will Metro support that establishment or the local city to preserve its historical significance?
3.4.35	3.4.6.1.1	Alt 1. Construction Impacts - Dal Rae	According to the DEIR, a sliver of property is required to reconfigure the existing curb, sidewalk, and landscaping along Washington Blvd. Construction will not alter the character-defining sign of Dal Rae but may disturb the feature. Impacts must be avoided to prevent damaging the sign.
3.5-17	3.5.6.1.1	Alt 1. Operational Impacts - Regional Traffic	Per the DEIR, Alternative 1 will result in 3.2 million VMT reduction, which is equal to an annual reduction of 89,000 gallons of gas and 4,000 gal of diesel, resulting in 11.3 billion BTUs of energy saved. Alt. 1 reduces 2.2 billion BTUs more energy than Alt. 3. Why is Alternative 3 determined to be more superior when Alternative 1 clearly provides much greater benefit.
3.5-28	3.5.6.1.3	Alt 3. Operational Impacts - Regional Traffic	2.5 million VMT reduction = annual reduction of 71,000 gal of gas & 3,000 gal of diesel = 9.1 billion BTUs of energy saved.
3.7-18	3.7.6.1.1	Alt 1. Op. Impacts - Total Op Emissions	Alternative 1 would reduce regional VMT by 3,180,000 miles per year and GHG by 300 metric tons of CO ₂ e per year plus an additional VMT/GHG reductions with future transit connections and improvements. Alternative 1 is superior to Alternative 3 in reducing VMT & GHG.



3.7-34	3.7.6.1.3	Alt 3. Operational Impacts - Regional Traffic	Alt 2 will reduce regional VMT by 2,544,00 miles/yr and GHG by 299 metric tons CO2e/yr
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3.10-17	3.10.6.2	Impacts LUP-2 - Plan Policy, or Regulation Conflicts - Alt 1	<p>Alternative 1 helps to advance the 2014 Pico Rivera General Plan by satisfying Environmental Resource Policy 8.3-1, Circulation Policy 5.1-5, Healthy Community Goal 10.2-3, Section 3.2 - Air Quality, Section 3.7 - GHG. Alternative 2 or 3 do not assist Pico Rivera to acheive these goals, and are therefore not superior.</p>
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3.12-8	3.12.6.1.1	Unplanned Pop Growth	<p>EIR states that Alternative 1 "would not induce unplanned population growth or dramatically stimulate development;" EIR does not mention or account for the current, ongoing transit-oriented development planning around the Rosemead Bl. Station, which will definitely have an impact on population growth via mixed use development, with an emphasis on affordable housing near the station. The EIR mischaracterizes ongoing efforts to plan population growth around the station area.</p>
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3.13-8	3.13.6.1.1	Alt. 1 Fire & Police Protection	<p>Alternative 1 would potentially increase fire and police response times but remain acceptable with coordination and design practices. Delays would be minor due to small trainsets and the short time period to enter and exit an at-grade crossing. Trains can clear signaled and unsignaled intersections quickly allowing emergency vehicles to pass. Alternative 1 will comply with National Fire Protection Assciation 130 Standard for fixed guideway Transit and Passenger Rail Systems and Metro's Fire/Life Safety Criteria.</p>
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3.13-8	3.13.6.1.1	Alt. 1 Fire & Police Protection	<p>Considering the depth of quantitative data that Metro has collected during it's existance and throughtout the countywide transit system, the EIR does not provide and/or evaluate any before-and-after data, rates, statistics, averages on the potential increase of incidents. Metro can and should utilize existing data to extrapolate incident rates that would be comparable and correlate with the new proposed stations for Alternative 1. Alternative 1 may increase demand for fire/police due to incidents and emergencies resulting from stations, facilities, and grade crosings. Fare evasion, assault/robbery can occur at stations. Metro shall provide police from the Transit Services Bureau to suppliment law enforcement efforts. Metro is also launching a 3-yr pilot Transit Amabassador Program to observe and report incidents/emergencies.</p>
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3.13-9	3.13.6.1.1	Alt. 1 Fire & Police Protection	<p>Metro should provide quantitative analysis and data regarding the total, average, and rates of incidents in light rail corridors to fully understand the potential impacts to to fire/police response. Furthermore, the DEIR does not provide insight on the increase services hours from fire/police. Will Metro be responsible for increase service hours resulting from incidents on or near the light rail facilities? How will Metro compensata local jurisdictions for budgetary impacts resulting from increase in fire/police services?</p>
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General Comments - Non Environmental Impacts & Considerations

Impacts to Local and Regional Truck Routes and Commerce

The DEIR did not include analysis that evaluates the project impacts to regional truck routes and commerce, especially on Washington Bl., which the local warehouse, industrial and commercial areas of the local economy rely on. How does the loss of truck lanes, lane width reductions, and reduced turn-radii impact local and regional commerce? Metro should conduct an economic impact assessment and an cost/benefit analysis. Provide a complete operational analysis of the proposal to change Washington Boulevard from 6 through lanes to 4 through lanes, including traffic levels of service and delays associated with both scenarios. Address all modes of transportation in this analysis.

A-8-10

A-2-11

A-2-12

A-8-13

A-8-14

Cost Overruns - Rebuilding Atlantic/Pomona Station

The project cost estimates are skyrocketing due to the significant cost drivers such as the relocation/reconfiguration of the Atlantic/Pomona station, tunnel, maintenance yard, and bridges. Metro should consider maintaining the existing the Atlantic/Pomona Station as-is and begin tunneling once the LRT is on Atlantic Blvd. The cost overruns will impact the project's ability to reach the proposed terminus in the City of Whittier in a timely manner. What are the impacts to the project timeline if the underground Atlantic/Pomona Station was completed as the final phase of the project?

A-8-15
A-8-16

The unincorporated community of East LA has 4 existing LRT stations plus 1 new proposed station for a population of 120,000 people. That is equal to one station for every 24,000 people. Pico Rivera is proposed to have 1 station for its population of 64,000. How does Metro plan to rectify the inequitable use of funding to rebuild a fully functioning station at the expense of communities that do not have high quality transit? If cost and construction impacts are a major influence on extending the light rail line to Whittier in a timely manner, Metro should explore maintaining the existing Atlantic/Pomona station as-is or consider eliminating the station all together.

A-8-17
A-8-18

Homelessness Support

What resources and/or support will Metro provide to address homelessness on its facilities?

A-8-19

Traffic Light Synchronization

What agency will be responsible for providing LRT priority light synchronization to minimize traffic impacts and to maximize LRT travel times within the corridor? How will this impact perpendicular roadway traffic, signals and intersections that cross Washington Blvd?

A-2-20

Property Acquisitions & Dispensation

Metro is proposing to acquire land surrounding the station near the intersection of Rosemead Boulevard and Washington Boulevard for purpose of construction staging. Upon completion of the project, the City of Pico Rivera would like to explore the dispensation of those lands to the local jurisdiction for the purpose of mixed-use transit oriented community development with maximum local control.

A-2-21

Business Impacts & Local Tax Base

According to a 2017 study from Columbia University and published in the Journal of Transportation and Land Use, "station construction appears to increase the risk of business failure by 46% for businesses within 400 meters of a station." The study goes on to suggest that loan and technical assistance programs for businesses affected by construction should become standard practice to support businesses in retooling to meet new demand in addition to mitigating construction nuisance. Businesses at the Pico Rivera Towne Center have generated an average of \$1.7 million in sales tax annually over the past 10 years. Most recently, Pico Rivera Towne Center businesses generated \$2.2 million in sales tax revenue. Station construction will negatively impact these vital City revenues for a prolonged period of time. Construction for Alternative 1 will significantly hinder local business productivity and impact the local tax revenues received from business along the Washington Blvd. corridor. How will Metro support local businesses subject to construction impacts? How will Metro compensate local jurisdictions for the decline and/or loss of tax revenues?

A-2-21

Business Closures

According to a 2011 technical report from the U.S. Department of Transportation's Federal Transit Administration, light rail projects present the following impacts, which may result in loss of business revenue along Washington Boulevard: pedestrian access, traffic and vehicular access, temporary parking loss, utility shutoffs, noise and vibration, increased dirt and dust, and visual impacts. If businesses, especially small long-standing businesses are unable to endure the construction impacts and ultimately have to close, how will Metro make up for this type of cultural and economic loss? Will these local businesses receive some form of restitution, compensation, and/or relocation assistance?

A-2-21

Local Jurisdictional Project Reviews

Local cities such as Pico Rivera are involved in reviewing project plans, documents, and designs, and support efforts related to community outreach and engagement. How will Metro compensate and/or reimburse local jurisdictions for project reviews and participation?

A-8-22

Multimodal Safety & Access

The development of safe, multimodal access to public transportation networks is critical to the success of this project. This also includes first/Last mile planning that relates to street and sidewalk infrastructure for vulnerable road users such as pedestrians, bicyclists, people with disabilities, and other users. Multimodal access needs to consider and accommodate the many ways public transportation users get to and from a public transportation stop or access it. For example, the inclusion of a complete streets concept is crucial. With this concept, it is critical that the infrastructure around the light rail is built to support multimodal access - including crosswalks, bike lanes, bike parking, benches, wayfinding, etc.

A-2-23

Noise Attenuation - "Buffer Zone"

Advocate for creation of a "buffer zone" that serves as noise attenuation between the track and any vibration-sensitive receivers adjacent to the single-family residences (and TELACU residential development) along Washington Boulevard. The stretch from Washington Blvd at Rosemead through Washington Boulevard at Pico Vista Rd. is the only stretch in the entire proposed extension that passes directly across residences. Noise attenuation levels need to be assessed specifically for residential areas (vs. commercial, industrial, etc.)

A-2-24



CITY OF COMMERCE

Jose D. Jimenez, Director of Economic
Development and Planning
**ECONOMIC DEVELOPMENT AND
PLANNING**

Sent Via Web Form: metro.net/eastsidecomments

August 29, 2022

Ms. Jenny Cristales-Cevallos
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012

**RE: Recirculated Draft Environmental Impact Report Eastside Transit Corridor Phase 2 -
State Clearinghouse Number: 2010011062**

Ms. Cristales-Cevallos,

Thank you for allowing the City of Commerce to comment on Metro's Recirculated Draft Environmental Impact Report for the Gold Line Eastside Transit Corridor Phase Two Project. This Project is very significant to the region, especially for us in the City of Commerce. Below are the City of Commerce's comments on the EIR.

- General Comment, as a member of the Five-City Washington Light Rail Transit Coalition, the City of Commerce is in full support of any and all efforts to see the complete development and construction of the nine-mile segment that encompasses Metro's Phase Two Project as described in the Recirculated EIR (SCH#2010011062) and discussed herein.
- General Comment, the City of Commerce encourages Metro Staff to undertake any and all efforts to ensure all possible funding mechanisms are being explored in order to complete this project in an expeditious manner. This would include undertaking the NEPA process in order to qualify for certain federal funds.
- On Page ES-7 and ES-8, it is suggested that all proposed train stations be clearly identified to include their tentative names.
- On page ES-9, please clarify when, or what event(s) will initiate the 60 to 84 month construction schedule.

A-9-1

- Throughout the document and when referring to the Commerce/Citadel Station, there is a statement which reads, “Parking would not be provided at this station.” Clarity or additional context is requested with this statement. In other words, will the document prevent/prohibit, the City or Metro in the future from exploring alternative parking scenarios based on the deployment of light rail in the general area of the Commerce/Citadel Station?
- Under 2.5.5.1.5 (Page 2-36) Traction Power Substations, the City of Commerce would like to take part in any discussions and decisions regarding the placement of any power substations within the City of Commerce.
- City of Commerce would like to kindly remind Metro and its contractors that any and all construction activities as described in Section 2.6.1 Construction Sequencing (Page 2-39) within the City of Commerce shall obtain any and all necessary permits from the City prior to the commencement of any work within the City.
- The City of Commerce respectfully requests proper notice be given to the City on any and all property acquisitions within the City of Commerce for the proposed Construction Staging Areas as identified in Section 2.6.2 or as indicated in further detail in Appendix P and Volume 2 of the Recirculated Draft EIR. This statement would include any other private property acquisitions in conjunction with the proposed Project.
- In reference to Implementation Schedule 2.8 (Page 2-45), the City of Commerce would like to encourage Metro staff to explore any and all alternatives to accelerate the construction of light rail in the region. This would include exploring any and all alternatives to complete the entire segment within a foreseeable future.
- Paragraph three on page 3-1-10 makes reference to Smithway Street as a “not typically busy” roadway. Please note, this segment of roadway is vital to the Citadel Retail Center and surrounding businesses throughout the year, especially during the winter holiday season (ex. Black Friday Sale.) City of Commerce requests that any impacts that could limit the use of this roadway be first reviewed and discussed with the City and any business that may be impacted by construction activity along Smithway Street.
- Figure 3.4.6. Goodyear Tire and Rubber Company Warehouse image (2353 Garfield Avenue),(View east) appears to be an adjacent building, and not the former Goodyear Building.
- As understood by City staff, Alternative Three with the Montebello MSF site option, with or without the design alternatives, would be the environmentally superior alternative as it would result in a lower number of significant and unavoidable impacts compared to Alternatives One, Two, and Three with the Commerce MSF site option, and smaller level of environmental effects when compared to the full build-out of the Alternative One with Montebello MSF site option. As an alternative mitigation measure to the possible loss of historic contributing resources to the Vail Field Industrial Addition, in anticipation of the Commerce MSF site, including the potential loss of the Pacific Metals Company Building; the City of Commerce requests that Metro explore and include the dedication of open space in the general area of the Pacific Metal Building that pays tribute to the former Vail Airfield as well as the history of the general area. This request is in addition to the interpretive material being recommended as a mitigation measure. If the mitigation measure is acknowledged, then the City of Commerce would like to take part in any consideration involving the

dedication of open space as recommended herein.

- In addition, the plans show an aerial configuration occupying a considerable portion of the street side as the tracks head east along Washington Blvd. This may result in the bifurcation of this part of the community. Staff would like to work closely with METRO on alternatives to ensure the City is not left with a street side that is void of any pedestrian opportunities.
- The Project may potentially impact property within the City, including the one at Northwest corner of Washington Blvd. and Garfield Ave. The project should consider the widening of the west side of Garfield Ave. and north side of Washington Blvd. to create additional room for bus stops and a right turn lane from Garfield south to Washington west.
- The City is working on adding a right turn lane from westbound Washington Blvd. to northbound Garfield at the northeast corner. The plans reviewed by staff show impacts at this intersection, the widening of this intersection and adding a right turn lane may not be possible due to the proposed work/improvements related to Eastside Project. The Eastside Phase 2 Project should consider reimbursing the City for the costs the City had spent related to the right turn evaluation (City did appraisals, survey, designs for the potential right turn lane).
- The Eastside Phase 2 Project will eliminate the third lanes (curb lanes) on both directions of Washington Blvd., starting at Garfield Ave., which will reduce the capacity of Washington Blvd. by approximately one-third. This may result in traffic being diverted to other City Streets. The Eastside Phase 2 Project should consider and provide mitigation measures to offset the impacts.
- The City is looking to realign some of the streets within the project area to provide for better mobility which would complement and mitigate the proposed Eastside Phase 2 Project. These include, but are not limited to Smithway St. being realigned, Saybrook Ave to be extended, and Tubeway St to be realigned and extended, among others. The City would like to request that Metro work with staff to discuss/explore the feasibility/options if the takes by the project can be evaluated/adjusted to assist the City with the proposed street extensions/realignments.
- The project should discuss various improvements to mitigate the impacts of the project, and consider improvements, such as upgrading signals, rehabilitation of pavements, sidewalks, etc. within the impact areas, especially along Washington Blvd.
- There are overhead Southern California Edison ("SCE") Power Poles along Washington Blvd. Discussions on the relocation, including grounding, should take place with SCE.
- The City of Commerce, and its staff are available to further discuss these comments or Metro's recommendations at any moment prior to final decision, as well as moving forward.

The items discuss herein are a summary of our comments, and should not be construed as an exclusive list of corrections or comments. Please feel free to reach out to us should you have any questions regarding the enclosed information on this letter. I can be reached by phone at 323-722-4805, ext. 2389 or via email at jjimenez@ci.commerce.ca.us. Thank you. Stay Safe. Stay Healthy.



Sincerely,

Handwritten signature of Jose D. Jimenez.

Jose D. Jimenez
Director of Economic Development and Planning

cc: Edgar Cisneros, City Manager
Viviana Esparza, Senior Management Analyst
Gisselle S. Delgado, Management Analyst
Metro Reading Case File, 2022

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



(Electronically Transmitted – No hard copy will follow)

August 30, 2022

Jenny Cristales-Cevallos
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012

Email: CristalesCevallosJ@metro.net

**SUBJECT: SCH 2010011062 - Metro Gold Line Eastside Transit Corridor Phase 2 -
CPUC comments to the Recirculated Draft Environmental Impact Report**

Dear Ms. Cristales-Cevallos:

The California Public Utilities Commission (Commission) has jurisdiction over rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan (SCP) approval and Safety Certification Verification Report (SCVR) approval from the Commission are required for rail transit projects to be placed in revenue service. In addition, the California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive authority on the design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings and Engineering Branch (RCEB) will review crossing matters. The Commission has reviewed the Recirculated Draft Environmental Impact Report (DEIR) from Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro), who is the lead agency for the proposed Metro Gold Line Eastside Transit Corridor Phase 2 Project (Project).

The Commission previously commented in 2010 to the project's Notice of Preparation of A DEIR, and again in 2014 to the project's DEIR. We welcome the opportunity to comment on the project's Recirculated DEIR. According to the Recirculated DEIR, the Project would extend the existing Metro Gold Line, or L Line, from the current terminus at Atlantic Station into eastern Los Angeles County. There are 3 proposed Base Build alternatives which have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length: Alternative 1 Washington, Alternative 2 Atlantic to Commerce /Citadel initial Operating Segment (IOS), and Alternative 3 Atlantic to Greenwood IOS. There is also one No Build Alternative.

Additionally, two IOS alternatives are being evaluated in this Recirculated DEIR (Alternative 2 and Alternative 3). An IOS is a segment of the Project alignment that can function as a stand-alone Project with independent constructability (independent of other segments or phases to be constructed).

There are design options under consideration for each of the three Build Alternatives that consists of a variation in the design of the relocated/reconfigured Atlantic Station (applicable to Alternatives 1, 2, and 3) and a variation in the station and alignment profile in the city of Montebello (applicable to Alternatives 1 and 3). Construction and operation of one or both designs options are considered and evaluated for Alternative 1 and Alternative 3.

Base Alternative 2 to Commerce/Citadel IOS is the shortest alignment with 3.2 mile of underground alignment. Three new underground stations (including the relocated Atlantic Station) are proposed.

Base Alternative 3 includes Base Alternative 2 and would extend the project with an additional 1.5 miles of aerial alignment to an aerial terminal station (Greenwood Station) in the city of Montebello. The Montebello At-Grade design option to Base Alternative 3 would move 1.1 miles of the proposed aerial alignment in the base alternative to an at-grade alignment with 4 crossings.

Base Alternative 1 includes Base Alternative 3 and would extend the project with an additional 4.5 miles of at-grade alignment with 11 crossings. The Alternative 1 alignment crosses the Rio Hondo and San Gabriel River and the Rio Hondo Spreading Grounds. The existing San Gabriel River and Rio Hondo bridges would be replaced. The Montebello At-grade design option would also be applied to Base Alternative 1 and replace 1 mile of aerial alignment with an at-grade alignment with 4 crossings.

According to conceptual drawings in the Recirculated DEIR, the at-grade alignments would be street running light rail transit along Washington Boulevard for Base Alternative 1 from Carob Way to the proposed terminus of Lambert Station in the city of Whitter. The at-grade alignments of the Montebello At-grade Options for Alternative 1 and 3 would also be street running light rail transit along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello.

The three Build Alternatives are rail fixed guideway systems and therefore will be subject to several rules and regulations involving the Commission. These may include, but are not limited to:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings
- California Public Utilities Code, Section 99152; rail transit safety
- Commission's Rules of Practice and Procedure, which detail the Formal Application process for construction or modification of a public crossing. These are available on the CPUC website: <https://www.cpuc.ca.gov> .



The design criteria of the proposed project must comply with Commission General Orders (GOs), such as:

- GO 26 series, Clearances on Railroads and Street Railroads as to Side and Overhead Structures, Parallel Tracks and Crossings,
- GO 72 series, Construction and Maintenance of Crossings – Standard Types of Pavement Construction at Railroad Grade Crossings (if any),
- GO 75 series, Warning Devices for At-Grade Railroad Crossings (if any),
- GO 95 series, Overhead Electric Line Construction (if any),
- GO 128 series, Construction of Underground Electric Supply and Communication Systems,
- GO 143 series, Design, Construction and Operation Safety Rules and Regulations Governing Light-Rail Transit, and
- GO 164 series, Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems

The project must ensure compliance with federal regulations including:

- 49 CFR Part 674, Rail Fixed Guideway Systems: State Safety Oversight

The following link provides resources on the Commission’s rules and regulations regarding rail safety:

<https://www.cpuc.ca.gov/about-cpuc/divisions/rail-safety-division>

The proposed project options may disrupt the heavily used roadway network in the surrounding communities. The potential impacts should be identified, discussed, and evaluated for necessary safety improvements and mitigations at each proposed construction stage. This includes considering traffic circulation and queuing, level of service, emergency service response, and compliance with the Americans with Disabilities Act.

For those Build Alternatives that contain elevated guideway, Commission authorization is required to construct the grade-separated crossings above streets and intersections. Similarly, for the Build Alternatives and design options that contain at-grade guideway, Commission authorization to construct at-grade crossings across roadways and through intersections is also required. LACMTA will have to apply to the Commission for approval of its crossing designs and authorization to construct those crossings. Applications to the Commission must include a copy of the environmental analysis undertaken by the applicant. We encourage early coordination with Commission staff in order to provide consultation on proposed design and engineering of this Project prior to filing applications seeking Commission authorization to construct. A general concern for this project regarding the construction of proposed aerial stations would be to ensure that the design provides adequate fall protection for passengers of berthing and departing trains and for patrons waiting on platforms.

Additionally, careful consideration should be given to station configurations, including pedestrian paths of travel through the stations as patrons move between LACMTA trains and the



other modes of transportation at the station locations. Pedestrian paths of travel should avoid crossing the tracks at grade to access or depart from the station platforms, where feasible.

Finally, in addition to our general concerns above, Commission staff would like to advise you of some specific crossing related concerns with the Project as follows:

Evaluation of Transportation Impacts:

We understand that changes in CEQA on evaluating transportation impacts changed with the passage of SB 743 in 2013 and implementation in 2018 when the Governor's Office of Planning and Research (OPR) issued guidance in the form of a *Technical Advisory on Evaluating Transportation Impacts in California Environmental Quality Act*. All projects now must be analyzed by their impact on Vehicle Miles Traveled (VMT) rather than vehicle delay and level of service (LOS). The OPR's technical advisory specifies that transit and active transportation projects generally reduce VMT and are therefore anticipated to cause less than significant impacts on transportation.

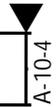
Subsequently, the Recirculated DEIR indicates that changes to Washington Boulevard, for the at-grade guideways, like reductions in vehicle lanes from 3 to 2 per direction, elimination of ingress/egress movements at driveways and selected cross streets that can impact truck ingress/egress for industrial properties in Commerce and Montebello, are determined to result in less than significant impacts related to traffic circulation because the changes "would not preclude vehicle or truck access along Washington Boulevard and left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections..." However, it is this type of interaction between vehicles and trucks at intersections with light rail vehicles that impacts safety and traffic circulation.

Commission staff cannot ignore the significant impacts to traffic that were identified in the 2014 DEIR, for which the Commission submitted comments. When reviewing the Transportation and Traffic Impact Report in appendix N of the Recirculated DEIR, we find that none of the impacts to traffic identified in the 2014 DEIR have been addressed. Specifically, there remain significant impacts for the following Build Alternatives:

Build Alternative 1 Washington with Montebello At-Grade Option:

The 2014 DEIR identified 16 of 17 intersections on the Washington Boulevard at-grade guideway would suffer significant/adverse impacts with no feasible mitigation measures identified due largely to ROW constraints or significant secondary effects to upstream and downstream intersections. (The Recirculated DEIR identifies 15 intersections with implementation of the Montebello At-Grade Option). These 16 intersections (2014 DEIR) would suffer Level of Service ratings of E or F, resulting in unacceptable traffic congestion impacts to surface traffic.

It is these types of negative impacts to traffic circulation that lead to increased roadway user frustration, increased motorist risky behavior and higher risks of train-vehicle collisions at signalized intersections. Furthermore, experience has shown that at-grade street-running guideways lead to driver confusion and vehicle-train collisions, especially from vehicles making left turns and U-turns across LRT tracks at roadway intersections. LACMTA continues to



A-10-5



CPUC Comments - Metro Gold Line Eastside Transit Corridor Phase 2 Recirculated DEIR

August 30, 2022

Page 5 of 5

struggle with these types of collisions on every street-running portion of its existing A/Blue Line, L/Eastside Gold Line Phase 1, and E/Exposition Line.

In addition, the 2014 DEIR also identified the two intersections: Rosemead Boulevard and I-605 Freeway/Pioneer Boulevard based on detrimental impacts to intersection Level of Service and efficiency. It also identified design options to grade separate these two locations to eliminate the adverse impacts of the project. Commission staff recommends these grade separation options be implemented if Build Alternative 1 is selected.

Also, if Build Alternative 1 is selected, Commission staff recommends reevaluating the 11 intersections for grade separation. We also recommend not implementing the Montebello At-Grade Option and keeping that portion of the guideway grade-separated.

Build Alternative 3 Atlantic to Greenwood IOS with Montebello At-Grade Option:

Commission staff has the same concerns for the four at-grade intersections that would be constructed with implementation of the Montebello At-Grade Option as previously discussed under our comments to Build Alternative 1, above. Commission staff recommends that if Build Alternative 3 is selected, the Montebello At-Grade Option be eliminated so that no new at-grade crossings are constructed.

The Commission appreciates the opportunity to provide comments on the project described in the Recirculated DEIR. Please feel free to contact me at (916) 928-6858 or daren.gilbert@cpuc.ca.gov or contact our lead staff on this project: Ainsley Kung at (213) 330-9496 or ainsley.kung@cpuc.ca.gov for transit safety matters and Jose Pereyra at (213) 576-7083 or jose.pereyra@cpuc.ca.gov for crossing matters.

Sincerely,



Daren Gilbert, Manager
Rail Transit Safety Branch
Rail Safety Division

cc: (all via e-mail)

State Clearinghouse
Roger Clugston, Director, Rail Safety Division
Stephen Artus, Program and Project Supervisor, Rail Transit Safety Branch
Ainsley Kung, Senior Utilities Engineer Supervisor, Rail Transit Safety Branch
Anton Garabetian, Manager, Rail Crossings and Engineering Branch
Matt Bond, Program and Project Supervisor, Rail Crossings and Engineering Branch
Jose Pereyra, Utilities Engineer, Rail Crossings and Engineering Branch



DEPARTMENT OF TRANSPORTATION

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www.dot.ca.gov



*Making Conservation
a California Way of Life.*

August 22, 2022

Ms. Jenny Cristales-Cevallos
Metro Headquarters
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012

RE: Eastside Transit Corridor Phase 2 Draft Environmental Impact Report (EIR)

Dear Ms. Cristales-Cevallos:

Thank you for the opportunity to provide input on the Draft EIR for the Eastside Transit Corridor Phase 2 Project.

Caltrans is eager to enhance and connect the multimodal transportation network, we highly recommend that commuters be offered incentives to encourage the use of rail options for example, offering commuters a free ride ticket.

Metro will need to apply for an encroachment permit because the proposed project will encroach on State Right of Way on I-605. The National Environmental Policy Act (NEPA) applies to encroachment permits when there is federal funding, or a federal approval is required. Examples of federal approvals include:

- Federal Highway Administration (FHWA) or Caltrans approval of a non-highway use on a federal-aid highway.
- A federal permit issued by another federal agency (e.g., United States Army Corps of Engineers (USACE), United States Fish and Wildlife Service (USFWS), etc.).
- The action is occurring on federal lands requiring the federal land-management agency to comply with NEPA.

A-11-1
A-11-2

FHWA or Caltrans Approval of a Non-Highway Use

FHWA approval of a non-highway use on a federal-aid highway is a federal action that requires compliance with NEPA, even in those instances in which the approval of the non-highway use (i.e., the encroachment permit or other right-of-way agreement) is delegated to Caltrans through the FHWA/Caltrans Stewardship and Oversight Agreement. A federal-aid highway is defined as any public highway eligible for Title 23 assistance (funding) except a highway functionally classified as a local road or rural minor collector. The “federal-aid system” is synonymous with the “National Highway System” which includes interstate routes.

Biological Resources:

1) General- When trimming trees, in addition to impact concerns to nesting or migratory birds, no more than 25% of the tree canopy should be removed during trimming to reduce impacts to, and preserve the integrity of, the tree.

2) P. 3.3-5, under 3.3.3.2.2 Rare Plant Surveys, indicates that rare plant surveys were conducted during May 2016. A more current rare plant survey should be conducted prior to construction or clearing and grubbing, or any vegetation removal.

3) P. 3.3-9, Paragraph 5, Sentence 1: Since surveys for bats and bat habitat were conducted in September 2015 at the Washington Boulevard bridges over the Rio Hondo and San Gabriel River, an additional survey should be conducted prior to construction.

4) P. 3.3-16, Paragraph 2, Sentence 1: In addition to Oregon wedge enclosures and bat houses, bat habitat in the form of crevices or gaps on the underside concrete portion of a bridge should be incorporated into the plans for any new bridges over drainages or open spaces where bats are known to exist and done in such a manner as to not interfere with maintenance activities.

5) P. 3.3-16, Paragraph 2, Sentence 2, and Paragraph 2, Sentence 1: A sound survey should be conducted once the rail system is completed to determine the difference in sound levels below the conventional highway bridges and any newly constructed rail bridges to determine if sound impact minimization or mitigation measures are necessary for roosting bats or nesting birds.

6) P. 3.3-32, Paragraph 4, MM BIO-2, Sentence 1: Caltrans uses a nesting bird survey season of February 1 to September 1 for all passerines and songbirds, and January 1 to September 1 for raptors.

7) P. 3.3-33, Paragraph 1, MM BIO-3, Sentence 1: It should be noted, and exclusionary measures developed for bats that roost in the falsework of a bridge during construction.

A-11-3
A-11-4
A-11-5
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A-11-7
A-11-8
A-11-9

8) General: A mitigation measure for storage of equipment in environmentally sensitive areas such as riverbeds should include the use of drip pans to prevent equipment fluids from entering the environment.

A-11-10

Traffic:

During construction, I recommend that hauling trucks should avoid congested freeway locations especially during peak hours. To avoid debris from falling down, a tarp cover is recommended.

A-11-11

On Washington Boulevard at the I-605 Interchange, if there's a reduction in the number of lanes, a Traffic Operations Analysis Report (TOAR) including an Intersection Control Evaluation (ICE) should be prepared. Also, per HDM Section 308.1, depending on the proposed lane configuration: Where the 2-lane local facility connects to a freeway within an interchange, the lane width of the local facility shall be 12 feet.

A-11-12

Where a multilane local facility connects to a freeway within an interchange, the outer most lane in each direction of the local facility shall be 12 feet. If Metro cannot conform to the Highway Design Manual (HDM) standard, then a Design Standard Decision Document (DSDD) must be completed.

Visual Resources:

Refer to the San Gabriel River Master Plan for aesthetic consideration for Washington Boulevard Bridge over the San Gabriel River. In addition, The Los Angeles River Design Guidelines are applicable standards for trails, lighting, fences, bridges, and other landscape elements that will also apply to the San Gabriel River.

A-11-13

With respect to the I-605 Washington Boulevard Bridge Under Crossing, if the bridge is modified, aesthetic treatment must comply with the I-605 Corridor Aesthetic Master Plan, MTA/Caltrans.

Air Quality:

According to the Air Quality Impacts Report (dated June 2022), the project construction is set to complete by 2035. However, construction emissions for all alternatives are quantified based on construction schedules that begins on 1/1/22 and end, respectively, on 10/8/26 (Alt 1) or on 10/22/25 (Alt 2) or on 8/25/26 (Alt 3). The construction emissions quantified for evaluation in the Report account for emissions from certain mobile sources; therefore, it is suggested to revise the construction emissions estimate based on the updated construction schedules to complete by 2035.

A-11-14

Hydrology:

- Has a Location Hydraulics Study for crossing, river or creek etc. been prepared?
- If Caltrans drainage systems are being impacted due to proposal, then Caltrans Hydrology Unit must review the encroachment permit package.

 A-11-15
 A-11-16

Hazardous Waste:

1. Page ES-20 to 25 (Hazards and Hazardous) - It states "Alt 1 with Potentially Significant including MM HAZ-1 thru 5 various hazardous concerns". Since this EIR covers the whole project of the 9 miles limit. It is recommended to have a separate section, or a separate report, to focus on Caltrans ROW portion of the hazardous finding/discussion.

 A-11-17

2. Section 3.8 (Hazards and Hazardous) - Section 3.8.5.2 mentioned a "May 2021 Draft Final ISA identified 30 affected properties", and Figure 3.8.3 identified site 27 to be the nearest location to I-605. Please verify if any ISA concern regarding at the Caltrans ROW vs. the Project SOW. Please also refer the Section 3.8.5.3 Omega Superfund Site for the ISA concern.

 A-11-18

3. Section 3.8 (Hazards and Hazardous) - Section 3.8.5.4 states "hazardous materials from roadway corridors has lead concerns on yellow thermoplastic and yellow-painted traffic stripe and pavement marking". In additional to that, the non-yellow traffic striping may also contain lead but may be classified as non-hazardous waste for disposal. It is still an OSHA requirement to obtain an LCP/HASP for worker safety.

 A-11-19

4. Section 3.8 (Hazards and Hazardous) - Section 3.8.7 Impact Evaluation HAZ-1 mentions Phase II Environmental Site Investigation (ESI), however ADL was not addressed. It is contradicting the statement in the EIR states "Aerially-deposited lead (ADL) can be present along major roadway corridors, such as Washington Boulevard and Atlantic Boulevard, from historical use of leaded gasoline (DTSC 2004)", and the May 2021 Draft Final ISA Report identified "Elevated concentrations of lead (from use of leaded gasoline) and other metals are sometimes associated with older roadways. ADL may be present in shallow soil along these roadways, especially along Atlantic Boulevard and Washington Boulevard". Please clarify if the "metals" mentioned in MM HAZ-1 includes ADL and Title 22 metals for ESI.

 A-11-20

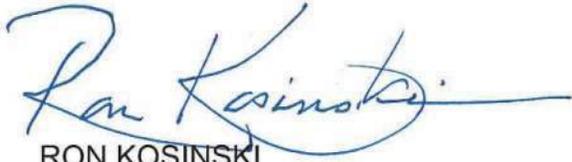
5. Please identify Caltrans ROW and provide a Caltrans specific conceptual design plan and the scope of work.

 A-11-21

In the event if the Project involve work within Caltrans ROW, a Caltrans Project Specific Initial Site Assessment (ISA), a Health and Safety Plan (HASP), and Site Investigation Work Plan (SI-WP) are required for Caltrans review/approval prior for Caltrans permit to access for a Site Investigation (SI).

A-11-22

Sincerely,



RON KOSINSKI
Deputy District Director
Division of Environmental Planning
Department of Transportation District 7

1 able to do these in person with three out of four. You
2 can provide comments there. Just so whatever you
3 experienced here, we'll have this also in Montebello and
4 we'll also have this in Whittier and Pico Rivera for the
5 virtual meeting. You will be able to view that online.

6 So pretty much that's how today is going.
7 I'm going to conclude this portion, but I ask you again
8 to please ask your questions. This is why staff is here
9 to better explain it. If you have any additional
10 questions you would like, we have different stations to
11 provide that information for you.

12 So, with that, I want to thank you for
13 coming, and I'm going to close this presentation. Thank
14 you again.

15 [PRESENTATION CLOSED.]

16 THE FOLLOWING PUBLIC COMMENT WAS SUBMITTED
17 VIA THE COURT REPORTER:

18
19 EDDIE TORRES: Eddie Torres, resident of East
20 Los Angeles, co-founder of the East Los Angeles
21 Coalition. So I'm the co-founder of the East
22 Los Angeles Coalition. Early on we asked Metro to
23 provide us with parking if they were going to take the
24 Sketcher's parking lot on Atlantic and Whittier. We see
25 that the EIR is going to affect the parking structure,

1 and we're going to lose the parking structure on
2 Atlantic and Whittier. So we feel that we need parking
3 replaced because people are going to be coming and
4 parking in private parking lots to go take the Metro.

5 They do it right now currently on the
6 Pomona and Atlantic station. Instead of paying for
7 parking, parking at the station, they'll park at the
8 Metro Plaza privately-owned parking, and they'll park at
9 the McDonald's parking and -- because the customers --
10 the businesses lose the customer parking, right. And
11 then also we've asked from Metro and the powers that be
12 to strongly enforce the parking regulations on Atlantic
13 Boulevard because, once the construction starts, there's
14 going to be less parking and more impacts.

15 L.A. County spent over \$100,000 on a
16 parking study proving that we were -- for the businesses
17 we didn't have enough parking spaces to have -- help the
18 businesses stay in business, flourish. But on that note
19 they're not enforcing any of the parking laws, and when
20 Metro starts, it's going to be increased of an impact.

21 We've asked from the very beginning to
22 have security and be -- be aware that the underground
23 stations, we want to make sure that there's security and
24 there's people looking out for the commuters and not
25 allow the homeless people to bother them or set up

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CO-1-1
CO-1-2
CO-1-3
↓

1 encampments. I don't see that addressed.

2 The addresses that were clearly stated in
3 prior EIR's from Metro now are parcel numbers. We feel
4 that that's a disservice to the process, and they're not
5 being transparent.

6 Metro on the Third Street project promised
7 us businesses on the bottom floor of the Metro parking
8 lot on Pomona and Atlantic. They never did that. They
9 promised us they were going to replace the parking that
10 they took along third street. Metro never did that. So
11 we want to hold Metro accountable and make sure that we
12 get all that we need and not sold a bill of goods.

13 Also, the East Los Angeles Chamber of
14 Commerce and the East L.A. Coalition support the covered
15 concept for the relocation of the Atlantic and Pomona
16 station. We do not support the open-air design. Thank
17 you.

18 --oo0oo--
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20
21
22
23
24
25

CO-1-3
CO-1-4
CO-1-5
CO-1-6



1 So, Eddie, when you're ready, we'll start
2 the clock.

3 EDDIE TORRES: My name is Eddie Torres,
4 resident, East Los Angeles, all my life. I'm here
5 representing the East Los Angeles Chamber of Commerce
6 that has the best interest of the business of the
7 community.

8 NO. 1, the timeline for this Metro project
9 right now is too fast. It started from the first
10 meeting in January, now mid July -- early July, it's
11 already going to the EIR. That's too fast. There is --
12 the community had a meeting at Atlantic Park, and there
13 was a lot of people that just were shut off. Their
14 comments were not heard. Metro never made that up to
15 us.

16 The EIR doesn't list addresses. It gives
17 parcel numbers. So we had to research it. And thank
18 God for Hilda Solis' office. They gave us the actual
19 addresses, and there's a ton of them. Why would you
20 hide that?

21 The station being relocated from Atlantic
22 and Pomona where it's currently at to Atlantic and
23 Beverly, I believe, we should have had some renderings
24 here to see the covered concept or the open concept.
25 The EIR should be extended because we don't have city

CO-2-1
CO-2-2
CO-2-3
CO-2-4
CO-2-5

1 council to oversee what we're doing.

2 Being part of the East L.A. Chamber of
3 Commerce, one of the local voices you have, I have a
4 sign-in sheet here. So if anyone wants to join, I'm
5 part of the East L.A. Coalition, residents and
6 businesses working together to hold Metro accountable.
7 We don't want another Third Street. Thank you.

8 EDGAR GUTIERREZ: Thank you for your comments.

9 And in the course of Eddie's comment, we
10 received another speaker card. So Denise -- Denise H.
11 I apologize for mispronouncing. If you could please
12 speak your name into the record.

13 DENISE HAGOPIAN: Denise Hagopian, Montebello,
14 90640. I have a couple of comments. I don't feel that
15 the businesses that are on Washington have been notified
16 properly or at all. I feel that Washington Boulevard
17 doesn't have buses now which to me means that residents
18 aren't using that route to go Downtown L.A.

19 Montebello is being used as a
20 thoroughfare. So our businesses will be put out of
21 business. The property values will be degraded. The
22 noise and the pollution level will be increased. And I
23 don't know if you were listening to the trains as they
24 were going by and the cars, but I could hear them from
25 here. So I think that we have a lot of noise and

↑
CO-2-5

Via Care Community Health Center

We serve over 8,000 low-income individuals with life-saving primary care medical, dental, behavioral health and supportive services, at our non-profit federally-qualified health centers on Atlantic Blvd. It is critical that the impacts of this project be transparent and fully investigated. Any interruption or loss of our services could have severe impacts on the health and well-being of the surrounding community, and our ability to deliver services. Thank you.

CO-3-1

In East Los Angeles, Boyle Heights and beyond we claim genocide and ecocide! People in our communities have died and so have other life forms. Entire families in our neighborhoods are chronically sick. Children have been born with congenital health problems and families have suffered from spontaneous abortion and other reproductive issues. Our future generations along with the planet will forever be impacted by the long term environmental racism we have been exposed to for more than a century.

Currently, Los Angeles County METRO formerly known as the MTA, is attempting to expand the Eastside Gold Line with an Extension. This project is another example of the anti Mexican hate crimes that LACMETRO/MTA has perpetuated against our communities and others for years. There are violation of our human and civil right, and political corruption including misappropriation of funds. Land use projects were approved by politicians who served on the LACMETRO/MTA board that are currently under indictment. Mark Ridley Thomas and Jose Huizar did not recuse themselves when voting on these projects. They also received campaign contributions from these entities. and did not disclose the relationship they had with them. It is unacceptable to allow for this extension project to be taken into consideration when so many issues continue to be ignored and have yet to be addressed or resolved with the Gold Line.

This DEIR does not comply with CEQA. It left out all the environmental hazards that have resulted from the Exide exposure, Cogen Landfill, Maravilla and Montebello and other community dump repositories, also including gas and oil wells, incinerators, and all the other contaminating facilities. Furthermore, the City of Los Angeles voted to build all contaminated facility on the Eastside back in the 1930's. We are surrounded by the East LA Interchange, one of the largest freeway intersections in the country. We are also surrounded by the Railroads and other major throughways

The proposed project consists of a subway, stations, storage and workstations. The subway will go 50 feet underground and will cross all along the contaminated region. It will also cross the San Gabriel River, streams and flood channels/dams. This proposed project will negatively impact the biodiversity around the river and streams along the path.

During the Gold Line construction our burial grounds were desecrated even though we objected to and shared our concerns and knowledge of the territory and provided an alternative. The DEIR discusses once again that human remains will be unearthed. The determination that these impacts would be less than significant once again, exposes the violent racist description LACMETRO/MTA holds against our communities. The generational trauma that this has caused our community is unrepairable. The potential unearthing of human remains also poses extreme danger to workers and to the community at large. Serious life threatening illnesses remain in the bones of our ancestors. Ancient burial grounds and grave pits, that resulted from the U.S. War with Mexico (or the genocide) of aboriginal indigenous peoples, included humans classified as slaves due to conquest and manifest destiny. These remains or sacred burial items should not be touched or placed in a museum as the DEIR proposes.

CO-4-1
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CO-4-3
CO-4-4

The proposed subway also poses another problem. Since we are expected to have another hundred year flood these plans jeopardize the river, streams, as well as the flood channels, dams, and communities along its path.

CO-4-5

The proposed subway is in the geographical region of the San Andres and Whittier Fault Lines. A major earthquake will jeopardize the health and safety of our communities. There is the possibility that after a large earthquake a massive explosion may occur. We testified at meetings requesting information including maps of fault lines, dumps, gas lines, and oil wells, that were in the path and all along the region of the subway. This information was never provided. We also requested CDC information that would show the cancer clusters and all the other health issues we are suffering from in the area and this was also never provided. Furthermore, DTSC recently admitted publicly that they are following through on a failed remediation plan as it relates to the Exide cleanup. To this day DTSC has done nothing to change the way they are remediating the cleaning up. They have failed to remove the contamination from the region which is all along the subway pathway. The following is taken from the following article.

CO-4-6

<https://capitalandmain.com/california-quietly-stored-500000-pounds-of-contaminated-soil-in-jurupa-valley-then-residents-found-out>

"Four years, thousands of soil samples and paint chips taken from homes, schools, parks and parkways near the former Exide battery facility have been stored inside shipping containers at a Superfund site. Without consulting local officials or residents, California's Department of Toxic Substances Control transported the samples to the Stringfellow facility, an Inland Empire quarry that once served as an industrial dumping ground — one that leaked toxic chemicals into groundwater and soil over several decades."

CO-4-7

The DTSC transported hazardous waste from a predominantly Mexican and Mexican American community into another one without notice; this is unacceptable! Although we refer to Mexican and Mexican Americans, all other ethnic groups that live in the contaminated region are also significantly impacted.

This proposed subway will endanger the lives of people and all life forms in the region. We are concerned that we will be actively exposed to carcinogenic chemicals, lead, arsenic, benzene, cadmium hexavalent chromium 6, methane, xylene, toluene, and VOCs that combine with another industrial pollutant, nitrogen oxide, in sunlight to form ozone.

The DEIR did not contain clear and detailed discussion of impact significance determinations, and in particular it has to explain the nature and magnitude of significant impacts.

CO-4-8

The DEIR failed to include analysis that correlated the project's soil, air, and water pollutants and air emissions that will continue to impact our health. It lacks analysis and omits discussing the magnitude of the impacts.

CO-4-8

The DEIR fails to comport with its intended function. The fact remains that this DEIR was conducted during a pandemic. It failed to include the public. The community did not participate in the preparation of the DEIR. To exclude the people specifically, those considered meaningful who are currently diagnosed with cancer and other illnesses raises serious concerns with the legality of this DEIR and its false content.

CO-4-9

Our communities know first hand what the impacts are because our family members have died and we are currently sick from toxic long term exposure of so many pollutants. For the report to describe the impacts as less than significant is not only false but a premeditated act of murder and genocide. The toxic exposure exceeds the threshold therefore, the DEIR does not provide evidence to show the level of pollutant reduction and how that would reduce the adverse health effects.

The determination whether a discussion is sufficient is not solely a matter of discerning whether there is substantial evidence to support the agency’s factual conclusions. Applying these principles, we claim the DEIR failed to adequately inform the public about the health effects of the project’s significant air, soil, and water pollution impacts. We deem the exposure of the pollutants to be extremely significant and this will cause unavoidable health and environmental impacts.

The DEIR also contained a discussion, general in nature, about the health effects associated with the project. However, because the DEIR’s discussion of health effects failed to indicate the concentrations at which such pollutants would trigger the identified symptoms, we find the DEIR’s discussion inadequate, and hold that a sufficient discussion of impacts requires not merely a determination of whether an impact is significant, but some effort to explain the nature and magnitude of the impacts.

CO-4-10

The omission of materials in the DEIR’s discussion are necessary for informed decision-making and to enable the public to understand and meaningfully consider the impacts of the project.

Therefore, we reject this DEIR from the project developer for additional information connecting emissions, soil, water and health effects could not be provided.

Given the current state of environmental science, and the lack of scientific data provided only supports our arguments to reject this proposal. The DEIR itself must explain why, in a manner reasonably calculated to inform the public of the scope of what is and is not yet known about the projects impacts.

Our communities are supposed to be protected by the Clean Water Act of 1972. Yet the USEPA, California State Water Control Resource Board, Regional Water Control Board, California Air Resorce Board, AQMD, CDC, and Public Health Department have failed to effectively implement pollutant control measures or implement significant educational and health programs for our communities. No type of health plan or medical treatment plan has been designed to deal with these catastrophic environmental disasters. This project will exacerbate the pollution in

CO-4-11

our aquifers and negatively impact the biodiversity of the soil. This will also impact to the natural hydrological cycle system of the atmosphere and impact the precipitation during an already prolonged drought.

The DEIR’s determination that mitigation measures would “substantially” reduce air quality impacts (without reducing them to a less-than-significant level), holding that the DEIR contained no facts or analysis to support the “substantial” reduction characterization.

Therefore, the DEIR needs to be rejected or revised to provide evidence to show the level of pollutant reduction and how that would reduce the adverse health and environmental effects. We also want to make it clear that mitigation measures we claim are not invalid simply because the DEIR did not have the capability of fully having access to scientific data or that the agencies responsible for the protection and clean up of our communities have failed to provide the data or that they have not done the work expected of them.

The zone change and proposed subway will drastically expand the occupation and displacement of our communities and our businesses. This will further obliterate what was once known as the Eastside and the peoples in it.

The current census data being applied is racist it fails to properly count our community and it fails to adequately identify the ethnic background of those currently residing in the region. The income of this community is grossly misrepresented. Incomes are inflated by improperly adding or bundling the incomes from individuals living on parcels and not distinguishing multigeneration families, tenants, or units.

We are proposing an alternative solution to address the transportation needs for those traveling through our communities via the Gold Line on Atlantic Blvd and Pomona Blvd, that instead of building a dangerous underground environmentally toxic subway extension that will cost an enormous amount of money and displace our homes and businesses. We are proposing that instead we add the Gold Streak Rapid Transit Route via bus. Where passengers from the Gold Line can transfer onto a rapid cleaner smaller triple or double clean bus to arrive at their destination further east.

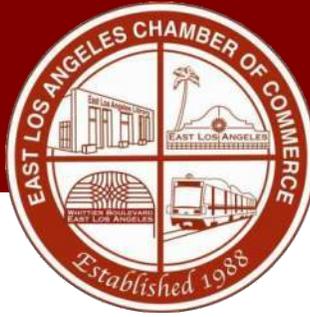
This alternative proposal addresses the need for transportation from one area to the other. It will save an enormous amount of money. It will protect the integrity of our homes and business. It will prevent the toxic exposure that subway construction could release. It is a safer alternative because of the San Andreas and Whittier Fault Lines and it can prevent a potential explosion.

This alternative will significantly lower the gigantic carbon footprint that a subway would have had on our planet. This alternative plan can also happen much faster. Furthermore, if our alternative plan is accepted we believe this will aid in repairing the contentious relationship that exists between the eastside and LACMETRO/MTA.

Por Mi Raza Habla Mi Espiritu!



Sofía G. Quinones
East Los Angeles
Boyle Heights Coalition
(323)494-6005

EAST LOS ANGELES**CHAMBER OF COMMERCE****Executive Board****Norma Aguirre***President**Nolla Professional Services***Jim Crawford***Vice President**California Water Service***Norma Zamora***Treasurer**Zamora Brothers***Glenda Rivas***Secretary**Farmers Insurance***Seth Chavez***Parliamentarian**Los Angeles County Bar
Association***Board of Directors****Manuel Davila***Merit Realty Group***Eddie Torres***Customs Signs and Graphics***Alex Villalobos***Barrio Planners, Inc.***Michael Murray***Sage Point Financial***Office Administrator***Rosemary Calderon***Advisors to the Board****Frank Mendez***Chalio Restaurant***Ron Mukai***Mukai Maravilla, LLC***Frank Villalobos***Barrio Planners, Inc*

August 26, 2022

Please receive this letter as a formal request for an extension of the EIR document draft, pertaining to the Metro Eastside Gold line extension. The East Los Angeles Chamber of Commerce has had a long working relationship with many community members; to mention one of them, Clara Solis. Clara's findings in the EIR substantiate that Metro are fast tracking the entire process.

In addition, Metro Staff has ignored Community comments and concerns by failing to address them; this behavior from Metro representatives will impact businesses and will only lead to an unsuccessful project. The East Los Angeles Chamber of Commerce has many impacted businesses from the original Eastside Gold Line on 3rd Street and now on Atlantic Boulevard / Pomona Boulevard.

We strongly recommend and request an extension of the EIR draft and allow an additional 60 days or however long it takes for Metro to modify the errors and redistribute the document. It is not fair that residents and business owners are being confused by the Metro East Side Extension and the metro Area Plan, both are being confused.

Respectfully,

Norma Aguirre

Norma Aguirre
President
East Los Angeles Chamber of Commerce
Board of Directors

Business, Prosperity and Community**4716 Cesar E. Chavez Ave., Los Angeles, CA 90022****Phone:** (323) 263-2005**Email:** info@eastlchamber.com**Visit our website:** www.eastlchamber.com



Whittier Boulevard Merchants Association

Tel: (323) 210-4500 Voice or Text
4818 Whittier Blvd., Los Angeles, CA 90022

August 26, 2022,

My name is Tony DeMarco, I am president of the Whittier Boulevard Merchants Association of East Los Angeles, I am a property owner and business owner for over 23 years on Whittier Boulevard. Many of our members feel we are being ignored by Metro. We have so many concerns that have went unaddressed because Metro is in a hurry to pass this EIR without the real stakeholders' comments. We as taxpayers deserve better representation than what we have now. Whittier Boulevard Merchants supports Clara's request in its entirety. It is a fact that 3rd Street got ruined by Metro, to the extent that Congresswoman Roybal Allard had Metro meet with us when this project began to promise the "3rd Street debacle" would never happen again. We should learn by those mistakes, slow the process down, get the impacted individuals input and let's do this project right this time for unincorporated East Los Angeles.

CO-6-1

Respectfully submitted,

Tony DeMarco

August 29, 2021

Ms. Jenny Cristales-Cevallos
Project Manager
Los Angeles County MTA
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012

RE: Extension for Gold Line Eastside Transit Corridor Draft EIR

Dear Ms. Cevallos,

On behalf of the Maravilla Community Advisory Committee (MCAC), we are reaching out to you today to express our support for the extension of the community comment period of the Extension for Gold Line Eastside Transit Corridor Draft EIR.

Our membership is made up of residents, homeowners, business owners and other community stakeholders in Unincorporated East LA, which will be impacted by the Gold Line Transit Corridor Project.

The community has expressed numerous concerns with this project and that the additional outreach efforts are necessary prior to proceeding:

- Additional notices sent to community residents and further opportunities for feedback. Many residents within impacted areas have reported not receiving notice of community meetings and members that have attended have reported insufficient time to be heard.
- Further analysis as to the impact to affected businesses as well as what supportive services will be provided.
- Added detail as to how concerns to the impact of gentrification, demography, rental rates and fresh food retailer availability will be addressed.
- More information on how traffic and parking impacts will be remediated including law enforcement budget allocations.

This project will impact Unincorporated East Los Angeles for generations to come and it's vital that the community's concerns be sufficiently heard, understood and incorporated at this critical step in the process.

Additionally, we welcome you to attend one of our upcoming monthly meetings and provide additional information on the topic to the community, which are held on the first Tuesday of each month.

CO-7-1

CO-7-2

CO-7-3

CO-7-4

CO-7-5

Thank you for your consideration,

Maravilla Community Advisory Committee (MCAC) Board

Jason Hyde, Secretary

CC: Kristie Hernandez, Chairperson, Martha Castro, Vice-Chairperson

From: [Sofia Quinones](#)
To: firstdistrict@bos.lacounty.gov; eastsidephase2@metro.net
Subject: DIER EAST LOS ANGELES BOYLE HEIGHTS COALITION WE CLAIM GENOCIDE AND ECOCIDE
Date: Monday, August 29, 2022 5:23:51 PM

supervisor Hilda Solis

In East Los Angeles, Boyle Heights and beyond we claim genocide and ecocide! People in our communities have died and so have other life forms. Entire families in our neighborhoods are chronically sick. Children have been born with congenital health problems and families have suffered from spontaneous abortion and other reproductive issues. Our future generations along with the planet will forever be impacted by the long term environmental racism we have been exposed to for more than a century.

Currently, Los Angeles County METRO formerly known as the MTA, is attempting to expand the Eastside Gold Line with an Extension. This project is another example of the anti Mexican hate crimes that LACMETRO/MTA has perpetuated against our communities and others for years. There are violation of our human and civil right, and political corruption including mis appropriation of funds. Land use projects were approved by politicians who served on the LACMETRO/MTA board that are currently under indictment. Mark Ridley Thomas and Jose Huizar did not recuse themselves when voting on these projects. They also received campaign contributions from these entities. and did not disclose the relationship they had with them.

It is unacceptable to allow for this extension project to be taken into consideration when so many issues continue to be ignored and have yet to be addressed or resolved with the Gold Line.

This DEIR does not comply with CEQA. It left out all the environmental hazards that have resulted from the Exide exposure, Cogen Landfill, Maravilla and Montebello and other community dump repositories, also including gas and oil wells, incinerators, and all the other contaminating facilities. Furthermore, the City of Los Angeles voted to build all contaminated facility on the Eastside back in the 1930's. We are surrounded by the East LA Interchange, one of the largest freeway intersections in the country. We are also surrounded by the Railroads and other major throughways

The proposed project consists of a subway, stations, storage and workstations. The subway will go 50 feet underground and will cross all along the contaminated region. It will also cross the San Gabriel River, streams and flood channels/dams. This proposed project will negatively impact the biodiversity around the river and streams along the path.

During the Gold Line construction our burial grounds were desecrated even though we objected to and shared our concerns and knowledge of the territory and provided an alternative. The DEIR discusses once again that human remains will be unearthed. The

determination that these impacts would be less than significant once again, exposes the violent racist description LACMETRO/MTA holds against our communities. The generational trauma that this has caused our community is unrepairable. The potential unearthing of human remains also poses extreme danger to workers and to the community at large. Serious life threatening illnesses remain in the bones of our ancestors. Ancient burial grounds and grave pits, that resulted from the U.S. War with Mexico (or the genocide) of aboriginal indigenous peoples, included humans classified as slaves due to conquest and manifest destiny. These remains or sacred burial items should not be touched or placed in a museum as the DEIR proposes.

The proposed subway also poses another problem. Since we are expected to have another hundred year flood these plans jeopardize the river, streams, as well as the flood channels, dams, and communities along its path.

The proposed subway is in the geographical region of the San Andres and Whittier Fault Lines. A major earthquake will jeopardize the health and safety of our communities. There is the possibility that after a large earthquake a massive explosion may occur. We testified at meetings requesting information including maps of fault lines, dumps, gas lines, and oil wells, that were in the path and all along the region of the subway. This information was never provided. We also requested CDC information that would show the cancer clusters and all the other health issues we are suffering from in the area and this was also never provided.

Furthermore, DTSC recently admitted publicly that they are following through on a failed remediation plan as it relates to the Exide cleanup. To this day DTSC has done nothing to change the way they are remediating the cleaning up. They have failed to remove the contamination from the region which is all along the subway pathway. The following is taken from the following article.

<https://capitalandmain.com/california-quietly-stored-500000-pounds-of-contaminated-soil-in-jurupa-valley-then-residents-found-out>

"Four years, thousands of soil samples and paint chips taken from homes, schools, parks and parkways near the former Exide battery facility have been stored inside shipping containers at a Superfund site. Without consulting local officials or residents, California's Department of Toxic Substances Control transported the samples to the Stringfellow facility, an Inland Empire quarry that once served as an industrial dumping ground — one that leaked toxic chemicals into groundwater and soil over several decades."

The DTSC transported hazardous waste from a predominantly Mexican and Mexican American community into another one without notice; this is unacceptable! Although we refer to Mexican and Mexican Americans, all other ethnic groups that live in the

contaminated region are also significantly impacted.

This proposed subway will endanger the lives of people and all life forms in the region. We are concerned that we will be actively exposed to carcinogenic chemicals, lead, arsenic, benzene, cadmium hexavalent chromium 6, methane, xylene, toluene, and VOCs that combine with another industrial pollutant, nitrogen oxide, in sunlight to form ozone.

The DEIR did not contain clear and detailed discussion of impact significance determinations, and in particular it has to explain the nature and magnitude of significant impacts.

The DEIR failed to include analysis that correlated the project's soil, air, and water pollutants and air emissions that will continue to impact our health. It lacks analysis and omits discussing the magnitude of the impacts.

The DEIR fails to comport with its intended function. The fact remains that this DEIR was conducted during a pandemic. It failed to include the public. The community did not participate in the preparation of the DEIR. To exclude the people specifically, those considered meaningful who are currently diagnosed with cancer and other illnesses raises serious concerns with the legality of this DEIR and its false content.

Our communities know first hand what the impacts are because our family members have died and we are currently sick from toxic long term exposure of so many pollutants. For the report to describe the impacts as less than significant is not only false but a premeditated act of murder and genocide. The toxic exposure exceeds the threshold therefore, the DEIR does not provide evidence to show the level of pollutant reduction and how that would reduce the adverse health effects.

The determination whether a discussion is sufficient is not solely a matter of discerning whether there is substantial evidence to support the agency's factual conclusions. Applying these principles, we claim the DEIR failed to adequately inform the public about the health effects of the project's significant air, soil, and water pollution impacts. We deem the exposure of the pollutants to be extremely significant and this will cause unavoidable health and environmental impacts.

The DEIR also contained a discussion, general in nature, about the health effects associated with the project. However, because the DEIR's discussion of health effects failed to indicate the concentrations at which such pollutants would trigger the identified symptoms, we find the DEIR's discussion inadequate, and hold that a sufficient discussion of impacts requires not merely a determination of whether an impact is significant, but some effort to explain the nature and magnitude of the impacts.

The omission of materials in the DEIR's discussion are necessary for informed decision-

making and to enable the public to understand and meaningfully consider the impacts of the project.

Therefore, we reject this DEIR from the project developer for additional information connecting emissions, soil, water and health effects could not be provided.

Given the current state of environmental science, and the lack of scientific data provided only supports our arguments to reject this proposal. The DEIR itself must explain why, in a manner reasonably calculated to inform the public of the scope of what is and is not yet known about the projects impacts.

Our communities are supposed to be protected by the Clean Water Act of 1972. Yet the USEPA, California State Water Control Resource Board, Regional Water Control Board, California Air Resource Board, AQMD, CDC, and Public Health Department have failed to effectively implement pollutant control measures or implement significant educational and health programs for our communities. No type of health plan or medical treatment plan has been designed to deal with these catastrophic environmental disasters. This project will exacerbate the pollution in our aquifers and negatively impact the biodiversity of the soil. This will also impact to the natural hydrological cycle system of the atmosphere and impact the precipitation during an already prolonged drought.

The DEIR's determination that mitigation measures would "substantially" reduce air quality impacts (without reducing them to a less-than-significant level), holding that the DEIR contained no facts or analysis to support the "substantial" reduction characterization.

Therefore, the DEIR needs to be rejected or revised to provide evidence to show the level of pollutant reduction and how that would reduce the adverse health and environmental effects. We also want to make it clear that mitigation measures we claim are not invalid simply because the DEIR did not have the capability of fully having access to scientific data or that the agencies responsible for the protection and clean up of our communities have failed to provide the data or that they have not done the work expected of them.

The zone change and proposed subway will drastically expand the occupation and displacement of our communities and our businesses. This will further obliterate what was once known as the Eastside and the peoples in it.

The current census data being applied is racist it fails to properly count our community and it fails to adequately identify the ethnic background of those currently residing in the region. The income of this community is grossly misrepresented. Incomes are inflated by improperly adding or bundling the incomes from individuals living on parcels and not distinguishing multigenerational families, tenants, or units.

We are proposing an alternative solution to address the transportation needs for those

traveling through our communities via the Gold Line on Atlantic Blvd and Pomona Blvd, that instead of building a dangerous underground environmentally toxic subway extension that will cost an enormous amount of money and displace our homes and businesses. We are proposing that instead we add the Gold Streak Rapid Transit Route via bus. Where passengers from the Gold Line can transfer on to a rapid cleaner smaller triple or double clean bus to arrive at their destination further east.

This alternative proposal addresses the need for transportation from one area to the other. It will save an enormous amount of money. It will protect the integrity of our homes and business. It will prevent the toxic exposure that subway construction could release. It is a safer alternative because of the San Andreas and Whittier Fault Lines and it can prevent a potential explosion.

This alternative will significantly lower the gigantic carbon footprint that a subway would have had on our planet. This alternative plan can also happen much faster. Furthermore, if our alternative plan is accepted we believe this will aid in repairing the contentious relationship that exists between the eastside and LACMETRO/MTA.

Por Mi Raza Habla Mi Espíritu!

Sofía G. Quinones
East Los Angeles
Boyle Heights Coalition
(323)494-6005



was also a former member of the gold line RAC and was very involved with the MTA during that time.

I fundamentally agree with Mr. Torres' letter. I would also add the additional comment that the MTA has a horrible reputation in East LA and the community does not trust them to do the right thing in the community's best interest. I, personally, have been lied to and misled by the MTA and i was a person deeply involved in these matters.

The burden is on the MTA to overcome that stigma, to adequately inform the public and to build the best possible project for the community.

The MTAs structure fundamentally lacks real accountability, so earlier mistakes can easily be blamed on the former team leaders and the community never really knows who is taking real responsibility.

These are harsh accusations but I stand by each of them, as they are based on personal, ongoing experience with the MTA staff.

I trust that the local political leaders will actually hold them accountable and not let them push through another mediocre project.

I am happy to meet or answer any questions you may have.

Ron Mukai

On Aug 25, 2022, at 11:25 PM, Eddie Torres <eddie.torres@att.net> wrote:

Hello everyone my name is Eddie Torres I'm the co-founder of the East Los Angeles coalition, immediate past president of the East Los Angeles Chamber of Commerce. Lifelong resident and property owner in east Los Angeles also will be impacted as a East Los Angeles resident by the upcoming Construction for the East Side gold Lane Extension. We agree that there needs to be an extension and a redistribution of the environmental impact report it is severely flawed does not address East Los Angeles as it should be addressed as an underserved minority economically disadvantaged community.

Also at the public hearing at Kaiser Permanente July 21st 2022 I attended there was only seven or eight individuals the publicly spoke all only three of them were residents of East Los Angeles but every single person other than those three spoke against the Metro Light Rail there must have been about 15 and I'm being generous attendees there was more Metro Staff than there was attendees. Also I believe was March 2022

East Los Angeles residents at a community outreach meeting were cut off from being able to give their public comments even though they waited for over 45 minutes to

See Comment Letter I-213

CO-9-1

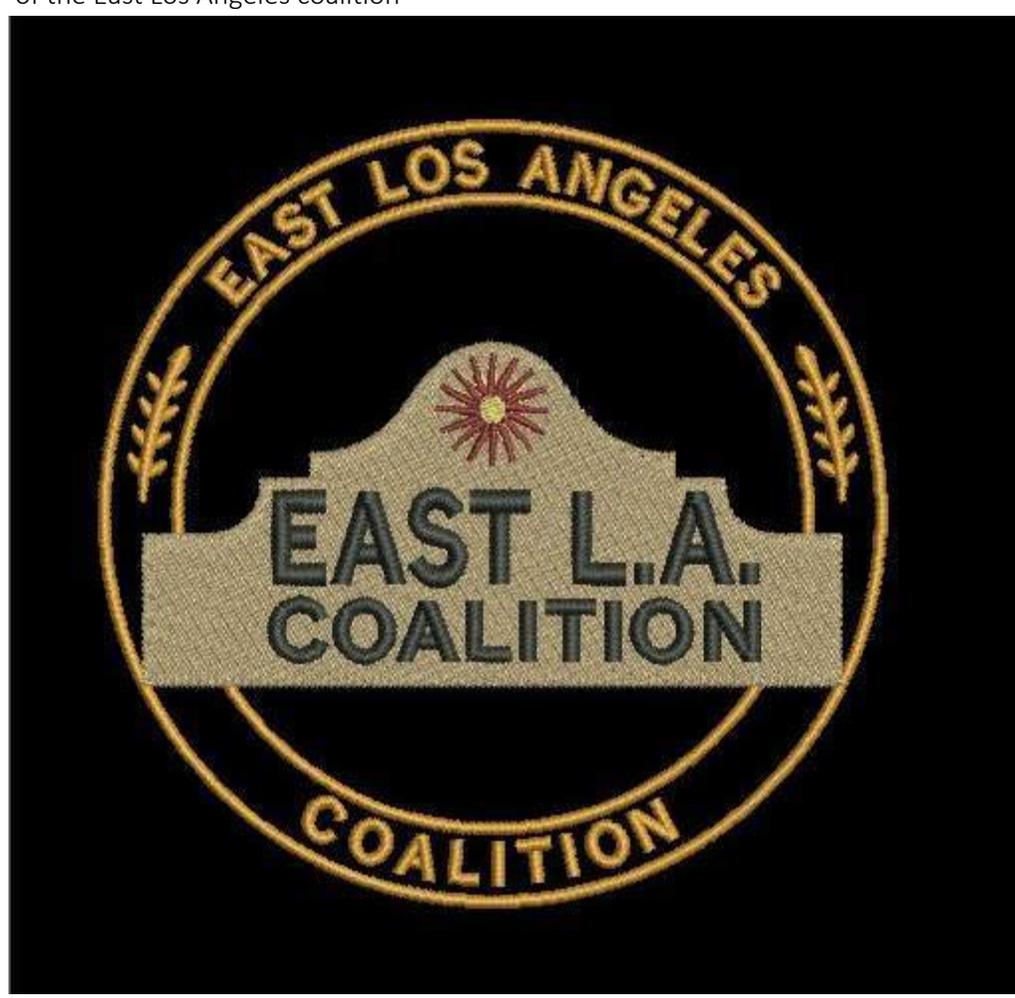
CO-9-2



an hour. Metro should have made up that meeting. As an East Los Angeles resident and also representing businesses as a former Metro review advisory committee executive member for the East Side goal line extension 3rd Street project we are very let down by Metro's lack of consideration for East Los Angeles.

Metro's process is flawed also I would ask everybody to support and demand that this project has a resident/ business Review advisory committee of impacted individuals I recommend and request that the East Los Angeles Chamber of Commerce and the Whittier Boulevard Merchant Association are allowed to appoint someone to represent them also the East Los Angeles coalition would request the same since we have residence and business owners that will be impacted.

Respectfully
Eddie Torres resident .co-founder
of the East Los Angeles coalition



[Sent from AT&T Yahoo Mail on Android](#)

On Wed, Aug 24, 2022 at 9:48 PM, Reyes, Martin
<MReyes@bos.lacounty.gov> wrote:

1 like to call on Kevin Coca, who will be followed by
2 R.D. McDonald, and then Reuben Valdez.

3 Reuben is our current last speaker who
4 submitted a speaker card. So if you've been
5 holding it and there's something burning on your
6 mind, go ahead and submit your card.

7 Go ahead.

8 MR. COCA: Good evening. My name is Kevin
9 Coca. I'm representing PIH Health. We support the
10 Metro extension to Whittier because we believe it
11 will enhance the access to health care services,
12 especially to transients and indigent.

13 We ask that noise vibrations as well as
14 vehicle and pedestrian access to the campus be
15 considered and addressed during construction, but
16 we're looking forward to the completion of the
17 project. Thank you.

18 MR. GUTIERREZ: Thank you. Up next is
19 R.D. McDonald, followed by Reuben Valdez, who is
20 currently our last speaker.

21 MR. MCDONALD: Good evening. My name is
22 R.D. McDonald, 90605. I am here speaking on behalf
23 of the Whittier Area Chamber of Commerce,
24 representing over 500 businesses in the Whittier
25 area.

1 Dating back to 2010, when this project was
2 first proposed, the Whittier chamber along with the
3 Chamber Alliance, which represents seven chambers
4 throughout the region that's affected by the
5 proposed line -- we support the Alternative 1, the
6 Washington Boulevard extension all the way to the
7 Lambert and Washington Boulevard intersection.

8 I'd like to thank the project team for a
9 very thorough presentation and having reviewed
10 portions of the draft EIR -- I haven't gotten
11 through all of it just yet, but the depth of
12 experience and the expertise of the team members
13 not only has been reflected in your thorough
14 presentation this evening, but also through the
15 EIR.

16 We feel that the environmental --
17 following the CEQA regulations, the significant and
18 unavoidable impacts, that appropriate mitigation
19 measures are being considered, both the short-term
20 impacts during the construction phase, as well as
21 the long-term impacts during operations -- that
22 appropriate mitigation measures are being
23 considered. And thank you.

24 MR. GUTIERREZ: Thank you.

25 Our last speaker is Reuben Valdez. You

↑
CO-10-1

CO-10-2



City of Commerce
City of Montebello
City of Pico Rivera
City of Santa Fe Springs
City of Whittier

August 29, 2022

Chair Solis and Members of the Metro Board
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012
Via email: BoardClerk@metro.net

Re: Recirculated Draft Environmental Impact Report Eastside Transit Corridor Phase 2 - State Clearinghouse Number: 2010011062

Dear Chair Solis and Members of the Metro Board of Directors:

The five incorporated cities along the nine-mile Eastside Transit Corridor have advocated for years for Metro’s planned Eastside Extension. Thank you for the opportunity to comment on the draft Environmental Impact Report.

The Coalition strongly advocates for the full nine-mile extension of the project, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County and ending in the City of Whittier. As a Coalition we are well-positioned to help Metro advocate for state and federal funding so that this project can be completed in a timely manner.

According to the Draft EIR, Alternative 3 was identified as the most environmentally superior. However, after careful review, the DEIR clearly illustrates that Alternative 1 reduces more Vehicles Miles Traveled (VMT), more Greenhouse Gas (GHG) emissions, and results in more British Thermal Units (BTU) of saved energy throughout the region. As such, Alternative 1 offers the greatest environmental benefits in the region and far surpasses Alternative 3 from an environmental standpoint. Furthermore, Alternative 1 allows all cities in the corridor to advance their respective General Plans sooner than later, which further enhances secondary environmental benefits stemming from multimodal transit connections and corridor-adjacent transit-oriented development including affordable housing. Considering these facts, the Washington Boulevard Coalition would like to implore that Metro select Alternative 1 as the locally preferred alternative to ensure greater environmental benefits sooner.

We are looking forward to continuing to advocate for the Project on a timeline that brings the Eastside Extension to completion in 2035, as directed by the Metro Board and as expected by the public when they approved Measure M in 2016.

CO-11-1
CO-11-2
CO-11-3



City of Commerce
City of Montebello
City of Pico Rivera
City of Santa Fe Springs
City of Whittier

Thank you for your consideration,

Edgar Cisneros
City Manager
City of Commerce

Rene Bobadilla
City Manager
City of Montebello

Steve Carmona
City Manager
City of Pico Rivera

Ray Cruz
City Manager
City of Santa Fe Springs

Brian Saeki
City Manager
City of Whittier

CC: Stephanie N. Wiggins, CEO
Supervisor Janice Hahn, Metro Director
Council Member Fernando Dutra, Metro Director

A TORRES TUXEDOS

We dont see any restrooms in the plans of the extension , people will go around the business or sometimes even urinate in front of the business .

] B-1-1

August 19, 2022

Sent Via Certified Mail No: 7018 1830 0001 6374 4252

Attn: Jenny Cristales-Cevallos
Project Manager
Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012

Metro Eastside Transit Corridor Phase 2 – Letter of Objection to the Project

Dear Jenny Cristales-Cevallos,

The purpose of this letter is to voice our strong objection to the Eastside Transit Corridor Phase 2 expansion project.

We believe there are numerous impacts beyond Metro’s awareness, which include the suffering of the silent and the incalculable damages from the second and third-degree consequences of Metro expansions.

Minority business owners (like ourselves) are less likely to know how or have the resources to navigate the complex political environments to seek restitution for damages caused to us by Metro expansion projects. We believe a large proportion of damages inflicted on minorities and their small businesses have been overlooked and will continue to be overlooked by Metro.

We, along with all the shop tenants are each minority-owned small businesses, and we have all already been significantly impacted by the previous Metro expansion, Atlantic Station, that was constructed on Pomona Blvd. around 2010. Atlantic Station is directly across the street from our property, located at 271-289 S. Atlantic Blvd., in East Los Angeles, CA.

Our property lost significant visibility from southbound traffic on Atlantic Blvd and westbound traffic on Pomona Blvd., which negatively affected our small business tenants (most minority owned). In the years to follow, we’ve had tenants who were put out of business and our property saw its lowest occupancy in the last decade of 74% in 2012, which was a direct result from Atlantic Station beginning its operations.

If the Metro Station had any positive contribution to our tenant businesses, we believe some of these benefits would have translated to increasing rents. Unfortunately, this is not the case. Our property never recovered to pre-2007 rents. Our 2022 base rents are down 20.79% from 2007, despite 90% occupancy. **See Exhibit A.**

Is Metro even aware of the challenges we’ve endured? We would guess not. We’ve received zero dollars in compensation or relief for this negative impact from the Atlantic Station expansion. Clearly the damages we’ve absorbed were either not anticipated in Metro’s impact studies or Metro grossly

3325 S. Garfield Ave., Commerce, CA 90040

Phone: (323) 888-8873 | Fax: (323) 888-9515

B-2-1
B-2-2
B-2-3
B-2-4
B-2-5
B-2-6

underestimated the projects impacts to minorities prior to construction. We're probably not the only property owner and business adversely affected this way. Similar negative impacts have likely been replicated all the way through the path of this Metro expansion.

Why weren't we or our tenants considered and included in the calculations for relief? Was it oversight and lack of awareness? What recourse do we have even now, years later, when it's clear that the result of Atlantic Station has been negative?

In regard to the proposed Phase 2 expansion of this line, it is indescribable what further consequences will come onto our property. The last two years, we had to borrow money to support our bank mortgage for this property, while receiving little revenue due to several tenants not being able to pay their rents. We are still bearing the burden trying to crawl out of this financial burden. Our family has owned this small shopping center since 1996. We've worked hard to help small businesses start up and grow in the East Los Angeles community. As a family asset, we have never considered selling the property; however, we understand there is now a good chance that we will be forced to sell to Metro.

We are extremely concerned that the valuation of the shopping center will continue to degrade over the coming years, as more tenants choose not to lease at our shopping center. With the public announcement of this upcoming expansion that will probably result in a forced taking and sale of our property to Metro, it is understandable that current tenants and prospective tenants will not want to invest and try to grow their small business on a property that will be gone in a few years. Therefore, with lower occupancy and lower rents in the coming years, we feel that Metro is negatively influencing the value of our property, so when the time comes for Metro to acquire our property, the property will be in a significantly inferior position with a considerably lower valuation. We feel that this is extremely unfair to a small property owner.

If Metro, despite our objection, pushes forward with the Eastside Transit Corridor Phase 2 project, we strongly request that Metro work with our property specifically to account and compensate us for all past damages along with the full economic value of the property had there been no Metro impact.

Based on the operating history of Metro light rail, it's difficult to see a net benefit to our community. Light rail in Los Angeles County over its history has made no financial sense. We only need to look at Metro's light rail 'farebox recovery.'

"The farebox recovery ratio of a passenger transportation system is the fraction of operating expenses which are met by the fares paid by passengers."

Pre-covid, Metro light rail farebox recovery at its best, in 2012 and 2013, was at 19% and has declined each year to 9% in 2019, pre-covid. **See Exhibit B.**

Compare this to farebox recovery in other countries such as Japan 120% (2018), or Taiwan 83% (2015), or Singapore 101% (2018), Germany 70% (2010).

Low farebox recovery can signal a combination of factors including Metro being operationally inefficient, low rider demand and/or an environment not ideal for light rail, whether it's due to LA driving culture or not enough density. Regardless of the mix of these factors, it's clear that light rail, especially light rail expansions to less dense areas, such as the Metro Eastside Transit Corridor Phase 2, shouldn't be pursued at all.



The destruction, environmental impact, destabilization of minority families is too costly a tradeoff for the expansion of an unsustainable operation such as the Metro light rail.

B-2-14

Thank you,



Frank Chen
Manager
GFC Atlantic Associates, LLC

CC: Gene Yo

Exhibit A

Atlantic Plaza - 271-289 S Atlantic Blvd, East Los Angeles, 90027

Rent Roll information from June of each Year

Metro Atlantic Station Opened

	1997	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Occupancy	100%	94%	88%	88%	88%	88%	74%	79%	87%	88%	100%	84%	78%	92%	93%	100%	90%
Monthly Occupied Base Rent	\$ 37,347	\$ 61,986	\$ 52,311	\$ 58,052	\$ 53,314	\$ 52,798	\$ 43,520	\$ 46,425	\$ 52,130	\$ 46,470	\$ 50,579	\$ 46,059	\$ 44,273	\$ 53,802	\$ 50,386	\$ 50,121	\$ 49,098
Annual Occupied Base Rent	\$ 448,158	\$ 743,835	\$ 627,728	\$ 696,622	\$ 639,768	\$ 633,582	\$ 522,246	\$ 557,103	\$ 625,566	\$ 557,642	\$ 606,948	\$ 552,706	\$ 531,276	\$ 645,622	\$ 604,636	\$ 601,451	\$ 589,171

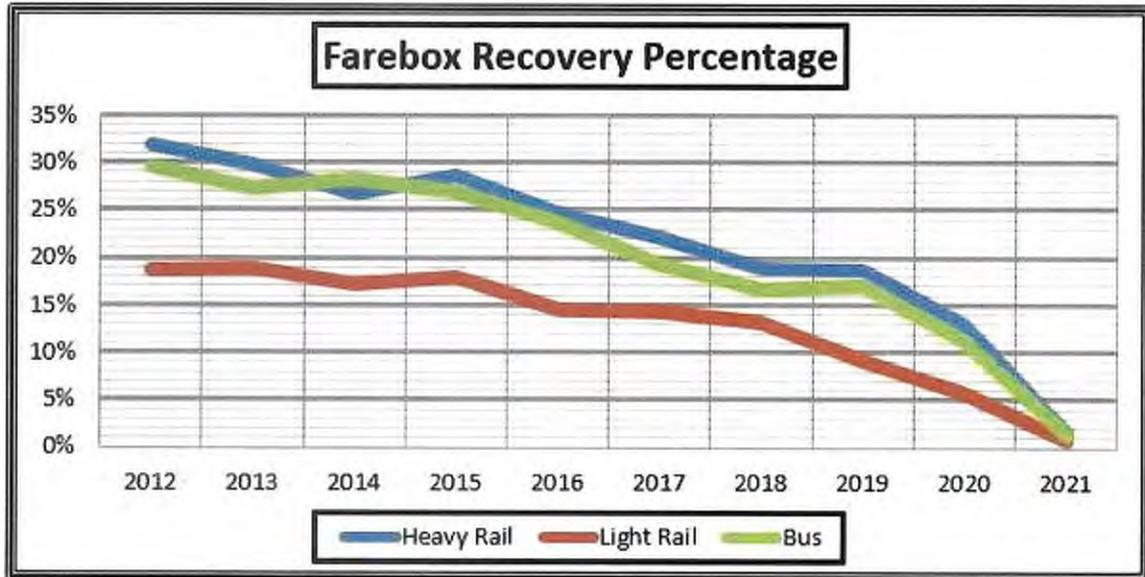
2022 % Decline in Rent from 2007	20.79%
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Exhibit B

Los Angeles County Metropolitan Transportation Authority
 Business-type Activities – Transit Operations
 Farebox Recovery Percentage by Mode
 Last Ten Fiscal Years

Table 7

Fiscal Year	Heavy Rail	Light Rail	Bus	All Modes
2012	32%	19%	29%	28%
2013	30%	19%	27%	26%
2014	27%	17%	28%	26%
2015	29%	18%	27%	25%
2016	25%	15%	24%	22%
2017	22%	14%	19%	18%
2018	19%	13%	17%	16%
2019	19%	9%	17%	15%
2020	13%	6%	11%	10%
2021	2%	1%	1%	1%



Source: National Transit Database Report.

IMG_5641.JPG

GFC Atlantic Associates, LLC
3325 S. Garfield Ave.
Commerce, CA 90040

CERTIFIED MAIL



7018 1830 0001 6374 4252

Proj
Metro
One Gateway
Los Angeles

Attn: Jenny Cristales-Cevallos
Project Manager
Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012

Ask what stamps we have a



8/19/22, 1:07 PM

UNITED STATES POSTAL SERVICE

MONTEREY PARK
245 W GARVEY AVE
MONTEREY PARK, CA 91754-9998
(800)275-8777

08/19/2022 12:53 PM

Product	Qty	Unit Price	Price
First-Class Mail® Letter	1		\$0.60
Los Angeles, CA 90012			
Weight: 0 lb 1.00 oz			
Certified Mail®			\$4.00
Tracking #:			
70181830000163744252			
Total			\$4.60

Grand Total: \$4.60

Credit Card Remit \$4.60

Card Name: VISA
Account #: XXXXXXXXXXXX2172
Approval #: 07761G
Transaction #: 880
AIC: A0000000031010 Chip
A.: VISA CREDIT
PIN: Not Required CHASE VISA

U.S. Postal Service™ CERTIFIED MAIL® RECEIPT Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

Los Angeles, CA 90012

Certified Mail Fee	\$4.00
Extra Services & Fees (check box, add fee as appropriate)	\$0.00
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$0.60
Total Postage and Fees	\$4.60



7018 1830 0001 6374 4252

Sent To **Metro** Attn: **Jenny Christales-Cevallos**
Street and Apt. No., or PO Box No. **One Gateway Plaza, MS 99-22-7**
City, State, ZIP+4® **Los Angeles, CA 90012**

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

August 19, 2022

Sent Via Certified Mail No: 7018 1830 0001 6374 4252

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Metro
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Los Angeles, CA 90012

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We, along with all the shop tenants are each minority-owned small businesses, and we have all already been significantly impacted by the previous Metro expansion, Atlantic Station, that was constructed on Pomona Blvd. around 2010. Atlantic Station is directly across the street from our property, located at 271-289 S. Atlantic Blvd., in East Los Angeles, CA.

Our property lost significant visibility from southbound traffic on Atlantic Blvd and westbound traffic on Pomona Blvd., which negatively affected our small business tenants (most minority owned). In the years to follow, we’ve had tenants who were put out of business and our property saw its lowest occupancy in the last decade of 74% in 2012, which was a direct result from Atlantic Station beginning its operations.

If the Metro Station had any positive contribution to our tenant businesses, we believe some of these benefits would have translated to increasing rents. Unfortunately, this is not the case. Our property never recovered to pre-2007 rents. Our 2022 base rents are down 20.79% from 2007, despite 90% occupancy. **See Exhibit A.**

Is Metro even aware of the challenges we’ve endured? We would guess not. We’ve received zero dollars in compensation or relief for this negative impact from the Atlantic Station expansion. Clearly the damages we’ve absorbed were either not anticipated in Metro’s impact studies or Metro grossly

3325 S. Garfield Ave., Commerce, CA 90040

Phone: (323) 888-8873 | Fax: (323) 888-9515



underestimated the projects impacts to minorities prior to construction. We're probably not the only property owner and business adversely affected this way. Similar negative impacts have likely been replicated all the way through the path of this Metro expansion.

Why weren't we or our tenants considered and included in the calculations for relief? Was it oversight and lack of awareness? What recourse do we have even now, years later, when it's clear that the result of Atlantic Station has been negative?

In regard to the proposed Phase 2 expansion of this line, it is indescribable what further consequences will come onto our property. The last two years, we had to borrow money to support our bank mortgage for this property, while receiving little revenue due to several tenants not being able to pay their rents. We are still bearing the burden trying to crawl out of this financial burden. Our family has owned this small shopping center since 1996. We've worked hard to help small businesses start up and grow in the East Los Angeles community. As a family asset, we have never considered selling the property; however, we understand there is now a good chance that we will be forced to sell to Metro.

We are extremely concerned that the valuation of the shopping center will continue to degrade over the coming years, as more tenants choose not to lease at our shopping center. With the public announcement of this upcoming expansion that will probably result in a forced taking and sale of our property to Metro, it is understandable that current tenants and prospective tenants will not want to invest and try to grow their small business on a property that will be gone in a few years. Therefore, with lower occupancy and lower rents in the coming years, we feel that Metro is negatively influencing the value of our property, so when the time comes for Metro to acquire our property, the property will be in a significantly inferior position with a considerably lower valuation. We feel that this is extremely unfair to a small property owner.

If Metro, despite our objection, pushes forward with the Eastside Transit Corridor Phase 2 project, we strongly request that Metro work with our property specifically to account and compensate us for all past damages along with the full economic value of the property had there been no Metro impact.

Based on the operating history of Metro light rail, it's difficult to see a net benefit to our community. Light rail in Los Angeles County over its history has made no financial sense. We only need to look at Metro's light rail 'farebox recovery.'

"The farebox recovery ratio of a passenger transportation system is the fraction of operating expenses which are met by the fares paid by passengers."

Pre-covid, Metro light rail farebox recovery at its best, in 2012 and 2013, was at 19% and has declined each year to 9% in 2019, pre-covid. **See Exhibit B.**

Compare this to farebox recovery in other countries such as Japan 120% (2018), or Taiwan 83% (2015), or Singapore 101% (2018), Germany 70% (2010).

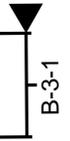
Low farebox recovery can signal a combination of factors including Metro being operationally inefficient, low rider demand and/or an environment not ideal for light rail, whether it's due to LA driving culture or not enough density. Regardless of the mix of these factors, it's clear that light rail, especially light rail expansions to less dense areas, such as the Metro Eastside Transit Corridor Phase 2, shouldn't be pursued at all.

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B-3-1

The destruction, environmental impact, destabilization of minority families is too costly a tradeoff for the expansion of an unsustainable operation such as the Metro light rail.



Thank you,

Frank Chen
Manager
GFC Atlantic Associates, LLC

CC: Gene Yo

Exhibit A

Atlantic Plaza - 271-289 S Atlantic Blvd, East Los Angeles, 90027

Rent Roll information from June of each Year

Metro Atlantic Station Opened

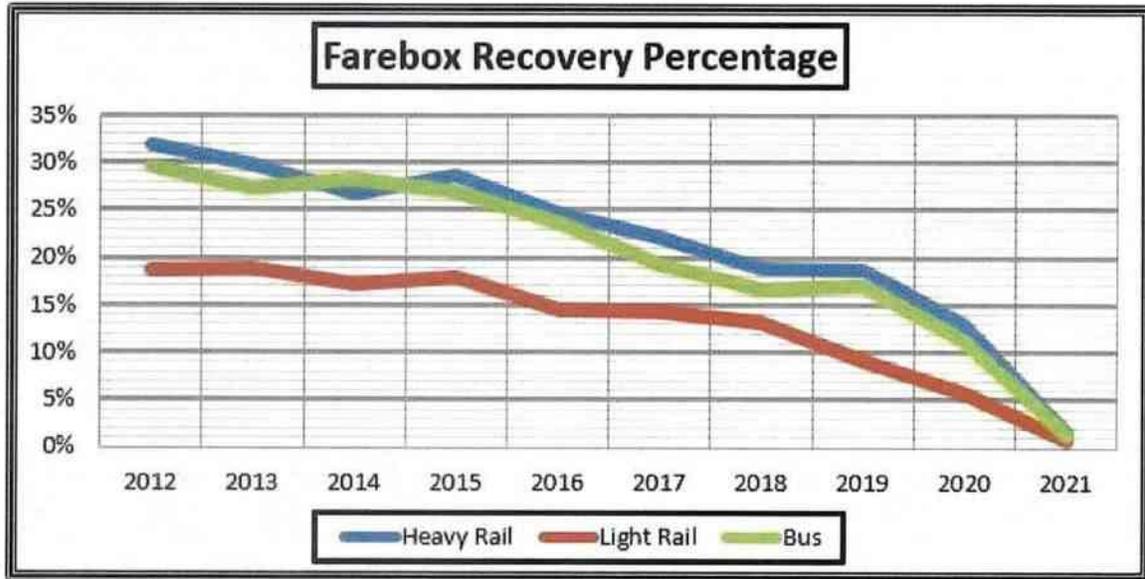
	1997	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Occupancy	100%	94%	88%	88%	88%	88%	74%	79%	87%	88%	100%	84%	78%	92%	93%	100%	90%
Monthly Occupied Base Rent	\$ 37,347	\$ 61,986	\$ 52,311	\$ 58,052	\$ 53,314	\$ 52,798	\$ 43,520	\$ 46,425	\$ 52,130	\$ 46,470	\$ 50,579	\$ 46,059	\$ 44,273	\$ 53,802	\$ 50,386	\$ 50,121	\$ 49,098
Annual Occupied Base Rent	\$ 448,158	\$ 743,835	\$ 627,728	\$ 696,622	\$ 639,768	\$ 633,582	\$ 522,246	\$ 557,103	\$ 625,566	\$ 557,642	\$ 606,948	\$ 552,706	\$ 531,276	\$ 645,622	\$ 604,636	\$ 601,451	\$ 589,171

2022 % Decline in Rent from 2007	20.79%
----------------------------------	--------

**Los Angeles County Metropolitan Transportation Authority
Business-type Activities – Transit Operations
Farebox Recovery Percentage by Mode
Last Ten Fiscal Years**

Table 7

Fiscal Year	Heavy Rail	Light Rail	Bus	All Modes
2012	32%	19%	29%	28%
2013	30%	19%	27%	26%
2014	27%	17%	28%	26%
2015	29%	18%	27%	25%
2016	25%	15%	24%	22%
2017	22%	14%	19%	18%
2018	19%	13%	17%	16%
2019	19%	9%	17%	15%
2020	13%	6%	11%	10%
2021	2%	1%	1%	1%



Source: National Transit Database Report.

IMG_5641.JPG

GFC Atlantic Associates, LLC
3325 S. Garfield Ave.
Commerce, CA 90040

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Project Manager
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Los Angeles, CA 90012

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Product	Qty	Unit Price	Price
First-Class Mail® Letter	1		\$0.60
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Certified Mail®			\$4.00
Tracking #:			
7018183000163744252			
Total			\$4.60

Grand Total: \$4.60

Credit Card Remit \$4.60

Card Name: VISA
Account #: XXXXXXXXXXXXX2172
Approval #: 07761G
Transaction #: 880
AIC: A0000000031010 Chip
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<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$0.60
Total Postage and Fees	\$4.60



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1 like to call on Kevin Coca, who will be followed by
2 R.D. McDonald, and then Reuben Valdez.

3 Reuben is our current last speaker who
4 submitted a speaker card. So if you've been
5 holding it and there's something burning on your
6 mind, go ahead and submit your card.

7 Go ahead.

8 MR. COCA: Good evening. My name is Kevin
9 Coca. I'm representing PIH Health. We support the
10 Metro extension to Whittier because we believe it
11 will enhance the access to health care services,
12 especially to transients and indigent.

13 We ask that noise vibrations as well as
14 vehicle and pedestrian access to the campus be
15 considered and addressed during construction, but
16 we're looking forward to the completion of the
17 project. Thank you.

18 MR. GUTIERREZ: Thank you. Up next is
19 R.D. McDonald, followed by Reuben Valdez, who is
20 currently our last speaker.

21 MR. MCDONALD: Good evening. My name is
22 R.D. McDonald, 90605. I am here speaking on behalf
23 of the Whittier Area Chamber of Commerce,
24 representing over 500 businesses in the Whittier
25 area.

B-4-1
B-4-2
B-4-3

David Barboza

1) I support Alternative 1 to extend this light rail line all the way to the City of Whittier. This will provide the maximum benefit in terms of convenient transit service and getting people to drive less.

2) More grade separations would be beneficial if funding is available. This would allow the line to operate faster and be more reliable by experiencing fewer traffic collisions.

An aerial alignment is okay, since that can be done at a lower cost than an underground alignment.

3) The proposed route comes very close to Uptown Whittier, which is a major source of residential and employment density, and thus potential ridership, but doesn't quite get there, which is very unfortunate. If we're going to spend billions of dollars on a light rail line, it should serve the major centers in the corridor.

Transit connections to the terminus will be critical if this problem isn't fixed, but currently they aren't very strong at all.

4) Metro should aggressively pursue opportunities for transit oriented development along the entire corridor to address our housing affordability crisis and allow more people to access the line without having to drive.

Christine Mowles

-If Alternative 1 is selected, what is the plan for commuters who might need a place to park before getting on the light rail?

I-2-1

David Woolery

I want to submit that I am very happy about this rail line coming to the Whittier area, and look forward to it being built.

I-3-1

The station location at 5-points is an excellent choice, as I see it not only serving Whittier, but it also serves as a good strategic location from which to possibly extend future lines using the Lambert Road rail corridor into the North OC region. I would like to think that in the coming decades, this line could eventually extend to serve Fullerton, Buena Park, Anaheim, and beyond.

I-3-2

Shirley Davis

We believe that either Alternative 2-Commerce/Citadel or Alternative 3- Greenwood Station would be best.

We do not want it going down Washington Blvd because it is already too crowded with all the Trucks and Factory traffic. It is extremely bad during holidays because of people going to the Citadel. It would really help the citizens in the Rosewood and Roseini neighborhoods if the Gold Line went directly to the Citadel. That way all the shoppers will go right to where they want to be and not be dumped off on Washington and then have to go walk the rest of the way to the Citadel. That will be a nightmare!

Please do not put the Gold Line on Washington Blvd. We already have it bad. Don't make it worse for us that live in the area.

I-4-1
I-4-2
I-4-3

Jessica Huerta

My concern is more traffic in our community. The line will bring more people and more of a dirty environment like what we see in other communities affected by the metro.

The neighbors hate the idea and feel that only because we are a lower income community is why we are being targeted for the project. You do not find the metro in nicer upscale communities. The environment of our community will change to more of a busy downtown city feel, something we chose to distance ourselves from by moving to Pico Rivera or Montebello.

I-5-1
I-5-2

Manuel R

I am a resident of Montebello. I live on Washington Blvd. This will cause traffic, and stores will shut out of business. Don't turn this into another East Los Angeles.

I-6-1

Lawrence Reynolds

Good Day Metro Board,

It makes little to no sense to disrupt, as we have come to experience with past projects of this type, the lives and transportation venues for any option other than the Alternative 1 -Washington. Alternative 1 would connect the multiple communities (East Los Angeles, Santa Fee Springs, Pico Rivera, Whittier and etc.) and also provide access to Rio Hondo CC.

I-7-1

In defense of the other Alternatives 2 & 3, they have their merits; but fall woefully short of expanding the line so that ridership, aka utilization, can be significantly improved.

I-7-2

Lastly, none of the above routes will be utilized unless they are fully and properly secured with both uniform and undercover metro police officer/security.

In closing, I personally have not used a metro bus or light or heavy rail since prior to the pandemic due to my concern for mine and those riding with me personal safety.

Frankly, ridership WILL NOT increase without a "Law and Order" upgrade/change in the Los Angeles DA Office. "Cashless Bail" MUST be OVERTURNED with all due haste. Simply put, "Yesterday would NOT be too soon." The current occupant must be removed and replaced with an Officer of the Court who possesses and will operate the DA Office with the mindset like that of the new DA in San Francisco. the DA major and primary concern must be that of safety for law abiding riders and citizens. Misbehavior and bad acts, aka criminal acts, must have negative consequences. "You DO the CRIME. You MUST do the TIME."

I-7-3

Jose Anonymous

My major concern with this project is the reduction in scope without any potential of an expedited timeline. I would urge metro to build the entire line as originally proposed, in a phased manner. The Residents of East LA are eager for improved access to rail and the benefits those bring to the community.

Mario Tovar

Even though the "experts" have said the environment would not be affected, the working citizens would include the following.

-higher crime and homeless people that the MTA will bring. (police are inept at doing their job)

-Still does not justify 3 billion dollars for digging holes in the ground. (buy electric buses cheaper than a train)

-how does MTA know our city needs more public transportation Montebello, Pico, Commerce, and Whittier already have a public transportation system.

-There is already too much traffic around our small cities. This train will only exacerbate every problem on this small list of mine.

-The city of Los Angeles has a bigger police department even though they cannot stop the high crime in their public transportation. Which makes the surrounding small police department not capable of stopping crime here.

DO NOT WASTE TAXPAYERS MONEY AND MAKE CRIME AN EVERYDAY ISSUE, TRAFFIC WORSE than it is.

I-9-1
I-9-2
I-9-3
I-9-4

Cristina Tovar

I am a wife and mother of 3, and I am very concerned about my family here in Montebello. The crime in Montebello is getting worse, especially regarding shootings around the corner from my house. This Gold Line MTA is not just a waste of money but will bring crime and homeless people. The best example I can give is the city of Los Angeles which has public transportation (MTA), and with a police department that big, they can't even handle the crime on their trains. The LAPD has the largest police department with unlimited resources, and they can not solve the high crime on trains. I can imagine a small city with a police force of fewer than 80 cops.

-3 billion dollars is way too much money for 9 miles of the train.

-traffic is already bad, and the train will be a problem.

- The police and the government officials do not do anything about the rising crime and homeless people.

-We already have public transportation in Montebello why do we need a 3 billion dollar train? Sounds like a waste of money which is better used to buy electric buses and not a train.

-This project is obviously about money, and the only people that will suffer are the working people and small children.

I-10-1
I-10-2
I-10-3
I-10-4
I-10-5
I-10-6

Celia Medina

This community that you are going to disrupt with this metro is not supportive of this situation!
There is already an increase in crime and this metro being input into our city will only create more crime.

I-11-1

You are also disrupting the city and its beauty. People come to live in this city to stay away from the LA over population. Please do not bring this metro into our community! We do not want it.

I-11-2

Patricia Gomez

This project is a complete waste, and we do not want more crime in East LA.

There are much better ways to spend taxpayer money. Please release a full cost benefit analysis that includes other alternatives. You only have 1 route, with no real alternatives. Prove that there is a need for this project.

I-12-1
I-12-2

Amy Margolis

Please release all ridership data and a full cost-benefit analysis for this project, comparing this project to other Metro projects and existing lines. The public deserves to know how well used this project will be, and how it compares to other mega projects. Metro owes the public an explanation as to why \$5 billion should be sent for less than 10,000 boardings when there are several other Metro lines and projects with exponentially higher ridership and use. We will not accept the standard boilerplate response you have given to date.

Ed Izaguirre

Hello,

My name is Ed Izaguirre, and I am a Whittier resident. After looking at the three alternatives, I would appreciate the Alternative 1 option, which would take the Gold Line out here to Whittier. Living in the Gateway Cities my entire life, we have been desperately underserved by public transportation. An option to take light rail would truly be life changing. I would stop taking my car to many places, and would instead take public transportation.

I-14-1

Thank you,
Ed

Daniel Gomez

This project does not make financial sense in any way, shape or form. Metro owes it to the public to publish a full cost-benefit analysis that compares this project with other transit projects across the county. Why is a project that serves less than 1,700 riders per mile, less than all other projects and several dozen bus lines, being prioritized instead of others that serve more people, more transit riders, more destinations, etc.?

I-15-1

Dominic Gonzalez

Build Alternatives:

Preferred option would be Op.1. Breaking up may allow quicker implementation but make it possible more expensive due to inflation and other issues such as tariffs, inflation, material scarcity, etc.

I do not like the placing of the final Whittier station going down Lambert though. Positioning it in a way to make an extension to Whittier Blvd and old town Whittier would be much more impactful for the community and future ridership rather than pushing it down Lambert.

My next preferred option would be Op.3. Although it would not go as far, this extension would provide the greatest connectivity beyond the East Los Angeles; however, I would push this alternative to Rosemead at least to better connect with future BRT that is planned through SGVCOG.

Option 2 would get it started but is far too insufficient for what we need to transition from auto to train travel.

In terms of stations, I prefer the Atlantic/Pomona Station option as it is a nice layout similar to that in Pasadena and save a great deal of money. But I would design it in a way to have a new tower constructed on a portion of the triangular site in the future.

I prefer the commerce location due to the flexibility.

Aesthetic:

For the Bridge over the river, please employ an aesthetic design reminiscent of the bridges over the LA River in Downtown LA or newer bridges such as the Basket Bridge for the Gold Line over the 2010. This area is a more natural river bed in LA County with a great bike path. Adding a nice architectural feature here would be great in terms of sprucing up the experience.

Also look at upgrades to the bike paths that it will be covering and see about basic upgrades to the bike lanes that run under it. and street bridge.

Transportation and Traffic:

I would look to future proof the design by allowing the existing segment to be broken up into three future lines. The first new line would be an extension of the E line from Atlantic station down Beverly Blvd to Whittier Old town and then possibly connect with a further extension of the currently planned L line extension to Whittier Blvd and Painter/Greenleaf. A second line will go down Atlantic Blvd which is currently being studied for implementation by SGVCOG, and could connect this area to San Gabriel Valley cities such as Monterey Park, and Alhambra, San Marino and South Pasadena and south to Maywood, Bell, Cudahy, South Gate (connecting to the future Artesia Line Station), and eventually south to Long Beach. The third line would be the portion the existing lines portion Along Washington then connection to the original L Line with increased service west of Atlantic/Pomona station or down Olympic into DTLA.

For traffic mitigation at crossings, please put extra effort into the intersection of Rosemead and Washington as this intersection is highly trafficked and it would be best for the train service, traffic, and future rail down Rosemead, so it is very important to grade separate this intersection.



Cristina Zuniga

A light rail line is very much needed from DTLA to Whittier. There aren't any freeways that go directly to south Montebello, Pico Rivera and Whittier. We are forced to take the streets. A under or above ground line would help alleviate that traffic.

I-17-1

It would also open up more employment opportunities for these communities. South Montebello and Commerce are industrial areas which will bring many job opportunities.

I-17-2

Amy Gong

This is so wonderful! So excited and can't wait for the day it extends even further east!! Thank you for all your amazing work!

I-18-1

Iris Nunez

I welcome the possibility of rail transit extending the gold line to the south. It was disheartening when the gold line was extended to the northeast in advance of the south east. Many people do not take public transportations because it would take them so much longer than driving. The last time I went downtown, it took me 3 hours from Pico Rivera. It took me 2-3 buses depending on my route. 2 of those buses were late. I spent much of that time waiting for the different buses. The transit app was highly inaccurate with transit times. Google maps had less inconsistencies. There is a great need to better public transit here. But the reliability and frequency of that needs to increase. The underground alternatives are more attractive, because the trains will not have to stop for streetlights. The line could also be extended once more funds are available. All the alternatives follow the same route, but there should be more routes considered, like placing the line alongside the Union Pacific Railroad. Everything considered, I would welcome a rail line connecting the southeast community to other cities in a reliable and frequent way.

I-19-1
I-19-2
I-19-3
I-19-4

Anonymous Anonymous

Please explain why rail is justified in this corridor when Metro's own presentations and guidance indicate that rail is meant for high demand corridors where the number of riders justifies this higher capacity mode. Metro also needs to justify why rail subway is justified for an extension that will only serve 7,800 daily boardings, less than what some Metro BUS stops at major intersections handle today. Metro is contradicting itself by showing graphics where rail is best suited for corridors with the highest demand, highest congestion, and most dense urban settings. Please explain why this subway should be a priority over any other subway project in the county, including projects with much higher benefits to hundreds of thousands of riders. As "transit planners", Metro has a responsibility to the public to reveal how this project will perform, what its benefits are compared to other potential projects in the county, and why these low ridership numbers justify rail, let alone rail subway. Metro is doing the exact opposite in this document, burying ridership numbers and doing absolutely no comparison to other projects to show whether or not this investment is worth the small benefits.

Richard Farber

This isn't a question; it's a gripe. I've complained before; I'll keep this brief. The Southern residents of Montebello as you are aware, do not want this rail put through. The added congestion will be miserable. Your people have already told us that the reason for this route is to save money. But that's unconscionable knowing that it will impact our standard of living greatly in southern Montebello.

I-21-1

Joe Chaides

I am concerned about an at grade transit corridor along Washington Blvd. It will congest, an already congested area. It should either be above or below ground or find another corridor instead of Washington Blvd.

I-22-1

Assal Farahani

I used to take the metro to downtown and back 3 years ago . But now I don't feel safe taking the metro it's too dangerous for me. We have to put many security force so that people can feel safe taking the metro.

I-23-1

Drew Katonak

I think this is a great idea for La County residents I live in the county I love the county and love Metro so I think this is a great idea for you guys to build a line

I-24-1

Arturo Ramirez

The EIR document, including transportation technical report and appendix, and all boardings reported for this project have a clear and significant error. The project cannot claim boardings at the existing Atlantic station as boardings or benefits of the project, especially when boardings at the Atlantic station will be higher without the project! The project is taking credit for an extra 4,000 boardings at Atlantic that would happen without the project as well. The 14,965 total boardings for the project should be reduced to less than 10,965, based on the no build ridership at the Atlantic station. Yet another way Metro is deceiving the public on the supposed benefits of this wasteful mega project.

I-25-1

Andrew Morrish

I am writing as a resident of the southside of Montebello and I fully support the Alternative 1 Washington extension plan.

Andrew Morrish
504 S. 5th St.
Montebello, CA 90640

I-26-1

Emmanuel Sandoval

Pedestrian crossovers:

-Has there been any implementation/study of pedestrian crossovers that are not near a station stop or intersection? How will residents be able to cross over the train line without having to walk all the way to the nearest intersection? In some cases this will be a hassle to get over to the other side of the light rail line.

Vehicle crossovers:

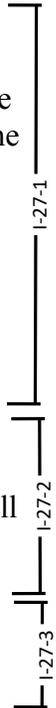
-How many current vehicle crossovers off washington blvd into residential neighborhoods will be eliminated with the new light rail line?
-Will left turn signals at intersections be upgraded to make allow U-turns?

Station Quantity:

-7 total stations may be too few, has there been a design scheme with more stations?
-It already takes forever to get from the atlantic station to union station and vice versa, might as well make more stations in each city for the new extension.

Duration of time:

-Where is the study that shows how long it will take to get from one station to DTLA?



Hue Doan

Please do not build it near Greenwood. This train will cause congestion and bring the homeless to our neighborhoods. I take the gold line for 4 years and there is always a homeless problem where they sleep on the trains.

Crime will increase in my neighborhood.

I-28-1
I-28-2

Alice Serna

I totally oppose phase II of this project going down Washington Blvd. I really don't believe any thought was given regarding the properties that are currently on the route.

Our home shakes now with all the traffic and we get so much fine dust. I know with construction this would be even worse.

Please contact me to discuss.

Thank you.
Alice Serna

I-29-1
I-29-2

Lorena Hernandez

I am a Montebello resident living off of S. Bluff Rd. and Washington Bl. I am not for this plan. The congestion on Washington Bl. Is already a nightmare. To have to endure not only the construction, but the long term of effects of traffic is not ideal.

I-30

Next stop: your input.



DATE / FECHA: 7.30.22

LOCATION / LOCALIZACIÓN:

Montebello
Downtown Summer
Street Fest

We welcome your feedback on / Agradecemos sus comentarios sobre:

I am a Montebello resident living off of Bluff Blvd and Washington Blvd.

I am not for this plan. The congestion on Washington Blvd is already a nightmare. To have to endure not only the construction, but the long term of effect of traffic is NOT ideal.

Lena Hernandez

NAME / NOMBRE

lhernandez109@yahoo.com

EMAIL / CORREO ELECTRÓNICO

ORGANIZATION / ORGANIZACIÓN

MAILING ADDRESS / DIRECCIÓN

PHONE / TELÉFONO

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Ernie Macias

I support this project. 100% public support.

I-31-1

Next stop: your input.



Montebello

DATE / FECHA: 7.30.22

LOCATION / LOCALIZACIÓN: Downtown Summer Street Fest

We welcome your feedback on / Agradecemos sus comentarios sobre:

I support this project. 100% public support.

ERNE MACIAS
NAME / NOMBRE

ejmacias76@gmail.com
EMAIL / CORREO ELECTRÓNICO

ORGANIZATION / ORGANIZACIÓN

MAILING ADDRESS / DIRECCIÓN

PHONE / TELÉFONO

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



You have a voice in our future. Thank you for your input. Tienes una voz en nuestro futuro. Gracias por su aporte.

Eugenia Falcon

I am concern of what this project would do to my community as well as the traffic too.

* I don't agree on this plan of transportation

* it is going to have a major impact on the value of my home

* It is an Environment concern

a total benefit for politicians and not to the general well being of the community.

I-32-1
I-32-2
I-32-3

Ernest and Lisa Valentino

We have been Whittier residents for 30 years and we DO NOT wish to have the Eastside Transit Corridor Phase 2 line come to the City of Whittier for the following reasons:

I-33-1

1. We have seen first-hand the problems with homelessness around the stations and on the trains at existing stations. Our daughter works for an airline and rides the C Line at least once a week from Norwalk to Aviation Station. We drop her off and pick her up at Norwalk Stations. There are transients around the station at every hour of the day. There are homeless and transients on the trains also. The trains have become a homeless hotel and no one is doing anything about it. What are you waiting for? For someone to be attacked, injured or killed? We only allow our daughter to ride the train during the daylight hours, because at night there are more transients on the train and it just isn't safe anymore.

I-33-2

2. Our concern is that, unless you address the situation with the transient population, the new Line will exacerbate the problem outlined in Item 1. In the last few years, we have had many problems with crime in our city. We believe that bringing a station to Whittier could potentially bring more crime and more violence to our city.

I-33-3

3. We already have a problem with traffic in our city. We do not need any more congestion. There are no freeways in Whittier, therefore everyone has to travel on surface street. Has anyone done a study on how the Metro Station would impact traffic in our city?

I-33-4

The above issues need to be addressed and resolved prior to bringing the new Metro Line to the Whittier area.

Thank you.

John Carrillo

This Metro proposal will be a nightmare for Montebello, Pico Rivera and the other communities that share Washington Boulevard. This street has six lanes, three going west and three going east. In the afternoon rush it can hardly keep up with the volume of traffic. To cross traffic light intersections it takes two signal changes. This is especially true of east Montebello and all of Pico Rivera. This proposal will reduce the existing six lanes to just four. This makes no sense. There aren't enough people, and there never has been, using the Metro that would alleviate any traffic congestion. The reverse is certainly true, that it would hold up more traffic. For the sake of the affected areas, please reconsider.

I-34-1

Anonymous Michel

Building a transit will cause chaos on Washington Blvd...where there's already chaos. Our community does NOT want the transit built.

Diana Gomez

I would like to give some insight on the reasons why this project should be shutdown immediately. First of all, the city of Pico Rivera has already two train tracks that were causing hazardous traffic congestions and an underpass had to be built to resolve those issues. In 2012 an underpass located on Passons costs residents/taxpayers 43.5 million a recent opened underpass on Durfee costs residents/taxpayers 107 million dollars. The main reasons why these underpass were built was to relieve traffic congestion for our residents, commuter delays and it was causing first responders delay in care due to traffic.

I-36-1

In addition, pollution emissions were also a factor, cars waiting in the train crossing increases pollution for our residents.

I-36-2

Furthermore, train crossing is not safe for our kids walking to school and pedestrians crossing, this train crossing will cause a safety issue and a dangerous environment for our children. In. 2005 a 14 year old El Rancho high school student was killed at the Passons train crossing which was one of the reasons the underpass was built. This train crossing posses a safety issue for our first responders, our children and pedestrians, it makes it more dangerous for our kids to walk freely in our beautiful city of Pico Rivera. Stop this project in the beginning footsteps and help save the lives of our children in the future.Diana Gomez

I-36-3

Oswald Ruiz

How much influence does the City of Commerce and the Citadel have on this project? It appears from the alternatives that every listed option makes it a point to include a station at the Citadel, Commerce. Being a resident of East Los Angeles for many years, I have witnessed first hand how often the best interest future young generation of East LA is not a top priority. Atlantic is beyond congested as it is. It serves mostly as a direct pass through to commerce for many delivery trucks, leaving behind significant amounts of added air pollution. In a way, there should be an ethical responsibility for Commerce to consider how much of East LA it utilizes on a daily basis. In my honest humble opinion, it appears as though the Gold line extension will serve Citadel Commerce in its best interest, but has it taken into consideration its neighbor to the North?

I-37-1

I have even heard from Deputies of the East LA Sheriffs department noting that Commerce often requests additional patrol in its City, taking away value resources for East LA and other unincorporated communities. Isn't Commerce incorporated? Shouldn't they be able to afford their own patrol? Again, it appears as an example of a City looking out only for its best interest.

I-37-2

The way many residents see it is, if the Gold line is to benefit communities, is it truly doing so by making best use of its budget once, so future generations can benefit and not have make considerable corrections/expenses in the future.

I-37-3

Beatriz Sanchez

Yes, I really want the line to Whittier.

I-38-1

Next stop: your input.



DATE / FECHA: 08/05/2022

LOCATION / LOCALIZACIÓN: Pico Rivera Summer Street FOST

We welcome your feedback on / Agradecemos sus comentarios sobre:

yes I really want the line to Whittier

Beatrice Sanchez

NAME / NOMBRE

peasan126@hotmail.com

EMAIL / CORREO ELECTRÓNICO

ORGANIZATION / ORGANIZACIÓN

MAILING ADDRESS / DIRECCIÓN

PHONE / TELÉFONO

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Rebecca Sanchez

Love the idea of extending the Gold Line & public transportation is great to have accessibility to it.

I-39-1

Next stop: your input.



DATE / FECHA: 08/05/2022

LOCATION / LOCALIZACIÓN: Pico Rivera
Summer Street Fest

We welcome your feedback on / Agradecemos sus comentarios sobre:

I love the idea of extending the gold line to public transportation is great & to have accessibility to it

REBECCA Sanchez
NAME / NOMBRE

EMAIL / CORREO ELECTRÓNICO

ORGANIZATION / ORGANIZACIÓN

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CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

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EASTSIDE TRANSIT CORRIDOR PHASE 2

Alex Ortiz

I do not want this.

The metro is no good in a city with a lot of drivers.

The metro is causing too much traffic.

3rd st and mednik ave train signals do NOT work, it is as if there is always a train passing causing rush hour traffic times for people on mednik, which is awful at 4am.

If anything, if you want to make a Californian from east los angeles happy, get rid of the metro at pomona blvd and atlantic blvd and at mednik ave and 3rd st PLEASE.

Do NOT spend my tax dollars on this project PLEASE.

I-40-1

Marlene Duenas

I want to start off by saying this is the worst idea ever. It will pass by a super transited area which will equal to more traffic.

It will also go through neighborhoods with grade schools K-12. By passing the metro through those streets our children will not be safe nor are we.

It will bring more noise, homelessness, violence and chaos. That is something we do not need in family neighborhoods.

I-41-1
I-41-2
I-41-3

john Anonymous

I own a business on the intersection of washington blvd in Pico Rivera. This project will devastate our business, my employees, and the future of our family. This is a costly bill that will waste millions and millions in taxpayer dollars, mostly at the expense of small family business owners which have been job creators for the local community.

Worse yet, these projects tend to have lower ridership historically, and thus will be to no avail. I am strongly against this proposal.

I-42-1
I-41-2

FRANK VENTURA

Hello,

My main concern for this project is the traffic.

1. Atlantic blvd North and South is one of the main streets used to avoid the 5 fwy , 60 fwy, and 710 fwy. putting a metro train through Atlantic blvd will cause three times more traffic on our streets and community. The damage caused to our community with the 3rd street project is unforgivable. I don't use 3rd st anymore due to the congestion caused by the train project.

- Closing additional lanes for the track will cause traffic congestion.

- There are two schools and a third being built on Atlantic Blvd. Throughout the school year traffic in the community at mid mornings and afternoon with parent dropping off and picking up students is already bad. If not for the additional lane on Atlantic Blvd traffic would be at a stand still.

- There will be more traffic in our residential area. I live on 6th St. and we constantly have car using 6th st as a short cut to avoid using Atlantic Blvd.(north & south) ,Whittier Blvd (east &west) , and Beverly Blvd (east & west).

- We have no support from Law enforcement to make sure drivers are obeying or abiding by residential street laws.

My last comment regarding this project is no one on the project committee, contractor, or so called community representative live in this area and could care less how this will impact the community. The only concern for them is to complete the project to get paid and use this for political gain.

Every person that uses public transportation if had a choice would rather drive his/hers own vehicle. I hope this project does not run down Atlantic Blvd. in our Hispanic/Latino community. This is a horrible idea and hope it does not happen. Thank you, Frank Ventura

-

I-43-1
I-43-2
I-43-3

Aurelia Ayala

Me parece una excelente idea la extensión

Gracias

[Translation: The extension looks like an excellent idea to me. Thank you]

I-44-1

Rita Rojas

Extending the metro would not be necessary.

1.The first and most important reason. Extending the the metro to suburban areas with high median household income defeats the purpose of having a metro in the first place. The metro should be in low income neighborhoods where it is needed.

I-45-1

2.Extending would cause profound traffic which is already a major issue. The streets that have metro railing in East Los Angeles (3rd and 1st) have to deal with cars waiting an extensive amount of time whilst the metro passes through. The extended metro line will be traveling through Atlantic and Washington Blvd. which are heavily traveled streets. It will lead to more time spent in cars traveling and more smog released. This will also increase the chances of speeding, car accidents and road rage which can lead to arguments and violence.

I-45-2

3.From my observations living here for a long time, the metro is not being used significantly in East Los Angeles or in Boyle Heights. All stations in East Los Angeles are never crowded. Occupants of the metro in east Los Angeles has reduced throughout the years.

I-45-3

4.Metro stations are not secure and unsafe at times. Throughout the years there have been shootings and sexual assaults at metro stations which does not make people feel safe traveling through metro. There is no security guard at stations until it is too late.

I-45-4

Please do not extend the metro line. It is a waste of money that can be used on education and fixing other issues such as building affordable housing, offering more resources through social services, and helping the homeless.

I-45-5

There will be backlash before, during and after construction if this metro line is extended.

I speak for many people that agree with me on these points.

Jorge Martinez

My family and local community are not in favor of the metro transit passing thru Washington Blvd. We have seen how these metro rails have destroyed communities by increase in crime and traffic. I will support all recalls and vote anyone involved out of office who was in favor of this project. We will not allow our community to be bullied into this project.

I-46-1

Denise Gonzalez

Concerns:

-more homeless to Whittier from downtown

-construction traffic/delays/inconvenience

-effect local businesses

-unable to drive across Washington Blvd from my residence to regular business locations, rerouted or detoured

-will become too congested on Washington Blvd, increased traffic

I-47-1
I-47-2
I-47-3
I-47-4

Ms Martinez

I am writing to express my very strong opposition to having the Goldline in Whittier.

The Environmental Report shows this is a horrible thing for our city and we should not have to pay the consequences of the greed of the Metro Board or Whittier City Council and other governmental factions.

The people of Whittier do not want this. Studies have shown that your Metro lines vaguely reduce traffic temporarily.

The City of Whittier already has problems with high-density housing that is bringing more traffic and we have a huge homeless problem.

The Metro will just bring more homeless people to Whittier. The Metro lines are extremely unsafe. You have no armed police officers on the trains or platforms. I took the Long Beach line once and all I saw was a dirty train and every platform was plagued with homeless people. My daughter and I witnessed a homeless person defecating on a platform and I saw no police in sight.

WE DO NOT WANT the GOLDLINE IN WHITTIER. Regardless of whatever Council Member Dutra says, we do not want it.

I-48-1
I-48-2
I-48-3
I-48-4
I-48-5
I-48-6

Stephanie Vallejo

I am a long-time resident of Whittier and I am opposed to this project for many reasons.

The Goldline has not been proven to reduce traffic nor has it been proven to be a safe mode of transportation.

I have taken the Goldline in East Los Angeles and all I saw were vagrants and a worn down/ graffitied train. I did not feel safe. I recall seeing a homeless person drinking alcohol in front of me and throwing his can on the floor. I exited as soon as I could.

As a long time resident, I oppose this project as it will harm our residents, businesses, quality of life, and undermine our safety.

I-49-1
I-49-2
I-49-3
I-49-4

Gabriela Sanchez

This project will break the world record for most expensive transit project per new station, with the \$5 billion initial subway to the Citadel serving only 4,122 new riders at 2 new stations.

Metro has bus lines stuck in congestion that serve much more people today, and rail projects that would serve almost 100,000 riders.

Why is Metro prioritizing this absurd waste of public resources for a \$5 billion subway to an outlet mall next to a highway, in an industrial zone? The cost to benefit ratio of this project is too low to warrant a subway, and Metro should know this.

Metro's other presentations show that rail is meant for the busiest corridors with the highest ridership, not for 4,122 riders or 11,000 riders.

We demand to know why Metro is insisting this particular project is the right \$5 billion solution to transit needs on the eastside, when better bus and BRT service could be implemented almost overnight for billions less, and across a wider area that serves more of the Eastside, not just Washington Blvd

I-50-1
I-50-2
I-50-3
I-50-4
I-50-5

Miguel G

Please cancel this project. Your whole presentation and speeches are geared towards approving this project, and you're not giving a fair shot of the No Build alternative.

This project is an incredible waste of money, with \$5 billion for only 4,000 riders. Stop forcing this project on us

I-51-1
I-51-2

David Gomez

We oppose this unnecessary project. The time it will take to get from Whittier to downtown LA will never encourage people to use the train instead of driving.

The train will always be slower, even with traffic. The current east side gold line is one of the slowest lines with the lowest ridership.

So few people use that East LA line now, so why are you doubling down on it? Fix the current line, fix your bus service in East LA.

There are so many more cost effective solutions for transportation that would serve so much more than just the Citadel and Washington Blvd from Greenwood to Lambert.

Metro refuses to give a fair analysis of those other options because they are insititng on this over \$6 billion subway as the only solution. Metro owes it to the public to reveal the real cost and benefits of this project, and whether other alternatives could achieve more (more riders, more benefits) for less than \$6 billion.

I-52-1
I-52-2
I-52-3
I-52-4
I-52-5

Anonymous Anonymous

Does Metro understand basic facts about public transit?

Subways are the highest capacity and most expensive transportation solution and are usually built where ridership will be the highest in the system, not where it will only serve 4,000 riders.

Metro is burying the real costs and benefits of this project and not fairly analyzing the project from a neutral standpoint.

Dutra and Solis have convinced Metro to ignore all reasoning and logic, in order to push a \$5 billion subway to an outlet mall. Please explain why.

I-53-1
I-53-2
I-53-3
I-53-4

Sergio Arambula

As a Whittier resident. I am looking forward to alternative route option 1 (east LA to Lambert). I am excited for the light rail to be expanded to my city.

I-54-1

I am however a bit concerned about the amount of transmission lines we will be going under. Specifically as we get closer to Whittier (200kV & 500kV). Have we looked at required clearances between SCE lines and the light rail conductor? Will we have to mitigate SCE lines and what about the lower voltage lines? What if we can't raise structure to a certain height?

I-54-2

Does that mean we will have to underground those lines? And how will this affect our budget? These are all concerns that I have.

I-54-3

Rose Morales

We have seen how these how these GRADE LEVEL metro lines have Environmentally destroyed single family residencies.

Serapis street that connected from Slauson to Rex Road got cut off due to all the train crossing accidents and deaths. How can you honestly say our kids will be safe walking to El Rancho HS & Rivera Middle School crossing Washington Blvd thru Loch Allene and Passons.

My family and local community are not in favor of the proposed Gold Metro line extension.

I live off Lindsey Ave and Washington Blvd, where their is nothing but residential homes that run from Loch Allene all the way to the 605 FWY. The noise pollution and trembling from the trains passing thru will make living conditions unbearable.

Unless this train goes underground thru Pico Rivera as a registered voter I will make it my duty to support any recall or vote out any public official who was in favor of this project.

I-55-1
I-55-2
I-55-3
I-55-4
I-55-5

Jorge Rodriguez

Montebello residents do not want this project and we demand that you cancel it.

This project will create havoc on Washington Blvd and there's no reason why we need a train on Washington.

Please do not build any of these project options, they are all awful.

I-56-1
I-56-2
I-56-3

Adam Garcia

Metro is shoving this project onto communities that do not want it. The few people who say they will ride it don't even know how long it will take to reach downtown LA, the gold line is slow and not used in East LA and Metro is copying its mistakes again on Washington Blvd.

Metro needs to listen to the community and all the other better options that could be implemented with a much lower cost.

All project alternatives should be eliminated and Metro needs to do a real study of what makes the most sense before you spend 6.5 billion dollars on this train to nowhere.

I-57-1
I-57-2
I-57-3

Daniel T

As a resident of Montebello, I want Metro to know that my neighbors and I do not want this project built on Washington and we oppose our tax dollars going to this train.

I-58-1

Larry Whitmer

Instead of this \$6 billion project that will cripple Washington Boulevard traffic and add noise and crime to our city, Metro and Solis and Dutra need to explore other ways to improve transportation.

I-59-1

Electric buses, BRT, express buses from Whittier to Downtown, would all work a lot better for a lot lower cost. And you can use them serve a lot more communities and improve their bus ride almost immediately.

I-59-2

Instead of this subway that will take at least 10 years to finish. Project Manager Jenny keeps promising something by the Olympics, apparently based on some fantasy schedule that she isn't sharing with the public. The project manager shouldn't lie to the community by promising something that isn't realistic.

I-59-3

Maria Lopez

This EIR fails to make the case for this project and I strongly oppose any construction for this train on Washington.

Metro needs to go back and come back with better solutions.

Has Metro looked at Washington bus usage? It's very low because everyone using this corridor is driving. And they will all drive with this project too, but in traffic, because the train will always be slower and dirtier than driving.

I-60-1
I-60-2
I-60-3

Tony Guzman

No Build is the answer.

If Metro and Dutra insist on building this, we oppose anything on Washington that isn't subway. We will do everything we can to stop Metro from destroying Washington Blvd and copying what you did in East LA with the gold line.

I-61-1
I-61-2

Lucy Marquez

Please choose the no build or tsm alternatives.

I-62-1

John M

I oppose the project and support the no build alternative.

I-63-1

Carrie Gomez

Metro is not listening to the community, our opposition to this gold line extension, and other ways to improve transportation that doesn't dig up our streets for decades for a train that will only cause more traffic and serve very few people. Metro, Solis and Dutra are all trying everything to convince us that this project makes sense, but the EIR numbers speak for themselves.

I-64-1
I-64-2

Sophia Marquez

I do not support this project and oppose any train that will run down Washington blvd. Please vote no on this project, Solis and Dutra do not speak for us and the community. We want better bus service now, not this train extension.



Frank Gomez

Stop this eastside train project now, we did not ask for it and this 1,000 page DEIR document is too long for the community to properly review in just 60 days. If you must go ahead with a project, Metro must choose no build or tsm based on all the facts and community input.

I-66-1

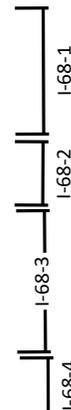
Y T

Montebello and Pico Rivera do not want this project and oppose all the build alternatives.

I-67-1

Tony Gonzales

All 3 alternatives fail to address any known transportation or transit issue in this corridor and Metro owes it to LA County residents to reveal how this project performs compared to all the other projects Metro is pursuing or can pursue if \$5 billion in valuable taxpayer resources aren't sunk into an initial 3 mile subway to an outlet mall next to a freeway and industrial buildings. Metro project manager Jenny Cristalles is stating outright lies by claiming heavy ridership on the eastside gold line and her own agency's numbers contradict what she claims to the community. Her condescending attitude towards those of who live on the Gold Line and experience it every day is not welcome, and she has demonstrated a clear bias in favor of building the full project. She dismisses any other alternative or anything that does not involve building this subway to the Citadel, not caring about addressing the real transportation and transit needs of our communities. We deserve better bus service today, not a 3 mile \$5 billion subway to an outlet mall in a decade.



Jennifer F

Stop this project now and stay away from Washington Bl.

I-69-1

Frank Gomez

By moving forward with this crazy project, Metro's Board of Directors (especially Solis and Dutra) are ignoring and discarding their fiscal responsibility to approve projects that will have the biggest benefits and ridership for these incredible \$6 plus billion investments. The public deserves the best projects that will serve the most amount of people possible given limited resources and taxpayer dollars.

I-70-1
I-70-2

Diego Ramirez

Keep this train away from Pico Rivera and Montebello. My neighbors and I are all opposed.

I
I-71-1

Jason Fang

The streets you are proposing to extend the gold line on are already busy to begin with throughout the day. The idea to cause more traffic by closing out lanes for construction, turning 3 lanes to 2 lanes, and on top of that adding delay by drivers who are uncertain of what to do when they see a rail line in the middle of the street is absurd. I drive through East LA all the time where this line is already implemented and if this is the future, it isn't working. I see no benefit at all with this project.

I-72-1
I-72-2
I-72-3

Amy Ramirez

Please cancel this project. Our community and businesses cannot handle the 8 to 12 years it will take for construction.

I-73-1

Sammy Larson

This project is awful and needs to be canceled immediately. Stop wasting our tax dollars on a washington train that will barely have riders.

I-74-1

Tom Carter

Metro should select the no build option and look at other ways to bring better transit to the eastside with things like electric buses or upgrading the metrolink lines that are already there and already pass right by the citadel.] I-75-1

Sam Clark

Metro needs to stop this project and take a serious look at other ways \$6.5 billion can be used to improve transportation in East LA, Boyle Heights, Montebello and Whittier.

I-76-1

Josefina S

I vote for the TSM alternative. Do not touch Washington Blvd unless it's a full subway and you can finish construction within a year.

I-77-21-77-1

Anonymous Anonymous

I oppose this project and think Metro needs to study something else that will give our city more immediate traffic solutions that doesn't need a 7billion dollar subway through ELA.

I-78-1

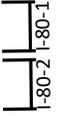
Maria Lopez

We oppose this project and support the no build or tsm alternatives. Stop wasting our tax money on a \$6 billion train in a place where it doesn't belong.

I-79-21-79-1

Larry Gomez

We request that Metro cancel this project. We do not want a train on Washington, and this project doesn't pencil out.



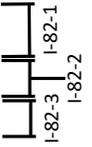
M Thomas

The eastside gold line is slow and creates lots of problems on 3rd street. Metro should not expand it and needs to listen to the community. We oppose this expansion.

I-81-2-I-81-1

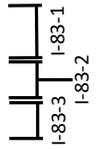
Gary Peters

Why does Commerce get a subway but Montebello and Pico Rivera have to deal with Washington Boulevard impacts? This train extension should not go forward as Metro and Solis and Dutra are demanding. We want a Washington Blvd subway for the whole thing or do not build it at all.



J Garcia

Why is Metro not giving a fair look at Whittier or Beverly instead of Washington? Washington barely has any bus service and there's no reason to put a train there. Your map claims Whittier College as a destination but this won't even go there.



Francisco T

I don't want this project built, choose the no build, thank you

I-84-1

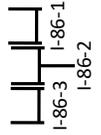
Laura S

Metro, Solis and Dutra are forcing this project on us with a biased document that doesn't look at all the other cheaper and less destructive alternatives that could serve east county. The no build alternative is the only one Metro should pick.

I-85-2 | I-85-1

D Lopez

Metro should look at BRT instead of the air alternatives. The subway train doesn't pencil out financially, it's 2 billion more than what we can build now. BRT can be done on corridors like Beverly and Whittier where there's more action than Washington.



Ivan Y

This project cannot go forward the way Metro is planning it. Your document doesn't show why this project will help the eastside more than it will hurt it, with all your construction and business closures. Look at what you did to 3rd street.

I-87-2 | I-87-1

Josh P

Why doesn't Metro look at ways to upgrade the metrolink lines in this area? one of them goes right by the citadel, you can just add a station there and save billions of dollars.

I-88-1

J D

Metro needs to look at what buses could do for this project. There's no need to tear up Atlantic and Washington for a train when buses can offer greater service and so much sooner.

I-89-1

Ur Mom

How will this benefit all the homeless and elderly that will become house less after you destroy homes like you did with the last metro line. Fuck yall gentrifiers

I-90-1

Samantha Gomez

Metro's math for this project makes no sense. A \$5 billion subway to an industrial zone will not solve our transportation problems on the eastside. For \$5 billion, we should get a lot more than just a first phase subway to Commerce.

I-91-1

Jay H

keep this train and metro's homeless and crime problem out of whittier! we are not long beach or santa monica and we don't want to ruin our city with useless train that will only bring more crime and traffic to our streets.

I-92-1

T Clark

Do Metro staff also work for Solis and Dutra? Is that why Metro is letting them dictate this project and demand it be built no matter what and ASAP, even if there's no money for it to get to Commerce, let alone Montebello or Pico Rivera? Metro came up with the most expensive solution, for the lowest benefits to transit riders. Solis and Dutra are corruptly influencing this project for their own personal political benefit, at the expense of superior alternatives that can be done quicker, cheaper, and for the benefit of a lot more people.

I-93-1

JD Lopez

We were promised a subway under Whittier Boulevard going west to east, not this one stop that will end at the citadel for decades because metro always runs out of money on these projects and opens years late. Build it right or don't build it at all.

I-94-1

Jess Ramirez

I oppose this project and do not believe this EIR gives a fair look at so many other ways to spend \$7 billion

I-95-1

JP Sanchez

This project needs to be stopped now. Don't bring more crime and homelessness to our cities. This is a waste of taxpayer money and Metro is letting Solis and Dutra strongarm them into pushing this on the community no matter what it costs and how much it will impact our traffic and put a big strain on our police.

I-96-2 I-96-1

Tom C

Metro should use the existing Metrolink train track land for this project, the land is already there and it's cheaper than a 6billion\$ subway. The Metrolink tracks run right along the citadel too.

I-97-1

Pete K

The light rail alternatives for this project make no sense. \$6.5 billion for 4,000 riders is laughable and Metro should needs to figure out what else \$6.5 billion could buy in terms of transit in the eastside cities. We strongly oppose any of the light rail build alternatives.

I-98-1

Anonymous Anonymous

Metro is going to destroy our neighborhoods and traffic with this project and none of my neighbors want it. Metro and Dutra are in cahoots to push this project regardless of the cost and lack of benefits for residents. Stop this project now before wasting millions more on a subway that few will ride.

I-99-1
I-99-2

Nancy W

Metro's CEO used to be the CEO of Metrolink - Metro should take advantage of this and look at ways to improve Metrolink service and add a station at the Citadel for billions less than a new subway line to the Citadel. I strongly oppose the alternatives Metro and Dutra are demanding be built at the expense of much more sound cost effective solutions.

I-100-1

Maria L

Please do not bring this project into Montebello. We can't handle the homeless and crime from metro trains. All the homeless will be dropped off in our neighborhoods. but metro and dutra don't care.

I-101-1

Common Sense

The cost of this train extension has ballooned to 6 billion, for only 4,000 new riders. Does Metro have calculators? That's over \$1.5 million per new rider in case Metro can't do the math. Explain why \$1.5 million per rider is a wise investment. Does Metro always have to spend so much for its ridership?

I-102-1

Juan Anonymous

I vote for the no build alternative. The other alternatives don't make sense given their costs, impacts and low use. Metro and Montebello need to look at improving service on its busiest bus routes before building a new train that will divide our community and create a giant barrier on Washington.

I-103-2-I-103-1

Ernest Valentino

we oppose the Metro Line coming to Whittier, until the high crime caused by transients in LA County is resolved.

Something you need to look at is:

Olympics coming to Los Angeles in 2028.

LA City will want to clean up all of homeless sites in the city before the Olympics.

Where are they going to do with all of the transients?

Are they going to farm them out and moved the out to our cities?

We are at the Norwalk station every week and our daughter rides the trains. Until you resolve the transient problem, we DO NOT wish to have a Metro Station in our City.

Thank you

I-104-1
I-104-2

A T

This EIR is impractical. Metro isn't able to fund the Gold Line extension to Claremont but wants to build a new subway extension for billions more than Metro has in funding. Metro needs to go back to the drawing board and come up with something that's financially feasible and provides the best transit possible for East LA and the cities east of East LA.

I-105-1

Rob Garcia

I support the No Build Alternative. Thank you

I-106-1

Jamie Hwang

I support Alt 1 with the MSF in Montebello. Stopping the line extension short of Whittier would be an extremely poor investment in public transportation in the long run. I live in a mixed-use development off of Whittier between Sorenson and Washington/Lambert, and our community desperately needs alternatives to driving. If we had access to a line that can take us to LA, it would reduce parking issues, improve air quality, and reduce traffic/speeding problems in our community.

I-107-1
I-107-2

JD Lopez

The project should be 100% in a subway, especially on Washington, or it should not be built. Commerce gets a subway, where almost nobody lives, but Montebello, Pico Rivera and Whittier all get heavier traffic.

I-108-1

Donna Cruz

I have lived in Whittier for 32 years. We have public transportation available already. I appreciate that the freeways do not run through this city. Bringing the train through Whittier will only bring more crime and homelessness. I am against the train coming through Whittier.

I-109-1

Gerardo Madrigal

Our main concern is the traffic delays this will create both during construction and operation. The gold line on pomona/3rd street already runs extremely slow during rush hour. I lived to see that street run faster before the train arrived. Given our population increase to double by 2050, this will create havoc unless people started opting to take the train instead of drive their own vehicles. My take is go underground.

I-110-1
I-110-2

Michelle Rodriguez

Metro needs to cancel this boondoggle now, before LA County wastes over \$6 billion for the least useful transit line possible in southern California. The no build and no project is the only sound alternative the Metro Board can choose unless they want to flagrantly waste billions in taxpayer funding.

I-111-1

Metro IsCorrupt

Metro wants to build a \$5 billion subway line to an outlet mall for 4,000 new riders over 10 years from now, less than what Metro serves at just 1 of their many rail stations today and less than what Metro's busiest buses serve at just 1 of their stops. How can Metro make the case for a subway train that will only benefit 4,000 riders when there are other projects that will benefit ten times as many riders for a lower cost?

I-112-1

P Johnson

Fernando Dutra is colluding with Metro staff to build this project no matter what the community says and no matter how small the gain will be for over \$6 Billion spent in public taxpayer funds. Dutra is forcing Metro staff to ignore the fact that this project doesn't make any financial sense and will serve less people after 10 years of construction and \$6 billion spent than many Metro buses do today.

I-113-1

Next stop: your input.



DATE / FECHA:

LOCATION / LOCALIZACIÓN:

We welcome your feedback on / *Agradecemos sus comentarios sobre:*

My Sister takes the bus to and from work. I'm sure the Metro buses are vital to her commute from work, and goes as well to the citizens who also take the bus.

I-114-1

DONALD R.

NAME / NOMBRE

imayknowagaindon@gmail.com

EMAIL / CORREO ELECTRÓNICO

ORGANIZATION / ORGANIZACIÓN

Se2 395 2541

PHONE / TELÉFONO

8171 Washington Ave

MAILING ADDRESS / DIRECCIÓN

Whittier CA, 90602

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

You have a voice in our future. Thank you for your input. *Tienes una voz en nuestro futuro. Gracias por su aporte.*

EASTSIDE TRANSIT CORRIDOR PHASE 2

Next stop: your input.



DATE / FECHA:

LOCATION / LOCALIZACIÓN:

We welcome your feedback on / *Agradecemos sus comentarios sobre:*

They take care of people that or ANICAD
give good segection Amoraad.

I-115-1

NAME / NOMBRE

Amara Amarena

ORGANIZATION / ORGANIZACIÓN

EMAIL / CORREO ELECTRÓNICO

562 949 1314

MAILING ADDRESS / DIRECCIÓN

PHONE / TELÉFONO

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



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EASTSIDE TRANSIT CORRIDOR PHASE 2

Next stop: your input.



DATE / FECHA:

LOCATION / LOCALIZACIÓN:

We welcome your feedback on / *Agradecemos sus comentarios sobre:*

- concerned of homeles population riding the new extended transit line.

- wants to ensure that there are facts/studies done to provide relevancy for the project

I-116-1
I-116-2

NAME / NOMBRE

ORGANIZATION / ORGANIZACIÓN

PHONE / TELÉFONO

EMAIL / CORREO ELECTRÓNICO

MAILING ADDRESS / DIRECCIÓN

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



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Gabby M

This project needs to be stopped before it tears up our streets for years and adds traffic on washington. Please listen to the community, Metro, before making our neighborhoods suffer more traffic and construction and crime.

I-117-2 I-117-1

J L

Shame on Metro for pushing this \$5 billion subway for only 4,122 new riders. Metro staff clearly does not understand transportation if all you could come up with is something Metro cannot afford by billions of dollars, and will take over a decade to build.

I-118-1

Daniel T

We never asked for this project and it will cost too much for almost no benefit. Metro needs to learn how subway trains work and why you build subways where you will have the most use, not for an outlet mall by a freeway for \$6 billion. Metro is doing the dirty bidding of Dutra and Solis, who are demanding this awful project at any cost.

I-119-1

Jason Miller

This project makes no sense and is a waste of \$6 billion that could otherwise go to improving transit today with better bus service. There is some serious corruption going on between Metro, Dutra, and the Citadel, and the public should know all the facts before we spend billions on a subway to an outlet mall when so many other places need better transit first, like Whittier Blvd.

I-120-1

Anonymous Anonymous

Congratulations to Metro and Dutra! You've managed to design the most expensive transit project in the world, breaking a world record for billions\$ spent per new station and rider, for the lowest possible ridership and use. A special thank you to Dutra for making sure the \$5 billion subway for the first phase will use up all the funds available for the project and require billions more to get to Whittier, ensuring it never reaches the city limit of Whittier in anyone's lifetime. And that when it does get to Whittier, it will be miles away from Uptown and Whittier College, and yet still take 45 minutes to reach downtown LA once you've gotten to the station and onto the train. It's hard to spend \$5-7 billion for such little gain, bravo.

I-121-1

Anonymous Anonymous

Metro needs to disclose to the public how and why the Citadel outlet mall managed to transform a project over 10 years in planning, in order to serve their mall with a \$5 billion subway that does not solve a critical transportation need or problem. How did the Citadel all of a sudden become a priority to serve with subway trains? Metro must disclose to the public all of the influences the Citadel is exerting on Metro staff and board members Dutra and Solis. There is no reason the Citadel should have a subway station before lower income residential communities of color. Metro staff will eventually be exposed for their blind allegiance to the citadel, and for writing an environmental document heavily swayed by and influenced by a corporation for their own benefit, at the expense of transit riders. If Metro does not want to reveal these publicly, we will file lawsuits to ensure everything behind this \$5 billion subway for 4,000 riders is exposed for the awful project it is, driven by political corruption and not by a real transportation need.

I-122-1

Joe Anonymous

This project has become a complete joke and the people working on it have proven to be incredibly inept at their job. Metro staff doesn't appear to know the basics of public transportation, and what the difference between a bus and a high capacity train is. And why you build trains where demand and use will be highest, not lowest. If Metro staff can't even understand the basic of public transit, how can we trust them to plan and design multi billion mega projects across LA County? Only an inept transportation professional would propose a \$5 billion subway train that will serve 4,000 new station boardings. And only corrupt leadership would approve such a waste of public funds for such little gain when they know there are numerous other Metro projects that will have much higher demand and use, for a much lower cost.

I-123-1

J Rodriguez

We do not want this project, it will bring homeless and crime to our neighborhoods and add traffic.

I-124-1

1 MS. REYES: My name is Eugenia Reyes. I
2 do live on the south side of Maple.

3 I do agree with everybody here. I'm happy
4 that somebody from East L.A. that was in Metro, in
5 front of the Metro, you're here, because, to be
6 honest, I used to go to the Santuario de Guadalupe,
7 the church right there. And you know what? After
8 that, you don't see no more cars. Nobody wants to
9 be nearby, barely, Third Street, et cetera.

10 It's going to impact all those
11 semi-trucks. And they have to back up, unload. I
12 don't want it. I already had enough, and I have to
13 deal with this since I was born, because my parents
14 have lived in that house since 1977.

15 So I am already used to the noise of the
16 trucks. I don't want no more. I don't want it to
17 go under. I don't want it to go on top. We've
18 already had enough with so much stuff going on,
19 destroying our mother nature.

20 And to top it off, when is it going to get
21 fixed? You already saw what happened to the bridge
22 on Sixth Street. People are going to be on the
23 Metro and start destroying it (speaking in
24 Spanish.)

25 It's all trash. People are going to,

I-125-1

I-125-2

55

1 little by little, start graffiti. No, thank you.
2 I don't want people from outside coming over here,
3 and I don't want any people from here -- because
4 I'm not saying that all the angels are here in
5 Montebello. There are some bad ones, too. I don't
6 want them to cause problems in other sides of the
7 city.

8 If you guys want a Metro, do it downtown.
9 If you want that to look like New York, go for it.
10 But not Commerce, not Montebello, not anything in
11 this area. I'm sorry.

12 MS. ARELLANO: Thank you for your
13 comments. That is our last speaker officially that
14 we've received a request-to-speak card. The public
15 hearing is still open until 12:00 noon today.

16 So as you continue to talk to our staff,
17 view the information, have an interest in speaking
18 verbally in front of the audience, please still
19 fill out the speaker card. Public hearing is still
20 open, and we will be here until noon to receive
21 your verbal comment.

22 Of course, as we've already stated, if you
23 prefer, you can speak directly to the court
24 reporter and provide your verbal comment that way
25 of any length, as well as the written public

I-125-2

1 receiving formal comments. For your information, I
2 have received three comments so far. Again, if
3 anyone has not submitted a speaker card, please do
4 so. Our staff will come around to pick those up.

5 Great. We have a few more.

6 The first three speakers, in this order,
7 are Jesse Garcia, Edmond Veloz, and Esther Selis.

8 So if I can ask Jesse Garcia to be the
9 first one up. Edna will be handing you the
10 microphone. And if you can, again, state your name
11 and your organization, if you have one, and we
12 welcome you to give us your public comment.

13 Thank you, Jesse.

14 MR. GARCIA: Thank you. My name's Jesse
15 Garcia. I live at 90640 zip code.

16 So presently you have a \$3 billion
17 project. It is 9.4 miles, more or less, so I
18 rounded this up to 10 miles. That's about
19 \$300 million per mile that will be spent.

20 Now, the cost of ridership is \$1.75. Max
21 occupancy is at 405 passengers, which will never
22 happen. So I rounded this to 250. That's 125
23 passengers per train. That's roughly about
24 \$1,304.50 every hour.

25 It says it's going to run for 24/7. It's

I-126-1

44

1 not going to happen, so I rounded that to ten
2 hours. That's roughly \$13,125 per day. In a
3 30-day time frame, that's \$393,750. In one year,
4 that's 4,000,750.

5 In order to pay back the principal of
6 \$3 billion, that's 52 years; okay?

7 And, again, this is at the 10,000-foot
8 level. I didn't put in any other variables. With
9 something of the scope of this size, the nature and
10 scope, it's a lot.

11 So basically, if I were to present this to
12 my manager, he would throw me out of his office.
13 And I am a product manager, a program manager in my
14 past life.

15 So in order for this to be paid off in
16 five years -- every company wants their principal
17 to be paid back in five years, ridership would have
18 to increase to \$14 per head.

19 Now, the reason we can do this, it's
20 public money. It is all public money.

21 MS. ARELLANO: Jesse, thank you for your
22 comment.

23 Next, we have Edmond Veloz. Following
24 Edmond, Esther Selis. Following Esther, Sandra,
25 who is a resident. So hopefully, Sandra, you can

1 tell us when you come on up.

2 Edmond, go right ahead.

3 MR. VELOZ: Okay. I'm going to read
4 something to you.

5 My name is Edmond Veloz. I live in 90640,
6 Montebello. I'm going to read something to you
7 directly. These are Jenny Cristales-Cevallos's own
8 words from the Whittier meeting last -- in 2019.
9 It says here:

10 "So all these elements need to go
11 through the public review process and
12 the elemental process down to when we
13 identify the locally preferred
14 alternative. So this is currently the
15 purpose and need of the project.

16 "Again, we are soliciting input
17 to ensure this purpose meets the --
18 meets the community's needs and
19 concerns."

20 We are local here. These are the locally
21 preferred alternatives. TSM, electric buses.
22 That's what we want. There's 1,235 -- 1,250 names
23 here, and we have over 1,600 now.

24 This is the locally preferred alternative.
25 This is what we want, not what they want. This is

I-127-1

I-127-2

46

1 all they want. We've never been involved in the
2 project, whether you know it or not.

3 The Montebello city council has this, and
4 so does the Metro have this, yet they don't want to
5 acknowledge any of this.

6 Folks, you're being -- you're being --
7 you're being robbed today, and they're filling you
8 with 20 years full of cow manure today to tell you,
9 oh, you matter.

10 You don't matter. Not one bit. Thank
11 you.

12 MS. ARELLANO: Edmond, thank you for your
13 comments. And if there's anything in writing that
14 you would like to leave with us for additional
15 comments, you are all welcome to do so with your
16 comments.

17 Next, we have Esther Selis. Following
18 Esther, Sandra. And following Sandra, Jorge
19 Martinez.

20 MS. SOLIS: Hello. My name is Esther
21 Solis. I live in Pico Rivera. I am very glad to
22 be here for this presentation. But they haven't
23 even mentioned Pico Rivera.

24 We are over 65,000 residents. On the map
25 top side, you see the stations. You see all the

1 all they want. We've never been involved in the
2 project, whether you know it or not.

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4 so does the Metro have this, yet they don't want to
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25 top side, you see the stations. You see all the

I-128-1
▼

47

1 way coming down from East L.A. and Commerce. They
2 go all the way over to Washington and Whittier by
3 the PIH hospital. They don't show you the part of
4 Pico Rivera.

5 Pico Rivera starts on Rosemead, which is
6 very important with all our commercial industries
7 there. We have all our shopping centers. They
8 would be affected. They were affected all through
9 COVID and lost so much money. Now they're going to
10 be affected by having all the construction on that
11 street. They're not going to allow the trucks to
12 come through.

13 We have many trucks, Commerce, going
14 through. Where are those trucks going to go?
15 They're going to go on Slauson, which is going to
16 impact Slauson. We have Parsons and Washington
17 over there by Rancho High School and Rivera Middle
18 School that has over 45,000 children crossing both
19 ways.

20 The safety of our children is in jeopardy.
21 They're telling me they: Oh, they can stop
22 quickly.

23 They cannot stop quickly. When you stand
24 there and look at them, you've got 100 to 200 kids
25 crossing both ways. It's a safety issue.

I-128-1
I-128-2
I-128-3
48

1 And we have homes, homes from Rosemead all
2 the way down to the 65 Freeway. The homes are
3 there. How are you going to affect them with the
4 staging sections? Where are they going to be? How
5 is our community going to be taken care of? It's
6 65,000 residents and we had to fight for the
7 in-house meeting in the city council.

8 MS. ARELLANO: Esther, thank you very much
9 for your comment.

10 Next, we have Sandra. Following Sandra,
11 we have Jorge Martinez. After Jorge will be Marina
12 Martinez.

13 Sandra, please go ahead.

14 MS. SANDOVAL: Hi. My name is Sandra. My
15 zip code is 90022. I'm from --

16 MS. ARELLANO: Excuse me. Can you repeat
17 your last name?

18 MS. SANDOVAL: Sandra Sandoval. East L.A.

19 My comment is that -- well, I have a
20 question. You mentioned the rail yard. Could you
21 please tell me where that rail yard is? Is it the
22 old train station?

23 You probably can't answer my question, but
24 I would pay to have those old historic trains torn
25 down. So if you're going to build a yard at the

1 Next, we have Jorge Martinez. Following
2 Jorge, Maria Martinez. And then Mike Martinez.

3 Jorge?

4 MR. JORGE MARTINEZ: Hello. My name is
5 Jorge Martinez, 90640 Montebello.

6 I have a for-instance. Say I live in
7 Montebello south of the -- Washington Boulevard,
8 and it's already constructed. I'm diabetic. I'm a
9 cardiac patient. And I know for a fact that
10 there's going to be hampered emergency vehicle
11 response times.

12 So if I die on the way to the hospital or
13 the ambulance or the paramedics don't reach me in
14 time because the only north-and-south route is
15 going to be Greenwood, I'm dead. My family is
16 going to sue the Metro.

17 And you multiply this by thousands or
18 hundreds of people that are diabetic and cardiac
19 people. Well, you've got your answer there.
20 Mitigate that. Thank you.

21 And say no to the -- say no to the Gold
22 Line.

23 MS. ARELLANO: Thank you, Jorge.

24 Next, we have Marina Martinez, followed by
25 Mike Martinez, and that will be the last speaker

I-129-1
I-129-2

1 card that I have here.

2 So if anyone else is interested in
3 speaking, please fill out your card now and raise
4 it up and make sure we collect it so we can
5 continue.

6 Marina?

7 MS. MARINA MARTINEZ: Hi. My name is
8 Marina Martinez, and I live in Pico Rivera. The
9 zip code is 90660.

10 And let me just point out that at the Zoom
11 meeting on June 27th, I had to bring up the fact
12 that Pico Rivera was not receiving a copy of the
13 Environmental Impact Report, which -- thanks --
14 afterwards, they did have it available, and also to
15 the City of Commerce.

16 And as far as the public meetings,
17 originally scheduled, it was only three, and now
18 they included Pico Rivera as well, and I think
19 that's a good thing, but we shouldn't have to
20 have -- we shouldn't have been an afterthought.

21 But besides that point, if you looked at
22 the data analysis for the ridership of the Gold
23 Line back in 2019, it was very low. It was the
24 lowest of all the light-rail systems.

25 It is not making money for Metro. It is

I-130-1

I-130-2

1 considered -- many people cite safety reasons, and
2 the fact that it is not -- takes them to where they
3 want to go.

4 So as far as the Washington Boulevard
5 alternative, it's going to Washington and Lambert,
6 but where will people get off if they want to go to
7 work?

8 I mean, I don't work at the hospital. I
9 don't work there at -- why would I take the Gold
10 Line? So, to me, it's a train that goes nowhere.
11 For \$3 billion, it goes nowhere.

12 MS. ARELLANO: Thank you very much,
13 Marina.

14 Next we have Mike Martinez.

15 MR. MIKE MARTINEZ: Hi. Good morning,
16 everybody. My name is Mike Martinez, East L.A.
17 resident. I live literally in front of the Gold
18 Line on Third Street. I see the impact it has for
19 our community, and we hate it. It was -- nobody
20 liked it, even after the fact. It was just a bad
21 idea overall for above-ground train.

22 One thing I'd like to mention, the report,
23 page 3.4-34, over on Washington Boulevard over
24 Rio Hondo, they're going to change your -- three
25 lanes on each side to two lanes, and that's going

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21 idea overall for above-ground train.

22 One thing I'd like to mention, the report,
23 page 3.4-34, over on Washington Boulevard over
24 Rio Hondo, they're going to change your -- three
25 lanes on each side to two lanes, and that's going

I-131-1

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1 to be across the board. It's going to create
2 congestion. I've seen it in front of my house.

3 They're going to work during the nighttime
4 hours, so just imagine all the loud noise.

5 And that's Section 3.8-60 of the
6 Environmental Report.

7 They're also saying in Section 3.4-14 that
8 all the congestion from the trucks on Washington --
9 that they're going to be going on Telegraph Road,
10 Olympic Boulevard, and Whittier Boulevard.

11 Section 3.4-29 of the report, they're
12 thinking -- there's approximately -- they need to
13 take off 10,000 cars off the street because of
14 this.

15 And let me tell you this much. I live in
16 front of the rail. I count how many passengers
17 ride that Gold Line. Per cabin, a maximum
18 occupancy of 75 people. There's only six people
19 riding it on average, and that's very generous.
20 That's only 3.5 percent of occupancy. That's
21 \$4 billion for 3.5 percent. Think about that.

22 MS. ARELLANO: Mike, thank you very much.

23 We do have an additional speaker, Eugenia.

24 If I can ask you to please come up and
25 speak your first and last name.

1 And we have homes, homes from Rosemead all
2 the way down to the 65 Freeway. The homes are
3 there. How are you going to affect them with the
4 staging sections? Where are they going to be? How
5 is our community going to be taken care of? It's
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20 question. You mentioned the rail yard. Could you
21 please tell me where that rail yard is? Is it the
22 old train station?

23 You probably can't answer my question, but
24 I would hate to have those old historic trains torn
25 down. So if you're going to build a yard at the

| 132-1

1 old train station, I'd like to know where it's at.
2 Is it in the City of Commerce, and which rail
3 station is it? Because I don't think you need to
4 be tearing down our old historic buildings.

5 And my only comment is you need to build
6 subways. I'm just against light rail. The red
7 cars, yellow cars, they've been gone for more than
8 50 years. You know, we've adjusted to cars.
9 They've built freeways, so everybody's used to the
10 cars. People are not going to stop buying cars.

11 So you if you want to build rail, you need
12 to be underground. So I am for subway. If we need
13 to wait 50 years -- because we already did -- wait
14 another 100 years, then go ahead. We may never see
15 another subway all the way to Orange County, but we
16 need subways.

17 So I am all for the subways. Please do
18 not be creating more traffic, because I rode the
19 Eastside Gold Line every day for work and it was
20 empty. I was the only person -- maybe two people
21 on the entire train going to Pasadena alone at
22 6:00 o'clock in the morning. No one else was on
23 the train other than me and one other person on the
24 Pasadena Gold Line. Thank you.

25 MS. ARELLANO: Thank you, Sandra.

I-132-1

I-132-2

I-132-3

Rob Lopez

Please stop this plan to destroy Washington blvd and cause more traffic and crime.

I-133-1

Gloria Zelaya

Why South Montebello.

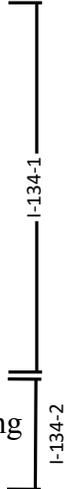
Beverly is a better option, it goes to Whittier, and follows same route as Washington Blvd.

Washington blvd is a busy street.

Underground rather than aerial or ground level

South Montebello is going to be exposed to more traffic, noise, pollution.

South Montebello already has a train going through, this will be added stress on already hectic living conditions.



Metro is Corrupt Anonymous

Metro is ignoring the more critical needs of bus riders so that Dutra can get a subway train to the citadel mall for \$5 billion. Metro has dozens of bus lines that serve more people today than this train to Whittier will ever serve in the future, and Metro professionals are abdicating all professional duties and responsibility to the public as stewards of scarce financial public resources, all to support a subway that will serve 4,122 new station boardings. Shame on anyone at Metro that is blindly pushing this forward without properly vetting superior alternatives that would serve more transit riders sooner than a \$5 billion subway that is billions short of funding before it can even reach the Citadel.

I-135-1

I-135-2

Anonymous Anonymous

Does Metro's Project Manager Jenny Cristales ever ride the system she works for? Do her managers ever bother to ride? If they did, they would quickly learn why and where subway trains are needed to serve lots of riders, where demand is high enough to warrant an underground train. They could ride any bus on Vermont Avenue south of Wilshire to see why the corridor needs an underground train to serve the tremendous demand and density. Then they could ride the existing Gold Line out to Atlantic and see how little the 3rd street stations are used and how slow the train is. If they don't want to ride the system they work for, they also have access to Metro's own ridership data that shows the 3rd street stations are the lowest ridership rail stations Metro has ever built (until now). They can educate themselves from their own computer, on why a subway train that costs \$6 billion for just a few thousand new boardings is an egregious misuse of public funds. And how less than half that amount could go towards transit improvements that would serve more people than a subway to the Citadel.

I-136-1

I-136-2

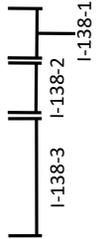
Anonymous Anonymous

Local news outlets like the LA Times need to fully investigate this project and reveal why Metro staff, with the backing of Hilda Solis and Fernando Dutra, are insisting \$5 billion in public funds be spent for only 4,000 riders and boardings. Metro has a responsibility to reveal to the public what that amount of spending could otherwise achieve, and why a \$5 billion subway to the Citadel Mall is the best solution to transportation problems and needs throughout the eastside communities.

I-137-1
I-137-2

C J

We strongly oppose any alternative that includes Washington Boulevard and support the No Build and No Project alternative. Metro's EIR document does not make the case for a rail line on Washington, proven by Metro's own numbers and analyses. Metro owes it to the public and LA County taxpayers to choose the best performing alternative, not a political alternative that serves the least amount of people possible for billions in spending in order to appease a specific politician for their own political gain at the expense of transit riders.



I-138-1
I-138-2
I-138-3

Jason S

Before mocking the public and claiming the eastside gold line has high ridership, Project Manager Jenny Cristales should do herself a favor and actually get out and ride the line she claims to be an expert on. Riding the system would teach her how slow the gold line is on 3rd street, that the stations on 3rd are the least used in the entire Metro system, and that an east-west line doesn't benefit from a north-south subway to an outlet mall. If Metro staff and management do not ride transit other than when forced to by their CEO, how can we trust them to plan and design the best transit projects for LA County residents that do ride transit?

I-139-1
I-139-2

Jamie Anonymous

For over 10 years, Metro studied this project without a Citadel subway or a Citadel station. All of Metro's reports over those 10 years never claimed the need for a subway to the Citadel mall. Then, when Jenny Cristales became "project manager", the project suddenly shifted away from an eastward extension, and fully embraced a new subway line to the Citadel Mall, with a subway station at the Citadel. Jenny and all Metro management staff are required to disclose any inappropriate relationship with the Citadel or any sort of agreement, formal or informal, with the Citadel that suddenly caused it to become the most important destination for a new subway train in LA County. What agreements do Metro staff have with the Citadel that caused them to do a complete reversal of all the routes they studied for this project for a decade, in order to reroute it to the Citadel? The public has the right to know before Jenny and Metro sink over \$5 billion into a first phase priority subway that will only reach the Citadel in the next 20 years. Do Jenny and Metro think a subway to the Citadel is the most vital transit link Metro could provide to residents for \$5 billion or more in spending? If so, they need to prove it. Prove it with the numbers, data, and facts, not the wishes or desires of Dutra, a councilmember from Whittier who insists on a Whittier train even though he knows the funds aren't there to get the train to Citadel, let alone Whittier. A man who claims he wants the train to avoid traffic on his trips to Downtown LA, ignoring the fact that the train will take him 45 minutes from Whittier to reach downtown, and that's after he's managed to get himself to the intersection of Lambert and Washington, in the far western corner of his city, near the city limit.

I-140-1

I-140-2

Anonymous Anonymous

This project is a perfect example of what happens when Metro employees who do not ride transit are allowed to plan and design transit projects for people who do ride. The Metro Managers working on this project would not be caught dead riding a bus or train in LA, but they think they have the education, knowledge, and expertise to plan multi billion dollar transit projects for people they would never associate with or ride with. Managers who use their own private cars to get everywhere in LA, including to their own job at Metro Headquarters, one of the most transit accessible places in California. These same managers think they are doing good public work by developing the most expensive projects for the least amount of gain. Only an inept transportation planner would ever propose a \$5 billion subway to an outlet mall for 4,000 new rider boardings. In any rational world, this would get laughed out of the room during the initial brainstorming phase. But Metro staff who do not ride transit think it's the ideal solution to transit needs for East LA County. And have no idea how to come up with better alternatives that would cost less than \$5 billion and could be built as soon as possible.

I-141-1
I-141-2
I-141-3

1 MS. CLIFT: My name is Enerina,
2 E-N-E-R-I-N-A Clift, C-L-I F-T.

3 My question is: Why don't let the
4 residents of Pico Rivera knowing about this prior?
5 It's only the people that live by Washington
6 Boulevard and Pico Rivera. Nobody else in the
7 north of the city knows about this project. That
8 is my question. Thank you for taking the time.

9
10 * * * * *

11
12 ANONYMOUS SPEAKER: I want to make a few
13 comments about this. As a resident of Montebello,
14 I completely disagree with this project in every
15 aspect of it. Not because of the environmental
16 impact it's going to have on our community, but the
17 idea as -- they just selected Washington Boulevard
18 instead of looking at alternatives off of the
19 60 Freeway.

20 That was already in place at one point in
21 time. There was a lot of protest that was done,
22 and then that project stopped on that side.

23 And this area -- the city council did not
24 really take into consideration any of the
25 residents' needs. And to put this project on

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10 * * * * *

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18 instead of looking at alternatives off of the
19 60 Freeway.

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21 time. There was a lot of protest that was done,
22 and then that project stopped on that side.

23 And this area -- the city council did not
24 really take into consideration any of the
25 residents' needs. And to put this project on

I-143-1
I-143-2
60

1 Washington Boulevard, that's something that should
2 have been done, and the city completely just
3 disregarded the part of the city on the south side
4 of Montebello.

5 I haven't reviewed all the information,
6 but I will review it and make additional comments
7 as I review it. That's very important. I do not
8 want to share my name at this point in time.

9 Another thing that I just want to make, I
10 notice that the gentleman, Mr. Avilos, he has a
11 sheet that a lot of people have signed against this
12 project. Is that being considered as part of the
13 no-project part of Metro?

14 That's what I also kind of -- I also am
15 not sure that -- he made a comment that the city
16 knows about it. Metro knows about it, and nobody
17 really pays attention.

18 Those are my concerns. I've been
19 listening to what's going on in the city. Thank
20 you.

21

22

* * * * *

23

24 MR. VELOZ: My name is Edmond Veloz. I
25 want to add that now -- we used to get three

1 East L.A., not in Montebello, not in Pico Rivera,
2 and not in Whittier.

3 Also, under that same section, public
4 outreach, they were supposed to put up electronic
5 signs to advertise this project. That has yet to
6 be done, and I have not seen any of that at all.

7 That was it. Thank you.

8

9 * * * * *

10

11 MS. RUIZ: My name is Lourdes Ruiz. I
12 belong to Montebello. My address is 1201 Carol
13 Way, Montebello. And I'm here to support the
14 Metro's construction because it seems to me that
15 Metro is making progress. It helps the people, the
16 people that don't drive. That way we can get home.
17 It helps us to do our shopping. That's the reason
18 why I'm here. I'm here to support the
19 construction.

I-144-1

20

21 * * * * *

22

23 MS. TEJADA: My name is Ava Tejada. My
24 profession is a medical doctor. I've been living
25 here in Montebello, United States for a short time.

1 East L.A., not in Montebello, not in Pico Rivera,
2 and not in Whittier.

3 Also, under that same section, public
4 outreach, they were supposed to put up electronic
5 signs to advertise this project. That has yet to
6 be done, and I have not seen any of that at all.

7 That was it. Thank you.

8

9 * * * * *

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16 people that don't drive. That way we can get home.
17 It helps us to do our shopping. That's the reason
18 why I'm here. I'm here to support the
19 construction.

20

21 * * * * *

22

23 MS. TEJADA: My name is Ava Tejada. My
24 profession is a medical doctor. I've been living
25 here in Montebello, United States for a short time.

I-145-1



63

1 I've been here for, like, three-and-a-half years.
2 But where I live at, it's my own home. I live by
3 Neil Armstrong, right in that area where the mall
4 is, near to the mall.

5 I do not use the Metro. I do not use the
6 bus. But that does not mean that I do not support
7 the construction, Metro's construction.

8 But my sister-in-law -- I agree that there
9 is progress. It's all an issue of getting used to
10 it, because people are used to being in their car,
11 and that's it.

12 We don't walk. Here in this country, we
13 don't walk. We don't walk, and that's wrong. Why?
14 Because other examples from other countries, like
15 Europe, small cities, large cities -- everyone has
16 Metro.

17 For example, the Asian countries -- for
18 example, I've been to Korea. Everything is with
19 Metro, big cities, and it brings progress. I don't
20 know what else to say because I'm not really too
21 familiar with the entire project, but I'm happy
22 with the Metro, even though I may not use it.

23

24 (Meeting ended At 12:06 p.m.)

25

I-145-1

64

R T

A lot of people live near the Metrolink Riverside line tracks. Nobody lives in Commerce. The Metrolink tracks pass right by the Citadel too. Metro should look at what they can do to improve that line and add a station where it will serve a lot more people than what is being proposed, and would probably save billions of dollars, which Metro could use to extend the line further out.

I-146-1
I-146-2

Mike Missel

As a patient at the West LA VA Hospital I would love the choice of train ride. You are building a stop on the hospital grounds and back you building the train to Whittier. I am tired of the long commute and I am for the light rail to Whittier.

I-147-1

RJ Smith

Instead of this very expensive subway train that Metro cannot afford to build for 10 or 20 years, Metro needs to look at immediately providing electric express and BRT bus service on all the busiest east-west streets through Montebello, Pico Rivera and Whittier, with direct faster service to places people want to go like Whittier College and Uptown Whittier. Metro cannot expect people to have to transfer at Lambert after riding the train for 45 minutes from downtown LA to reach these important destinations and where lots of people live and where transit will work best.

I-148-1
I-148-2

Alex Barnhart

I whole heartedly support the alternative 1 rail expansions in this corridor. The city of Los Angeles desperately needs to prioritize alternative modes of transportation other than cars. With the ongoing expansion of metro with measures R and M overhauling high traffic routes in LA, this spur line would connect many people to parts of the city they would otherwise need cars for.

Traffic death in LA is an on going crisis and this would also be a major win for public safety. Getting people out of cars and into trains will cause deaths to plummet for riders. Also LA is forever dealing with climate change and auto travel is the #1 cause of greenhouse gas emissions. This would prioritize better climate policy. Access to quality transit is also a major boost to the economy of the region as it prioritizes walkable areas which bring people into the area as seen by Culver Cities huge boom for example since the expo line started serving the area. Anything less than alternative 1 would be a disservice to East LA.

I-149-1

I-149-2

I-149-3

A Martinez

Please do not build this project and bring more construction traffic and crime to our neighborhood.
Stick to the Metrolink routes or upgrade your bus service on Whittier and Beverly Blvd instead.

I-150-2 I-150-1

Anonymous Anonymous

Only a deeply corrupt agency with corrupt leaders would come up with and promote a \$6 billion subway to an outlet mall as the best transit solution for "the Eastside" and best use of dollars for transit riders, both current and future. \$6 billion to reach an outlet mall surrounded by a freeway and industrial land cut off from any surroundings neighborhoods or destinations other than Citadel. To only add 4,000 new transit boardings, something many intersections throughout LA County serve with buses alone today. Metro owes it to the public to explain why \$6 billion in public funds must be spent to only serve 4,000 when Metro has projects that would cost less and serve over 10 to 25 times that amount.

I-151-1
I-151-2

Gabriel Lopez

We do not appreciate being talked down to by project manager Jenny Cristales-Cevalos, telling us we don't know our own community or street we live on, that we don't observe the empty Gold Line trains on 3rd street. The agency Jenny works for publishes the real numbers of ridership that show we were correct when we said it gets little use - Metro's own numbers prove it but Jenny wants to claim this extension will somehow solve that issue and her project will have a great benefit when it connects to something so awful built today by her agency as well. This project makes no sense whatsoever and Metro is ignoring the public and only listening to Fernando Dutra, a man who is a councilmember of just 1 city at the very end of this project and should not be dictating this project for his own whims and personal desires.

I-152-1
I-152-2

Jay Miller

This project needs to be canceled and Metro needs to look at what they can do with buses. Please listen to the community and stop letting Fernando Dutra speak for us.

I-153-2 I-153-1

Sam Lee

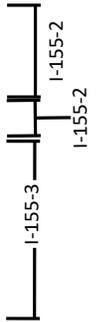
We cannot afford the metro coming here, it will cause more traffic on Washington and bring a lot of crime and homeless on the trains.

I-154-2 I-154-1

Tony Garcia

Metro wants to build a \$6 subway to Citadel to gain 4,000 riders.

Metro needs to explain why they have to spend \$6 billion to gain only 4,000 riders and if they can gain more riders with alternatives like buses and BRT that would cost billions less and benefit transit in LA County more. Otherwise, Metro needs to disclose all relationships with Citadel and documentation showing how and why this outlet mall was selected as the best place to build a \$6 billion subway, including private deals made with Citadel ownership to secure their approval and backing. Only an agency corrupt to the core would advocate spending \$6 billion on a subway to serve 4,000 riders in a place where hundreds of thousands of people are crowded onto slow over-capacity buses every day.



Ray Garcia

Keep this train and Metro's homeless and crime problem away from Washington and Whittier. Our city cannot handle all the homeless criminals dumped out into our streets when Metro sweeps the trains at the end of the line.

I-156-1

CJ Ramirez

Why does Commerce get a subway but Montebello, Pico Rivera, Santa Fe Springs, Los Nietos and Whittier have to have a train on the street level messing with traffic? This is not fair and Metro should not build this project until they have the money to do it right. If it has to be built, it has to be underground the whole way.

I-157-2
I-157-1

Ray Garcia

Please choose the No Project or No Build alternative. We do not want trains on Washington

I-158-1

I-158-2

Irene Carrillo

I am against it; I live off of Washington Blvd. and Broadway and traffic is bad on Broadway. And I feel it's going to get worst. My house was hit twelve years ago because of speeding - they drive on Broadway like it is the 605 freeway. I have lived here for thirty-eight years. And traffic has tripled and going to get worst. So I am against this & traffic is bad.

Next stop: your input.



DATE / FECHA: 8/17/22

LOCATION / LOCALIZACIÓN: PH#4: Whittier

We welcome your feedback on / Agradecemos sus comentarios sobre:

I am against it; I live off of ~~Washington~~ ^{Washington St.} and Broadway and traffic is bad on Broadway. And i feel it's going to get worst. my house was hit twelve yrs. ago because of speed. they drive on broadway like it is the 605 freeway. I have lived here for thirty ~~eight~~ ^{eight} yrs. And traffic has triple. And going to get worse. SO I AM AGAINST THIS: Traffic is Bad.

Irene Carrillo

NAME / NOMBRE

icarrillopih@gmail.com

EMAIL / CORREO ELECTRÓNICO

11403 Dicky St

MAILING ADDRESS / DIRECCIÓN

Whittier CA 90608

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL

ORGANIZATION / ORGANIZACIÓN

562.4475080

PHONE / TELÉFONO



Metro

You have a voice in our future. Thank you for your input. Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Next stop: your input.



DATE / FECHA: 8/17/22

LOCATION / LOCALIZACIÓN: PH #4: Whittier
Wednesday
8/17/22

We welcome your feedback on / Agradecemos sus comentarios sobre:

I do not care for the Metro track Run on street levels for the Pico Rivera area. Why not use the train track that area already has the over passed. Rethink would work best. Pico Rivera just build the ~~3~~ ^{New Train} tracks to over passed to help clear traffic and waiting time that traffic was waiting to get across Town. Pico Rivera has many vehicles and traffic from many places that travel through the Town. this will be a hardship for ~~all~~ town and community. Metro track need to be elevated not ^{our} street level, that traffic needs not to stop and wait for train to pass.

Rethink!!! - Please Stop -

maybe elevate the tracks up with ^{overhead} Post, Not street level. Rosemead/Washington Do not Build these tracks. No Metro!!!

Environmental impact - Hurt

^{danger} Emergency ^{response}, ^{Police}, ^{Response} ^{danger} students walking to and from school crossing traffic, ^{danger} Pedestrians crossing, No parking ^{crossing} outsiders, safety on trains, depots safety

more homeless. - - - ^{advice}: this will dirty our ~~the~~ Town. what these plans will do is bring trash to inter ~~and~~ our Town.

ORGANIZATION / ORGANIZACIÓN

MAILING ADDRESS / DIRECCIÓN

PHONE / TELÉFONO

Pico Rivera, ca. 90660
CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

I-160-1
I-160-2
I-160-3
I-160-4
I-160-5

Clara Solis

Dear Metro Staff,

Please see the attached letter outlining the reasons why I am requesting that the EIR/EIS be withdrawn or alternatively that the comment period be extended.

Thank You,

Clara Solis (323)422-6446

I-161-1

Clara Solis
claramsolis@earthlink.net

August 22, 2022

Ms. Jenny Cristales-Cevallos
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012

Submitted via email to: metro.net/eastsidecomments

**REQUEST THAT RECIRCULATED DRAFT EIR/EIS BE WITHDRAWN OR
ALTERNATIVELY THAT THE COMMENT PERIOD BE EXTENDED**

I request that the Recirculated Draft EIR/EIS for the Gold Line Eastside Transit Corridor Phase 2 (DEIR) be withdrawn and recirculated with corrections. Alternatively, I join in the request by the East Los Angeles Chamber of Commerce that the comment period should be extended.

The reasons for this request are that:

- 1) Community outreach has been ineffective and has not notified communities impacted how this project may impact them. The notices sent to area residents are so devoid of this information that residents will largely ignore them. The notices in some instances arrived after or the day of the hearing. In one instance a resident found the notice thrown in her front yard. (Testimony at 1st East Los Angeles hearing)
- 2) The DEIR was released at a time when residents are unable to participate fully.
 - a. The DEIR was released during a period of high transmission of Covid 19. Community residents living near freeways have been shown to have worse outcomes from Covid19. See Near-roadway air pollution associated with COVID-19 severity and mortality – Multiethnic cohort study in Southern California
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8416551/>

I-161-2

I-161-3

I-161-4

From LA County Public Health website below are the numbers for East Los Angeles and some nearby communities. The death rate for East Los Angeles is one of the highest for a large community - roughly one in 228 residents in East Los Angeles lost their life to Covid 19. Note

CITY/COMMUNITY**	Cases	Case Rate ¹	Deaths	Death Rate ²
Unincorporated - East Los Angeles	54498	43505	548	437
Los Angeles - Boyle Heights*	37500	43161	377	434
City of Monterey Park	15174	24371	242	389
City of Alhambra	21965	25327	266	307
City of South Pasadena	5555	21322	62	238
Los Angeles - El Sereno	15624	37371	143	342

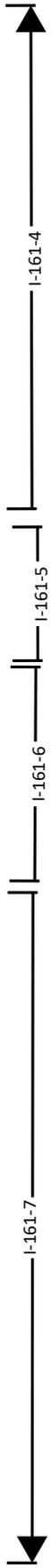
Boyle Heights is also located near multiple freeways.

- b. Was released during summer months when residents typically are not as available. Additionally, during the summer residents are unable to do outreach at schools.
- c. Was released when residents have other projects to respond to. The Metro Area Plan had community meetings. The I-710 South Corridor Project has had numerous meetings during this time period and the Metro Area Plan Historical Context Statement had a deadline to respond of August 22, 2022. Many community residents who are more active have had their hands full responding to these documents.

3) The document contains substantive errors and omissions.

Although, I have not had time to fully analyze the DEIR, my limited review thus far has revealed several substantive errors and omissions.

- A. The impacts to residents of East Los Angeles in terms of loss of businesses is not clearly stated. There is no documentation in the main DEIR that shows the names and addresses of the businesses that will be lost or that in anyway analyzes what will be the impacts to area residents from the loss of these businesses.
 - a) This is concerning as residents of East Los Angeles have contemplated Cityhood for East Los Angeles the loss of businesses will further make this more difficult for area residents.
 - b) East Los Angeles needs more businesses and supermarkets. The location of the Atlantic/3rd/Beverly station used to house a grocery store. Before the freeways, East Los Angeles used to have grocery



stores. Now, resident's access to fresh healthy foods from super markets and produce centers is limited. Some might even call it a food desert.

- B) How this project will impact housing is not addressed. A presentation on the Metro Area Plan seemed to designate some of the business areas that will be lost as areas for Transit Oriented Development, including housing which would be 80 percent Market Rate and 20 percent "affordable". We have seen such plans with 80 percent market rate projects putting upward pressure on area rents in surrounding neighborhoods. Developers typically choose the plans which tender the least number of units that are affordable. See https://jorgedelaroca.name/p_latoc.pdf. Housing accessible by lower middle income and middle income residents is not the choice of developers.
- C) Will this gentrify East Los Angeles? See *Transit Oriented Displacement*, MIT Press by Karen Chapple and Anastasia Loukaitou-Sideris.
- D) The DEIR fails to correctly analyze race and ethnicity and its impacts on environmental justice communities. Because it uses the Race Series instead of the Hispanic Race Series it fails to identify an environmental justice community. Since it has not identified the community properly it cannot and does not evaluate the impacts and burdens on the environmental justice community of East Los Angeles. Table 6-4, in Appendix M shows a community that is 51 percent White. According to Dr. Manuel Pastor, "The percent "minority" is defined – particularly in California – as the share of the population that is not non-Hispanic white. So, it's Latinos plus non-Hispanic (NH) Black, NH-AAPI, NH-Native Americans, and NH Other/mixed."

See the website, the National Equity Atlas for the definition of race/ethnicity.

<https://nationalequityatlas.org/about-the-atlas#data>

The state of California uses a similar method:

<https://dof.ca.gov/forecasting/demographics/>

This is important, because CEQA requires that environmental impacts must be considered in context, cities and counties should pay special attention to whether a project might cause additional impacts to communities that already are affected by, or particularly vulnerable to, environmental impacts like air and water pollution.

By using incorrect analysis and methods the Metro DEIR cannot correctly evaluate the impacts to communities of color/ environmental justice communities and in this instance to the Latinx community of East Los Angeles.

See below a portion of Table 6-4 of Appendix M which identifies the population within a half mile of the stations as being 51 percent white.

Table 6-4. General Demographic Characteristics of Census Tracts within 0.5 Miles of Stations

	Persons	% of Population
RACE		
White	60,584	51%
Black or African American	1,238	1%
American Indian and Alaska Native	1,014	1%
Asian	5,155	4%
Native Hawaiian / Other Pacific Islander	170	0%
Some other race	49,122	41%
Two or more races	2,476	2%
ETHNICITY		
Hispanic or Latino (of any race)	106,823	N/A

A memo issued by the office of then California Attorney General Kamala Harris, now United States Vice President, stated:

Cities, counties, and other local governmental entities have an important role to play in ensuring environmental justice for all of California's residents. Under state law: "[E]nvironmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

Although CEQA focuses on impacts to the physical environment, economic and social effects may be relevant in determining significance under CEQA in two ways. (See CEQA Guidelines, §§ 15064, subd. (e), 15131.) First, as the CEQA Guidelines note, social or economic impacts may lead to physical changes to the environment that are significant. (Id. at §§ 15064, subd. (e), 15131, subd. (a).) To illustrate, if a proposed development project may cause economic harm to a community's existing businesses, and if that could in turn "result in business closures and physical deterioration" of that community, then the agency "should consider these problems to the extent that potential is demonstrated to be an indirect environmental effect of the proposed project." (See *Citizens for Quality Growth v. City of Mt. Shasta* (1988) 198 Cal.App.3d 433, 446.)

Government Code

Government Code section 11135, subdivision (a) provides in relevant part: No person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to

I-161-9

I-161-10

I-161-11

I-161-12

discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state..

While this provision does not include the words “environmental justice,” in certain circumstances, it can require local agencies to undertake the same consideration of fairness in the distribution of environmental benefits and burdens discussed above. Where, for example, a general plan update is funded by or receives financial assistance from the state or a state agency, the local government should take special care to ensure that the plan’s goals, objectives, policies and implementation measures (a) foster equal access to a clean environment and public health benefits (such as parks, sidewalks, and public transportation); and (b) do not result in the unmitigated concentration of polluting activities near communities that fall into the categories defined in Government Code section 11135. 1 In addition, in formulating its public outreach for the general plan update, the local agency should evaluate whether regulations governing equal “opportunity to participate” and requiring “alternative communication services” (e.g., translations) apply. (See Cal. Code Regs., tit. 22, §§ 98101, 98211.)

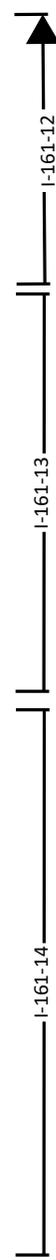
Note the direction in the footnote:

1 To support a finding that such concentration will not occur, the local government likely will need to identify candidate communities and assess their current burdens.

The DEIR fails in this regard, because it has failed to identify the communities properly and to evaluate their burdens.

For the foregoing reasons, I request that the DEIR be withdrawn or alternatively that the comment period be extended.

cc: Los Angeles County Supervisor Hilda Solis, Senator Maria Elena Durazo and Assemblyperson Wendy Carrillo



Diana Gomez

I wanted to express my comments against the extension of the gold line in my city of Pico Rivera. This train extension will negatively impact Pico Rivera in the following ways, first of all, the street Washington is already a heavy transional traffic street that people use to commute to nearby businesses, its highly populated community, traffic will increase due to eliminating lanes to accomodate the train an issue that is evident on your above grade train station located at 3rd street in LA. Second, parking issues, commuters will park nearby to ride the train which will impact our residents, metro has stated that they don't plan to build parking because commuters will ride their bikes or walk to stations which is not true, does Metro see people riding bikes at 4 in the morning when people are commuting to work?. Third, increase crime at stations, fights and drug use. These problems are evident on your above grade train located on 3rd street, this is why commuters don't ride your trains. Lastly, increased homeless population. The train located on 3rd street in LA already displays issues with the homeless population. If this train is extended, homeless people will now commute to other nearby cities. Metro spoke about mitigation programs to compate the homeless and unsheltered individuals but the reality is that the train stations attract homelessness and crime in order to mitigate that is not to build the extension. Metro also stated that the homeless population is a state issue but i disagree its a city of LA issue, the city is now plagued by homelessness, rampant drug use and crime. The residents Pico Rivera do not want our city to be similar to LA. Why does metro think we need a train in our city? Do metro employees commute to work in trains? For those that do not, i urge you to ride the 3rd street metro line and see firsthand what you are creating. I begin to question the reason why Metro wants to extend the gold line when the residents don't want it, is to increase your profits due to a 30% rideshare decrease over the years? Metro needs to look at the statistics and determine that rideshare has decreased. So why build another train? People have spoken with their pockets and stopped riding your trains for the reasons mentioned above. Another comment is that metro did a bad job in outreach, I didn't not see any signs around my city regarding community meetings, since this will severely impact my city and residents, no street banners, no posters adjacent to rail construction sites or neighborhoods, Metro did the bare minimal in outreach, i received one postcard via mail, thats it. This is a 3 billion project, Metro should invest that money in the purchasing of electrical buses which is the future, the replacing gas vehicles with electric ones, not extending metro gold line and taking valuable space and eliminating lanes for our vehicles.

I-162-1
I-162-2
I-162-3
I-162-4
I-162-5
I-162-6

From: [CHU KEVIN](#)
To: [EastSidePhase2](#)
Subject: Possibility to bring back the SR60 Alternative
Date: Monday, August 22, 2022 1:14:37 AM

To whom it may concern

Hello. Thank you for considering to extend your railroad network. I know that Metro has already decided to go south after Atlantic Station. I am just wondering if the SR60 Alternative has a chance to come back to live. Since "The shop at Montebello" is right next to SR60, it would definitely be a good station for residents from the west side to shop here. South El Monte is also another great place to set a station since El Monte has Metrolink and El Monte Metro bus station. City of El monte can definitely provide connections within this 3 places using their city bus lines. More people are living east of I605 along SR60 such as Rowland Height and Hacienda Height. If the L line is going east along SR60. This could prepare itself to extend to the east side in the future. Thank you so much for your time.

I-163-1

Kevin Chu

Sent from [Mail](#) for Windows

Patty Anonymous

I have submitted many comments before. I still feel this project is wrong for Washington Blvd. Too many environmental and traffic concerns. It will only bring problems to Pico Rivera and Whittier.

I-164-1

1 appreciate you just cooperating with the way it's set
2 up.

3 UNIDENTIFIED SPEAKER: I've never been to one
4 of these --

5 EDGAR GUTIERREZ: Again, I have to follow the
6 procedures of the hearing. If you want to disclose any
7 concerns, I can discuss this with you afterwards, but I
8 have to follow through this process just so we allow
9 more time for the open house for those that want to take
10 advantage of that and get some other questions answered.

11 So I'm going to start off by calling the
12 first three names, and I'm calling these in the order
13 that they were received. So as we were receiving them,
14 we just placed a number, and they've been handed to me
15 in that sequence.

16 So first person up is Jorge Martinez. He
17 will be followed up Edmund Veloz, and then by Francisco
18 Martinez.

19 EDNA JIMENEZ: Let's put you here next to the
20 court reporter. Make sure you say your name clearly and
21 your zip code so she can capture your comment. You have
22 90 seconds.

23 JORGE MARTINEZ: My name is Jorge Martinez from
24 Montebello, 90640, and I'd like to say that Montebello
25 doesn't want this, Pico Rivera doesn't want this Metro,

1 and we're finding out that people in Whittier do not
2 want this either. And why do we get -- what is it? --
3 backseat treatment when people in North Montebello put
4 up a petition with 400 signatures and we've got over
5 1300 in South Montebello and Pico Rivera and nothing
6 happened? We've turned it in and absolutely nothing has
7 happened. And with the other situation, the SR-60 was
8 stopped because 400 people signed the petition, and
9 we're not getting equal treatment. That's it. Thank
10 you.

11 EDGAR GUTIERREZ: All right. Thank you, sir.

12 We'd like now to advance with our second
13 speaker. Edmund Veloz, if we could please come up here
14 with Edna, she'll be having the mic ready for you.

15 And if we could ask Francisco Martinez to
16 follow Edmund, and Francisco will be followed by
17 Mike Martinez.

18 EDMUND VELOZ: Hello, my name is Edmund Veloz.
19 I live in South Montebello, and I'm 100 percent against
20 this project. In 2019 there were six scoping meetings.
21 In Pico Rivera there were 16 people against the light
22 rail, 3 in favor. Montebello, 26 against, 8 in favor.
23 Whittier, 10 in favor -- no -- 20 in favor, 10 against.
24 South El Monte, 4 in favor, 4 against. East L.A., 20
25 against light rail, 4 against. Commerce, 2 in favor --

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2 want this either. And why do we get -- what is it? --
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24 South El Monte, 4 in favor, 4 against. East L.A., 20
25 against light rail, 4 against. Commerce, 2 in favor --

1 2 against and 7 in favor.

2 What we did, we're advocating the TSM
3 alternative, and we've gotten -- now it's close to over
4 1700 signatures in favor of the TSM alternative and
5 opposing the light rail. We're going to continue with
6 that. It grows -- it's continuing to grow. We have
7 been -- we have submitted this to the Metro people --
8 thirteen -- 1239 signatures they got, and in Montebello,
9 same thing. So they know. Hilda Solis knows that she's
10 on the wrong side and so does our Montebello city
11 council know. But all other people are going to know.

12 We're not going to stop. I don't know
13 where this man is coming from because he says there's no
14 more TSM alternative. He didn't even mention it, but I
15 know it's there, and that's what we're going to continue
16 with because it's the best one. It costs us --

17 EDNA JIMENEZ: Thank you.

18 EDMUND VELOZ: -- 1/100th of the value of this
19 piece of crap. Don't let them steal this money from
20 you.

21 EDGAR GUTIERREZ: We encourage you to continue
22 participating in the comment process. The court
23 reporter will be here to take additional comments, and
24 we have the open house for you to continue your
25 discussion with staff.

1 With that, I'd like to continue with the
2 next speaker. I have Francisco Martinez followed by
3 Mike Martinez. These are the last two speaker cards.
4 I'm receiving another one.

5 So get the next person ready. So after
6 Mike will be Blanca Chavez.

7 FRANCISCO MARTINEZ: Thank you for being here.
8 I gave up the hearings of the Senate congressional on
9 the Trump takeover of American democracy. So this is
10 good. This is a good example of American democracy
11 where we get up and speak our peace. I live in
12 unincorporated East Los Angeles. As a result, I have a
13 very narrow interest, and the narrow interest is we'd
14 like to be treated fairly in the process of this
15 development.

16 We've already had a previous experience
17 with this when it came through Los Angeles, and then it
18 came into unincorporated East Los Angeles.
19 Unincorporated East Los Angeles, we got ripped apart.
20 Boyle Heights, they got treated nice. It went
21 underground, did not disrupt anything on the surface.
22 Got into unincorporated East Los Angeles and we got
23 ripped up on Fourth Avenue. Destroyed the sense of
24 community in that area.

25 Now I'm not against progress, and I favor

I-167-1
I-167-2

1 all advancements in transportation. And in particular,
2 with regards to coming through unincorporated East
3 Los Angeles, Atlantic into the City of Commerce, go
4 underground not on the surface.

5 EDGAR GUTIERREZ: Thank you for your comments.

6 I'd like to now call up on Mike Martinez
7 who will be followed by Blanca Chavez. And after Blanca
8 will be Eddie Torres.

9 MIKE MARTINEZ: Hi, my name is Mike Martinez.
10 I'm an East L.A. resident born and raised here for 43
11 years. I came back to East L.A. to my roots to make
12 this community better. I've been back in East L.A. for
13 8 years living right in front of the Gold Line here on
14 Third Street. Mostly I'm here to fight the inefficiency
15 of the way this project is going. It seems like Metro
16 is just throwing money at it. Want to run a 9-mile
17 train, very inefficient design.

18 I always mention this in our meetings:
19 Why not copy New York subway station? Very efficient.
20 Everybody rides the train over there. Same thing in
21 Atlanta. I've been living in front of the train
22 station -- even pre-pandemic -- and I see the cabins.
23 They're not even halfway full. Just think of how much
24 percentage is a lot for you of a way a train should be
25 riding. How many riders? 20 percent? 50 percent?

1 making a comment, and the interpreter will be
2 translating. So we'll be giving her extra time just to
3 accommodate for the interpretation.

4 BLANCA CHAVEZ: One must know the schedule of
5 the bus because we want to know when what bus comes and
6 another one comes. So it's important to have a
7 schedule. Yeah, they take a long time from one bus to
8 another; so we need to know that. Yeah, there's also
9 the bus stop there, and they just take a long time there
10 at the bus top, and also the passengers are losing time
11 as well. So we also want them to train the bus drivers
12 so that, when the bus is really full, that he would be
13 kind enough to just people to move on down so that
14 everybody can be seated or be orderly in the bus.

15 Thank you very much. Thank you very much
16 for this meeting. I think it's very helpful. I got the
17 flyer at home, and I congratulate you for this.

18 EDGAR GUTIERREZ: Thank you for your comments.

19 So now I'm going to call what's my last
20 speaker, Eddie Torres.

21 And if anyone is interested, now is the
22 time to fill out the card. Otherwise, after Eddie
23 Torres, we will plan on concluding the presentation.
24 And any remaining time until 8:00 we will go back to the
25 open house. The court reporter will also be here.

1 council to oversee what we're doing.

2 Being part of the East L.A. Chamber of
3 Commerce, one of the local voices you have, I have a
4 sign-in sheet here. So if anyone wants to join, I'm
5 part of the East L.A. Coalition, residents and
6 businesses working together to hold Metro accountable.
7 We don't want another Third Street. Thank you.

8 EDGAR GUTIERREZ: Thank you for your comments.

9 And in the course of Eddie's comment, we
10 received another speaker card. So Denise -- Denise H.
11 I apologize for mispronouncing. If you could please
12 speak your name into the record.

13 DENISE HAGOPIAN: Denise Hagopian, Montebello,
14 90640. I have a couple of comments. I don't feel that
15 the businesses that are on Washington have been notified
16 properly or at all. I feel that Washington Boulevard
17 doesn't have buses now which to me means that residents
18 aren't using that route to go Downtown L.A.

19 Montebello is being used as a
20 thoroughfare. So our businesses will be put out of
21 business. The property values will be degraded. The
22 noise and the pollution level will be increased. And I
23 don't know if you were listening to the trains as they
24 were going by and the cars, but I could hear them from
25 here. So I think that we have a lot of noise and

I-169-1
I-169-2
I-169-3
I-169-4
I-169-5

1 pollution mitigations and property owners to discuss
2 where they stand so that they don't lose their
3 investment but especially all the businesses.

4 With lessened truck traffic, all those
5 truck service stations, truck car washes, maintenance
6 men, their whole lives were invested in their business,
7 and they'll now be out of business. And they already
8 proved on Third Street that they didn't take care of the
9 business owners because those business owners went
10 bankrupt. Thank you.

11 EDGAR GUTIERREZ: Thank you for your comment.

12 So there's no additional speaker cards.
13 So this will conclude our formal oral comment segment.
14 I'd like to just call up Tito.

15 If you could just come up to just close
16 out the hearing. This is the end of my role. As I
17 said, I was just facilitating the public hearing oral
18 comment process. Thank you for cooperating with the
19 process, and we encourage you to stick around for the
20 open house and have your questions answered. Anything
21 that can help you provide an informed comment.

22 TITO CORONA: Thank you, Edgar.

23 Again, this is not the conclusion of the
24 meeting. We are here until 8:00. Since we are done
25 receiving formal comments, we're going to close the

Esther Celiz

I have shared other concerns, Pico Rivera, Washington and Passons where more then 3,000 children will be crossing that intersection Monday three Friday mornings and afternoon, students from Rivera Middle School and from El Ramncho High School. Mornings will be impacted so much with the rail train, our community will be on a grid lock, emergency vehicles will be at a very big disadvantage trying to get thru. Please reconsider the train ending at Commerce at Citadel please do not come any further. PIH is also a great concern, having a station in Lambert will cause so much traffic as it already has with ambulances and emergency vehicles trying to get to Hospital.

I-170-1
I-170-2
I-170-3

CATALINA CASTRO

I am delighted to see this amazing project move along. I think that this is an excellent way of reducing vehicle smog, and moving into the future more efficiently. Here are my concerns:

1. Security on platforms and in general. I don't think that "ambassadors" are adequate..
2. Senior citizen mobility assistance.
3. Long time residents will always be a problem because they want more and pay less.
4. Not enough Rest Areas along path. Might encounter homeless issues.
5. Elderly are not (usually) computer savvy. Availability of tickets/passes at brick and mortar locations.
6. Advertisement on trains given to local businesses so they can "shut up" sorry!
7. toilet/restroom facility on train.

I-171-1
I-171-2
I-171-3
I-171-4

Maria Garcia

The project is completely unnecessary. Metro's own study and numbers prove it will be one of the most expensive lines for the smallest gain. There is no network analysis showing how this line performs relative to other projects in the same area or alternatives that cost less than \$6.5 billion for more than 11,000 riders.

I-172-1
I-172-2

David Reynoso

I wanted to express my comments against the extension of the gold line in my city of Pico Rivera. This train extension will negatively impact Pico Rivera in the following ways, first of all, the street Washington is already a heavy transional traffic street that people use to commute to nearby businesses, its highly populated community, traffic will increase due to eliminating lanes to accomodate the train an issue that is evident on your above grade train station located at 3rd street in LA. Second, parking issues, commuters will park nearby to ride the train which will impact our residents, metro has stated that they don't plan to build parking because commuters will ride their bikes or walk to stations which is not true, does Metro see people riding bikes at 4 in the morning when people are commuting to work?. Third, increase crime at stations, fights and drug use. These problems are evident on your above grade train located on 3rd street, this is why commuters don't ride your trains. Lastly, increased homeless population. The train located on 3rd street in LA already displays issues with the homeless population. If this train is extended, homeless people will now commute to other nearby cities. Metro spoke about mitigation programs to compate the homeless and unsheltered individuals but the reality is that the train stations attract homelessness and crime in order to mitigate that is not to build the extension. Metro also stated that the homeless population is a state issue but i disagree its a city of LA issue, the city is now plagued by homelessness, rampant drug use and crime. The residents Pico Rivera do not want our city to be similar to LA. Why does metro think we need a train in our city? Do metro employees commute to work in trains? For those that do not, i urge you to ride the 3rd street metro line and see firsthand what you are creating. I begin to question the reason why Metro wants to extend the gold line when the residents don't want it, is to increase your profits due to a 30% rideshare decrease over the years? Metro needs to look at the statistics and determine that rideshare has decreased. So why build another train? People have spoken with their pockets and stopped riding your trains for the reasons mentioned above. Another comment is that metro did a bad job in outreach, I didn't not see any signs around my city regarding community meetings, since this will severely impact my city and residents, no street banners, no posters adjacent to rail construction sites or neighborhoods, Metro did the bare minimal in outreach, i received one postcard via mail, thats it. This is a 3 billion project, Metro should invest that money in the purchasing of electrical buses which is the future, the replacing gas vehicles with electric ones, not extending metro gold line and taking valuable space and eliminating lanes for our vehicles.



Michael Hlebovy

Please build the Eastside gold line as far as you can. I voted for additional taxes for Metro on every ballot, but the Whittier area has gotten nothing to show for it. Build me something before I die of old age.

I-174-1

Campbell Sadeghy

Please add as many grade separations as possible.

Ensure the tracks can handle 6 car trains.

Plan for an integration of a possible future CA-60 alignment when Caltrans widens that freeway.

I-175-1

Alfredo Acosta

While I live in Pomona I frequently find my self going to Pico Rivera to visit family it takes 2 hours to go on bus so this would shorten my trip time enabling me to get home early with the Blue Line to Pomona it will be much easier

I-176-1

Jasmine Torres

While the extension Eastward towards Whittier I'm sure is helpful, having a rail system running through a still relatively small neighborhood like Santa Fe Springs would be devastating to traffic, especially with a train system already close to Whittier (Los Nietos Road) that impacts traffic enough, that doesn't include the no doubt longer than 4 year minimum construction to make this possible. Should the Gold Line be extended towards Whittier, once passengers arrive to the Greenwood station, a bus system should be implemented not rails to help minimize the chaos that would descend on the area from a Metro rail system.

I-177-1

James Prado

I was raised in Pico Rivera and own our home near the proposed location. I don't agree with this extension . Many of our residents are home owners to middle and low income but majority of all have vehicles . We are not relying on public transportation to get around , the buses that are in route are seldom full. There is a lot of children that cross Washington Blvd. from the Jr.High & High schools daily for school and functions throughout the year. During every sport season the teams run through the neighborhood & Washington Blvd while training not to mention the family's that walk from homes to the neighborhood parks and city hall functions. This will be very disrupting and dangerous for all of them . One fatal accident is one too many to except . Consider the overpass just minutes away that was installed on Passons to help avoid any more deaths the family's had to experience and the other off of Durfee ave. Why would we fail and take steps backwards ? Pico Rivera or West Whittier doesn't need this train. This in not areas with multiple housing units or apartments. If any of the options to consider would be the second ending up at Citadel and traveling through Atlantic shopping area. Downey, La Mirada , East Whittier , or Fullerton wouldn't allow you to invade their family environment, then why take advantage of our neighborhood? The traffic congestion through our city will largely increase as well as the noise and pollute the landscape. It is very critical that I influence you not to enter Pico Rivera . I appreciate the opportunity to acknowledge our families community and safe haven we've been trying for decades to improve . Please consider option 2 and I'll be looking forward to sharing this information to all our neighbors , family & city members. I will like to know which city officials are in favor of this extension and will look forward to any petition or act in voting to deny this proposed completion. Thank You

I-178-1
I-178-2
I-178-3
I-178-4
I-178-5
I-178-6
I-178-7

Matt Diaz

The Greenwood option colored green on the map, is a great option. I can just imagine the areas between and Citadel mall and Greenwood being rezoned to provide thousands of units of Homes and becoming a transit oriented community. A subway stop on the established and active community along Whittier blvd would also be a benefit to the whole city. A second phase further to Whittier City would be best if funds aren't available.

I-179-1
I-179-2

Grady Yu

The storymap of the Eastside Transit Corridor depicts a design option for Atlantic/Pomona Station that appears to limit pedestrian access to the station. The Atlantic/Pomona Station: Open Underground Option appears to have an entrance on only one side of Atlantic Blvd. This station should be designed to allow for a station entrance to be built on the other side of Atlantic Blvd if funding becomes available.

The Atlantic/Pomona Station: Open Underground Option appears to have been designed with more entrances than the other option. Metro should consider how this station connects to the intersection at Beverly Blvd and Atlantic Blvd.

Anonymous Anonymous

My concern with the extension of the gold line to pass through Pico Rivera is the access that is being given to homeless to come into our City. Not only that the look of a rail coming through is not appealing to our City. I don't see how this extension is going to benefit the City and am against this project.

I-181-2 I-181-1

Brayden Yoder

I believe it is very important to continue Metro's expansion in all directions, as service of public transit always drives demand. Phase 2 of the Eastside Transit Corridor is a worthwhile project that will help to further integrate our city and provide needed relief from LA's crushing traffic.

Please push forward with this project all the way to Lambert. I understand that costs for aerial stations and underground subway lines are more expensive than at-grade, but you can't put a price on convenience of travel and avoidance of vehicle traffic.

As always, the costs of building such light rails systems need to be weighed not against current taxpayer dollars but rather against future generations, who will look back and wonder why we didn't build when we had the chance. The cost of doing nothing is far more prohibitive than the costs that would be incurred now.

I-182-1
I-182-2
I-182-3

Jamie Shepherd

The line should terminate either at Whittier College or the Whittier Courthouse.

I-183-1

Paul Hennessy

Fully support building as fast as possible and don't think this would pose any environmental risk. We must build this train as far east as possible to help with the sprawl.

Please also upgrade trains and buses with equipment to fight Covid and airborne viruses. Improved ventilation and far UV lights will help with public health and trust of returning to public transit

I-184-1
I-184-2

Leticia Gordo

1) There is no overhead sample of the Washington as San Gabriel River North. The sample present in the EIR only shows the side of the bridge so it is difficult to understand how much the bridge will be widen and its impact on the residents to the southeast of Washington Blvd. Because the bridge will have to be widen, it appears it will impact the residents to the southeast of Washington Blvd.

I-185-1

2) The document does not clearly present the impact to the smaller streets. It appears that those drivers trying to get onto Washington Blvd from one of the small streets only option will be to turn right. For example, Washington Blvd at Millux and Hasty Avenues. Driver exiting these two Avenues can only turn right thereby having to drive to Passons Blvd or Pioneer Blvd, respectively.

I-185-2

3) Document is inaccurate regarding Ferguson Drive. Ferguson Drive is only a 4 lanes up to Gerhart Avenue. Heading east after Gerhart Avenue, Ferguson becomes a 2 lanes. Having worked at one of the County Office's on Ferguson, my observation is that the Ferguson Drive does get a lot of through traffic and there is often delays resulting from the trucks entering and exiting the warehouses between Gerhart Avenue and Garfield Avenue.

I-185-3

4) There is concern for the safety of the children of Greenwood Elementary School who live between Greenwood Avenue and Bluff Road, southeast of Washington Blvd. This area is a heavily populated residential area with low income families. It does not appear report or train route have given much review to the impact to these families and is more heavily concerned about the benefits to the Citadel Outlet, PIH, and others.

I-185-4

5) The report indicates that the trees on Washington Blvd at Rio Hondo Spreading Grounds are an obstruction to the San Gabriel Mountains and Puente Hills to the east. This is inaccurate. The Mountains and Hills are visible heading east on Washington Blvd at Bluff Road. On a clear day, their site is beautiful especially when there is snow or at night during the Holiday seasons. We are currently encountering climate issues and yet these trees will be removed for this proposed transit. These trees have been here for many years and have provided calmness/serenity and shade for the drivers.

I-185-5

6) The City of Pico Rivera had underpasses built at Durfee Road and Passons at Slauson to mitigate traffic delays and separate vehicles and pedestrians from trains. There were pedestrians killed at some of these crossings. In order to provide safer routes for pedestrians, mitigate traffic, and eliminate the need for trains to blow their horns. These two projects cost millions which were paid for by state and federal funds. However, now the County and Metro want to build a light rail in Pico Rivera on Washington Blvd which appears to contradict the City of Pico Rivera efforts to mitigate traffic delays and provide safer routes for pedestrians.

I-185-6

7) This light rail route will create more traffic for the already heavy traffic related to El Rancho High School north of Washington and then south of Washington are Rivera Middle School and Rivera Elementary School. My observation when traveling Passons during school start and ending times is that traffic on the south of Washington gets backed up to Bert Street, which is approximately 1/4 of a mile. It appears that the light rail will create more traffic and delays on

I-185-7

Passons. Additionally, drivers will look for alternate streets creating more thru traffic and speeders on residential streets.

8) I believe there are better and less costly alternatives to creating this light rail that impacts residents along Atlantic Blvd and Washington Blvd. The demographics of residents along the Atlantic Blvd area of low income, large households, and minimal education if any. This is similar demographics for the residents of Montebello living southeast of Washington Blvd at Greenwood Avenue. Some alternatives are:

- Create a Bus Rapid Transit similar to what is used in North Hollywood (Chandler). Perhaps routes can be built partially next to existing trains such as the Montebello station or the train route near Slauson. The BRT route can be partially near existing train routes and the other parts on streets such as Washington and Atlantic.

- Somewhat like a Shuttle Service. Use more bus service (maybe double buses) that leave Atlantic Station and go to Citadel. Use some of existing spaces in parking structures specific for these riders or build a new parking structure at the corner of Washington and Telegraph. Can also more service from Citadel to Washington Blvd at Whittier Blvd. A parking structure can be built at the lot on the northwest corner. The County currently has shuttle service for Hollywood Bowl, which seats approximately 18,000 people. The shuttle service is provided for various areas of the County for Hollywood Bowl attendees and is used to mitigate traffic delays. The County has taken steps to encourage people to attend the Hollywood Bowl using shuttle service and the County can take steps to create a similar solution for the east side.

- My understanding is that Transportation System Management (TSM) has an alternative, electric buses. It appears this is much less costly and would take much less time to start than the light rail. Also, electric buses are much quieter and are safe for the environment. There would be no need to remove existing medians that have plants and trees, no need to tear the street, and no need to take years building a light rail system that will be costly.

- In summary, it does not appear that much thought was given on the impact to the demographics, the safety of children going to school, and impacts to tree removal. I am truly surprised that the County is willing to remove trees when we need them most. I am also surprised that the safety of the school children was not considered. In reviewing the report and reviewing the maps, it appears the light rail will create more traffic on the side streets especially during school start and end times.



William Moreno

I fully support this project without reservations. It will provide new investment in the South part of Montebello.

I-186-1

Larry Batista

Hello My Comment:

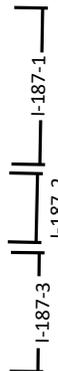
Why is another rail line needed if we already have a well-established rail line from Nowalk to downtown Los Angeles, which is approximately 3 miles south of this new proposed line?

Is there that much more of a demand to commute by rail lines.

From what i see is minimum ridership from rail lines and buses going downtown.

seems to me that during the construction phase that this will cause a lot of traffic congestion and confusion because of limited area of available traffic lines.

Therefore i am against this new proposed Rail line from Whittier to downtown Los Angeles.



Maria Rivera

I am AGAINST the expansion of the Metro Light Rail on Washington Blvd to the City of Whittier which would end at Lambert near PIH Hospital. The Metro train is used less and less by people due to the increase violence that takes place while waiting and in the metro rail cars by transients. This would also bring more homeless to our city making it more dangerous for those that live nearby. Also by building the metro it would reduce the amount of lanes and cause more grid lock, and would cause emergency vehicles a delay to get to the hospital. It would be more cost efficient to use electric buses and increase bus service to the routes you propose to build the metro rail. Why not put this to vote in a local ballot so that you are aware of what the people actually want? Again, I DON'T want this metro rail to come to Whittier.

I-188-1
I-188-2
I-188-3
I-188-4

Frank Sanford

My comments and questions focus on Alternative 1 and the area of Washington Blvd between Norwalk Blvd and Lambert Rd

Demand / Ridership

- Is there sufficient demand for Alternative 1.
- - Montebello Bus line 50 has low ridership and does not run on Sundays. The bus stops between Norwalk and Lambert are often empty.
- The figures presented show daily ridership for bus line 50. There needs to be more specific breakouts. What is the ridership in the morning, afternoon and evening? Will the Alternative 1 trains be empty after 1pm?
- Section 3.14.6.1.1 says travel time between the Atlantic and Lambert stations would be approximately 22.6 minutes vs auto travel time of 32 minutes. Travel time should be estimated for various times of the day. Auto travel at night via the 60 freeway is usually 20 minutes.
- Is the travel time for other (shorter) routes improved? Rosemead to Lambert?

Traffic and the elimination of numerous left hand turn options

- Limiting left hand turns to signaled intersections will cause an excessive amount of u-turns and unsafe driving conditions. see attached file
- Drivers may have to drive up to a half mile in the opposite direction and make a u-turn to head back in their desired direction.
- Eliminating left hand turns will funnel an excessive amount of cars to signaled intersections.
- Eliminating left hand turns will negatively impact large trucks, delivery vehicles, police, fire and ambulances.
- The extension at grade running down the middle of Washington will prevent emergency vehicles from using the opposite direction lanes to quickly reach PIH or other destinations.
- Reducing lanes from three to two will negatively impact emergency vehicles going to nearby PIH.
- Trucks often use multiple lanes when preparing to make wide right hand turns. This will become more dangerous if lanes are reduced from three to two lanes.

Safety

- How are attendees (students, teachers, staff, parents) of Pioneer High School with the new aquatic center and Aeolin elementary impacted?
- How will pedestrians be impacted? Will they walk long distances to the signaled intersections to cross the street or jump the tracks?
- Please clarify how an intersection such as Washington between Allport and Gretna will look. Both streets have un-signalized left hand turn lanes with two other left hand turn lanes into business parks.

Other

- Washington Blvd floods after rain near Calobar and various areas in Pico Rivera. Will the extension make this worse?
- Growth charts do not accurately portray the un-incorporated Whittier and Los Nietos areas. Including all of Los Angeles county in the count is misleading.
- The cost of this project, especially Alternative 1, is excessive and the money can be better spent elsewhere.

I-189-1

I-189-2

I-189-3

I-189-4

I-189-5

- Improving bus service should be priority.

Thank you,
Frank Sanford

I-189-6

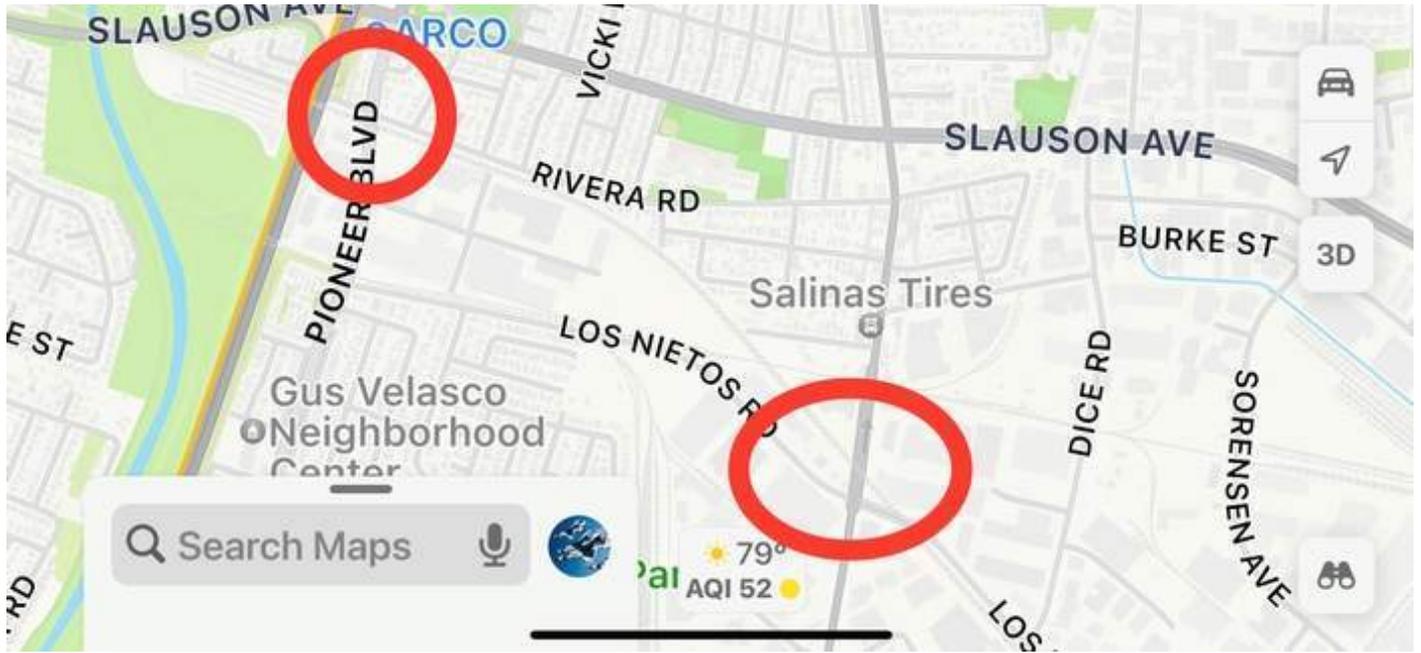
Christopher Lord

Washington Blvd through the city of Pico Rivera has always been a very congested and challenging area during the morning commute. With the expectation of Phase 3 into Santa Fe Springs, there are many areas of concern for traffic flow:

- At-grade Freight Rail 1 block south of Washington Blvd with heavy scheduled and non scheduled impact
- Washington Blvd limiting to only 2 lanes of traffic in each direction will impact vehicle traffic flow east/west of the 605

Please consider creating vehicle overpass or underpass intersections for the At-Grade Freight Rail crossing east of the 605 freeway (Norwalk Blvd and Pioneer Blvd) to help vehicle traffic flow in this area. This area currently gets extreme heavy congestion when freight rail is impacting the morning and evening commute which extends onto Washington Blvd.





Bruce Rochford

This project should be completed all the way to Whittier. Stop posturing that funds may not be available. The Biden administration has spent \$6.82 trillion dollars in 2021. A hallmark of the Biden administration is the infrastructure bill. At \$1.2 trillion, the bill provided cash for a number of improvements, including \$312 billion for roads, bridges, public transit, airports, ports, waterways and other transportation-related needs. The American Rescue Plan poured an additional \$1.9 trillion into the mix. Many of the funds have never been spent and states are asking to use the monies for other things (i.e., transportation). All this combined with the Inflation Reduction Act means that if you're competent to do your job there should be no excuse about the money. (And, didn't Gov. Newsome say he was going to give So. CA several billion dollars for just such projects!?!)

Eric Gordillo

To whom it may concern:

I have the following comments for the Alternate 1, at-grade configuration on Washington Boulevard:

- "Washington Boulevard experiences higher traffic volumes and land uses with higher rates of trip generation." "Alternative 1 would result in a reduction in general-purpose travel lanes from three lanes to two lanes." Reducing capacity on Washington Boulevard by 33% will have significant traffic delays.
- Businesses will be severely impacted due to significant traffic delays.
- Businesses will be severely impacted due elimination or reduced parking.
- Significant traffic congestion will preclude bus service in the at-grade area.
- The DEIR states that "Washington Boulevard experiences higher traffic volumes and land uses with higher rates of trip generation, which increases the likelihood of delay." The traffic delay is not a "likelihood" it will be a reality. You cannot reduced 33% of capacity and not expect significant traffic delay and congestion.
- Eliminated ingress/egress for driveways will have a significant adverse impact on the community and businesses.
- The DEIR states that "Local bus operating speeds may decrease along Washington Boulevard from east of Garfield Avenue to east of Carob Way due to proposed traffic lane reconfigurations, which would result in reduction of roadway capacity along Alternative 1". This is not an accurate or reasonable expectation. Local bus operating speeds will decrease, adversely affecting the community.

The Alternate 1, at-grade segment on Washington Boulevard should be replaced with a Below-Grade configuration. A Below-Grade configuration will adequately mitigate the At-Grade significant adverse impacts.



1. Page 6-17

Section 6.9.2.3 Notification and Project Awareness Efforts

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

Traditional methods

- Project awareness banners at highly visible locations along the Project corridor
 - Bullet #5 - Project awareness banners at highly visible locations along the Project corridor.
THIS WAS NOT DONE. SEVERAL OF US TOOK A DRIVE DOWN THE CORRIDOR SEVERAL DIFFERENT TIMES AND BANNERS WERE NOT PUT UP AT ALL.

Other targeted outreach

- Electronic signs
 - Bullet #1 - Electronic signs.
THIS WAS NOT DONE. SEVERAL OF US TOOK A DRIVE DOWN THE CORRIDOR SEVERAL DIFFERENT TIMES AND BANNERS WERE NOT PUT UP AT ALL.

2. *The EIR should clearly state and outline the impact of lanes throughout each City, East Los Angeles, Montebello, Pico River & Whittier. The EIR needs to have a clear outline for each City similar to Page 3.4-34, Site of the Rio Honda Bridge.*

- Alternative 1 would construct the alignment at-grade in the center of Washington Boulevard and would replace the existing bridge over Rio Hondo to carry both the LRT facility and the **four-lane roadway**. Excavation related to the proposed bridge replacement and the partial property acquisition has the potential to encounter archaeological artifacts associated with the battle. Disturbance of these resources would result in potentially significant impacts as identified under Impact CUL-2.

- ## 3. Proposed new extension has only 6 new stations not including the modification to the existing station in East L.A on Atlantic Blvd. and Pomona Blvd. This makes the new extension **VERY INEFFICIENT** for riders and makes absolutely no sense if Metro truly wants the public to have higher rideshare which I assume that is the goal for this project.

EAST LOS ANGELES

Atlantic Blvd. and Whittier Blvd.

- Atlantic Blvd. and 6th Street should be added for the following reasons.
 1. Garfield High School

I-193-1

I-193-2

I-193-3

I-193-4

2. KIPP Raices Academy
3. Fourth Street Elementary School
4. New High School being built at 422 S. Atlantic Blvd. Construction to be complete by Summer 2023
5. Saint Alphonsus Church
6. Atlantic Park
7. The distance between the Atlantic & Pomona station and Whittier Blvd. station is over 1 mile. Densely populated areas need more efficient stops for people to ride the train. Without having to walk a mile to get to a stop. **If you people to ride, add more stops.**
8. And finally, more residential population that could benefit from riding the Metro
 - Atlantic Blvd. and Olympic Blvd. Should **ALSO** have its own station for the following reasons
 1. Olympic Blvd. serves as a main corridor for East and West Bound traffic
 2. Dense residential population
 3. Access to local businesses
 4. The nearest proposed station is located on Atlantic Blvd. and Whittier Blvd. making the distance between this station and the Citadel station over 1.3 miles.

MONTEBELLO

Washington Blvd. and Greenwood Ave.

- Washington Blvd. and Garfield Ave. should be added for the following reasons.
 1. This intersection is a main artery for all directions. There are many local businesses that employ many people. This could be a great stop so people can get off in this station and walk to their jobs
 2. The distance between the Citadel station and the Washington Blvd. and Greenwood Ave. is much too far, that's over 2.3 miles.

PICO RIVERA

Washington Blvd. and Rosemead Blvd.

- Washington Blvd. and Paramount Blvd. should be added for the following reasons.
 1. This area has a large shopping center consisting of a Walmart Super Center, La Barca Restaurant, Lowe's Home Improvement, Ross, PetSmart, Marshalls, Aldi's, Walgreens, Chili's Restaurant, McDonalds and many other small businesses.
 2. The distance between the Washington Blvd. and Greenwood Ave. is much too far, that's over 1.5 miles. The distance is too far for a densely populated area not to have an additional stop.
- Washington Blvd. and Passons Blvd. should be added for the following reasons.
 1. This area has many residential properties and people living in these areas could benefit from an additional stop. The next stop is on Washington Blvd. and Norwalk Blvd. which is over 2 miles between stops

CITY OF WHITTIER

Washington Blvd. and Norwalk Blvd.

- Washington Blvd. and Sorenson Ave. should be added for the following reasons.
 1. This area has many residential properties and people living in these areas could benefit from an additional stop. The next stop is on Washington Blvd. and Lambert Rd. which is over 1.6 miles between stops
 2. The Sorenson stop could benefit a mixture of business, shopping centers and residential areas.

4. The Washington Blvd. San Gabriel River 605 freeway overpass bridge seems too low
 1. The height of the Washington Blvd. street level and the 605-freeway overpass seem much too low. We would like to see how this is going to be addressed in the EIR.



5. The EIR should include information of the type of brake pads that are installed in the train. There should be clear evidence no brake pads containing ASBESTOS are installed moving forward. Brake pads containing ASBESTOS is ILLEGAL as of the late 1990's.
6. The EIR should contain the actual history of paid passengers riding the existing Gold Line from Union Station to the Atlantic Blvd. and Pomona Blvd. station to confirm this extension is NEEDED or if it's even worth **TAXPAYER** money to fund the **\$4,000,000,000 BILLION PLUS** dollar project. In addition to all the subsidized TAXPAYER MONEY Metro will get for not having an investment return on the money. According to study done by a local resident, **this project will take 50-100 years to have a break-even cost, BEST CASE SCENARIO.**
7. **Metro should invest and implement Electrical Busses which would cut TAXPAYER money spending to 1/100 of the cost compared to this project.**

I-193-4
I-193-5
I-193-6
I-193-7
I-193-8

Esperanza Fuentes

I've lived here in this house for 43 years, and the concern I have is the crossing of pedestrians and vehicles on Washington Blvd. Also, the noise of the metro, as it is now with the large trucks. Is bad enough.

I-194-2
I-194-1

Lisa Valentino

2nd comment - I previously submitted another comment.

on Sunday August 21st, my family and I rode the C Line from Norwalk to Aviation station. We had to get to the airport and wanted to see for ourselves what the trains were like. Upon getting on the train, we saw at least a half dozen of transients covered in blankets, etc. in the train carts. We got on a train cart and the train smelled like urine. I know masks are required, not many people were wearing them, I put mine on, simply so that the smell of urine would be lessened.

Our young adult daughter rides these trains during the day ONLY and she says, they always smell like urine. When did these trains become from public transportation to homeless shelters? We absolutely DO NOT want the Eastside corridor to go through our city of Whittier and bring the above problems to our city. We have enough problems already and the police already has their hands full!

Mind you, I grew up in Italy, riding public transportation my entire life, so I am not against public transportation nor am I a snob, I grew up in a modest family and we didn't even have hot water in our house. I am only against the fact that they are now being used as homeless hotels and city, county and state officials etc. are not handling these issues. What will it take, someone getting assaulted or killed before these issues are addressed? I speak for the many many working class citizens who ride the trains everyday, because they sometimes have no other options. They deserve to ride safely without having to worry about getting attacked and without having to smell urine in the trains.

Thank you and have a great day!

I-195-1
I-195-2

Xavier Arambula

I wholeheartedly support this project and recommend that it be expedited as quickly as possible.

The station at the current terminus at Atlantic should be reconfigured so it's completely underground so as to minimize traffic congestion patterns in that area due to the irregular shape of the land for the proposed new station.

I completely agree with putting the Whittier Blvd and Citadel stations underground too. It's very important to also protect the existing Golden Gate theater building from an possible damage due to the construction of the underground station at the corner of Whittier and Atlantic.

The station at the Citadel should be more comprehensive in it's design so that it can also serve as multi-modal transportation hub and not just a "standard" light rail station. It should include space for buses, ride-sharing vehicles, bikes, etc. Because the Citadel serves not only the local community but it's a regional and tourist destination as well. Metro would be well served to take advantage of that fact to better improve public transit in the region.

Improve coordination with other local transit systems to better serve residents and encourage them to use Metro light rail. For example, Commerce's free bus lines can better funnel passengers to the extension of this light rail system by stopping at the Whittier Blvd, Citadel, and Greenwood stations. I'm sure Montebello transit can do similar arrangements.

I've been impressed with the amount and variety of outreach Metro has done on this project. I hope it continues so we can get this project done by 2028. We need to find the funds to get this done much sooner than later even if it means only doing the underground section first. This area of Los Angeles County has been underserved when it comes to passenger rail service. Let's not forget that East LA was, originally, supposed to get a subway line. Due to politics, it hasn't happened. Though I'm still hoping it will happen and we'll have a subway line going underneath Whittier Blvd where it could connect to this proposed extension of this light rail line at the Whittier and Atlantic station. Thank you, and let's get this done PRONTO!

I-196-1
I-196-2
I-196-3
I-196-4
I-196-5
I-196-6
I-196-7

Joyce Dillard

Alternative 1

Stormwater Drainage
Flood Flows

Not considered is any downstream effect on all the cities along the river. This could also effect water rights.

I-197-1

karyn chen

Hello. I am very much in favor of alternative 1: Washington. After looking at the proposals, I feel that this would best serve the needs of the community, especially in the light of the cost of gas. I personally go to West Whittier and Santa Fe Springs at least once a month, if not more often. I offer my strong support of alternative 1: Washington.

I-198-1

Clara Solis and Clara S. Solis
claramsolis@earthlink.net

August 29, 2022

Ms. Jenny Cristales-Cevallos
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012

Submitted via email to: metro.net/eastsidecomments

COMMENTS RE RECIRCULATED DRAFT EIR/EIS FOR THE GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2 (DEIR)

The Recirculated Draft EIR/EIS for the Gold Line Eastside Transit Corridor Phase 2 (DEIR) should have been withdrawn and recirculated with corrections. It was replete with errors and omissions.

COMMUNITY OUTREACH WAS INADEQUATE/CIRCULATION PERIOD WAS DURING A COVID 19 SURGE AND SUMMER MONTHS.

- 1) Community outreach has been ineffective and has not notified communities impacted how this project may impact them. The notices sent to area residents are so devoid of this information that residents will largely ignore them. The notices in some instances arrived after or the day of the hearing. In one instance a resident found the notice thrown in her front yard. (Testimony at 1st East Los Angeles hearing)
- 2) The DEIR was released at a time when residents are unable to participate fully.
 - a. The DEIR was released during a period of high transmission of Covid 19. Community residents living near freeways have been shown to have worse outcomes from Covid19. See Near-roadway air pollution associated with COVID-19 severity and mortality – Multiethnic cohort study in Southern California
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8416551/>



From LA County Public Health website below are the numbers for East Los Angeles and some nearby communities. The death rate for East Los Angeles is one of the highest for a large community - roughly one in 228 residents in East Los Angeles lost their life to Covid 19. Note

CITY/COMMUNITY**	Cases	Case Rate ¹	Deaths	Death Rate ²
Unincorporated - East Los Angeles	54498	43505	548	437
Los Angeles - Boyle Heights*	37500	43161	377	434
City of Monterey Park	15174	24371	242	389
City of Alhambra	21965	25327	266	307
City of South Pasadena	5555	21322	62	238
Los Angeles - El Sereno	15624	37371	143	342

Boyle Heights is also located near multiple freeways.

- b. Was released during summer months when residents typically are not as available. Additionally, during the summer residents are unable to do outreach at schools. Metro typically seems to plan specifically to release its EIR's in East Los Angeles during this time frame so as to limit participation.
- c. Was released when residents have other projects to respond to. The Metro Area Plan had community meetings. The I-710 South Corridor Project has had numerous meetings during this time period and the Metro Area Plan Historical Context Statement had a deadline to respond of August 22, 2022. Many community residents who are more active have had their hands full responding to these documents.
- d. I and my family had Covid 19 during the comment period which lessened my ability to review and respond fully to the document. Additionally, my vacation was scheduled a full year in advance for part of August. This further made it difficult to participate. Finally, my children went back to school and college which also takes a lot of family time.
- e. Metro has repeatedly been told not to schedule DEIR during summer months. Yet, they repeatedly do so. It appears there is an intention to not allow the community to fully participate.
- f. To fully respond to a document as complex as this. Residents need time to organize and assign different sections to different community members, because of Covid and Summer this community was unable to do this.
- g. Impacted property owners should have been contacted and told what the consequences will be for them. They should have been told:
 - How long their property would be partially impacted.
 - That their property was going to be fully taken and purchased.

Will they be offered first right to purchase the property back? If there is an recession and property values drop? Will the Fair market Value that is offered be at the previous prices? What relocation services will be offered? Will they be able to relocate within the area? I could not find any appendixes on impacted properties.

Residents, schools and businesses should have been notified that they could be impacted by noise and vibration.

THE DOCUMENT CONTAINS SUBSTANTIVE ERRORS AND OMISSIONS

Although, I have not had time to fully analyze the DEIR, my limited review thus far has revealed several substantive errors and omissions.

The main DEIR failed to adequately document which businesses will be lost. Two impacted properties were not listed in the main DEIR.

The document failed to list the US Post office at Atlantic and Verona (**969-975 S. Atlantic Blvd.**). This post office was built in 1931 and should be listed as a historic

W-104-38	5245-001-900	975 S ATLANTIC BLVD LOS ANGELES, CA 90022	9,795	-	-	-	47	-
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resource. It has a distinctive design and has been a mainstay for the community for over 90 years. In the DEIR, it is not listed as being impacted even though a portion will be used as a temporary construction easement.

The document also failed to list the temporary construction easement at 1002 S. Atlantic Blvd., Los Angeles CA 90022 in Volume 2

1270 Goodrich



1. The property is not evaluated historically or for impacts from



noise/vibration.

Loss of Businesses, a burden on an Environmental Justice/Community of Color that has been historically impacted by multiple projects.

The impacts and burdens to the Latinx community of East Los Angeles in terms of loss of businesses is not defined, enumerated, analyzed or mitigated. There is no documentation in the main DEIR that clearly shows the names and addresses of the businesses that will be loss or that in anyway analyzes what will be the impacts to area residents from the loss of these businesses. CEQA requires that the burden to environmental justice communities be analyzed.

Any burden to an environmental justice community that has been historically impacted by multiple government projects should be analyzed and mitigated. In this case the DEIR failed to evaluate and provide any mitigation for the loss of its businesses. Economic burdens should be analyzed and mitigated.

The Latinx community of East Los Angeles historically has been victim of multiple projects which have had significant impacts on residents. Those projects were the I-710, the SR 60, the I-5, the I-10 and the Metro Gold Line on 3rd which divided a community once again and had significant impacts on residents, their ability to access services, and receive emergency services.

Economic and Social Effects

I-199-11

I-199-12

I-199-13

I-199-14

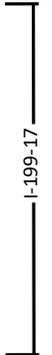
I-199-15

I-199-16

Economic or social effects of a project may be used to determine the significance of physical changes caused by the project. Although primarily directed at physical changes, CEQA regulations require that socioeconomic consequences of the physical change be analyzed. This means evaluating the impacts on an existing community, on religious practices, and on business activity brought on by the physical changes directly related to the project. For additional information regarding social and economic effects, please see [Volume4 of the SER](#).



Here the project has failed to consider the impacts on business activity. It has failed to study the impacts of the loss of these businesses on the community.



East Los Angeles has the highest population density in the County for communities with a population over 100,000, and there are 16,000+ persons per square mile residing in this community. The median household income in East LA is \$43,879 compared to \$64,251 in the County. There is a high concentration of non-conforming residences (more units than allowed per zone) and higher than average household size. vehicle reliance for mobility results in high parking demand. (Parking Study)

Cumulative Impacts from Loss of businesses in East Los Angeles:

This project will remove businesses that residents rely upon.

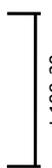


Recent projects in East Los Angeles have similarly removed business to create more housing on Whittier and 1st Street.

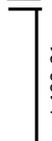
Now the **Metro Area Plan** is contemplating re-zoning Community Commercial along Whittier Blvd to Mixed Use. Further, the Metro Area Plan wants to concentrate 9000 additional housing units in the unincorporated regions of Los Angeles even though East Los Angeles is the 30th most dense community out of 265 communities in Los Angeles. It appears to want to achieve this by removing businesses from East Los Angeles and replacing them with dense housing.



The **Metro Gold Line on Third Street in East Los Angeles was a business killer**. It removed parking and made it difficult for businesses to survive. Most businesses along the stretch from Ford Blvd to Mednik have had a hard time surviving since the Gold Line was built.



Metro and Regional County Planning staff on the one hand tout wanting residents to walk and use transit, but on the other hand they are removing local businesses that are accessible and within walking distance to East Los Angeles residents.



The cumulative impacts of the removal of businesses have not been studied.

An impact analysis needs to be included for East Los Angeles. It should address both direct and indirect impacts as well as the project's contribution to cumulative impacts. The CEQ NEPA regulations provide the following definitions of effects as they relate to NEPA analysis (40 CFR §§ 1508.7 and 1508.8, also see [Caltrans Guidance for Preparers of Cumulative Impact Analyses](#)).



- Direct effects are caused by the action and occur at the same time and place.
- Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-related effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.
- Cumulative impacts are the impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

I-199-23
I-199-24

The cumulative impacts section mentions the Dangler and 3rd project a 78 unit project as not together with the project as causing cumulative impacts. However, the Dangler and 3rd project already has had a negative impact on community residents when a sewage line was ruptured. Along Third Street water would naturally flow from First Street down to Gratian. Residents historically, played in the water there where toads existed. The Dangler/3rd project caused a sewage leak which left residents on Gratian behind Lupe’s Burritos stuck with sewage smells for days. Additionally, public testimony indicated that the residents who live in the area bounded by the 3rd Street Gold Line, the Pomona Freeway, the I-710 freeway and Mednik whose only ingress/egress is through 3rd Street will be impacted by the 3rd/Dangler project. One resident spoke of only having one horizon to look out at and that was over 3rd Street, now she will see a 4 story building.

I-199-25
I-199-26
I-199-27
I-199-28

Further, with more transit along Atlantic there will be more Transit Oriented Development. Already East Los Angeles is the 30th most dense community out of 265 communities, the most dense community among communities with populations above 100k, has around 16k people per square mile and a high number of occupants per unit. The plan of some is to increase density along rail to increase housing. The Metro Area Plan seeks to build 90 K plus units in unincorporated Los Angeles. East Los Angeles is obviously being seeing as a target for this increased density, but it already is dense.

I-199-29
I-199-30

While some believe increasing density along transit corridors will reduce traffic, in East Los Angeles this will never happen. So, planning this way does nothing but create misery among residents who will see even more congestion, traffic, pollution, less parking and less businesses for them to easily shop at. Why, because East Los Angeles is a special case. It has 4 major freeways running through it. Its traffic mainly comes from outside. Unless, cars driving through the freeway are not allowed to exit, there will always be traffic. What will be the impacts of having 4 story buildings in an area so heavily impacted by air pollution and fugitive dust from the freeways. Will the pollution be trapped by the buildings. What about heat island impacts? Where have heat island impacts been studied in this document?

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I-199-33

Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-related effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. In the foreseeable future, a multitude of 3 and 4 story buildings could populate Third, Atlantic and Whittier, additionally such projects allow for smaller open space requirements on the parcel. These projects will further increase the density of the already densest large community in the County. These building could exacerbate already bad air pollution, heat island impacts, resulting in poor outcomes for residents. These outcomes were not studied.

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IMPACTS FROM REMOVAL OF BUSINESSES NOT STUDIED AND WILL HAVE NEGATIVE IMPACTS

Additionally, the removal of businesses is also concerning to residents of East Los Angeles who have contemplated Cityhood for East Los Angeles the loss of businesses will further make this more difficult for area residents to have a sufficient economic base.

I-199-35

East Los Angeles needs more businesses and supermarkets. The location of the Atlantic/3rd/Beverly station used to house a grocery store. Before the freeways, East Los Angeles used to have grocery stores. Now, resident’s access to fresh healthy foods from super markets and produce centers is limited. Some might even call it a food desert.

HOUSING IMPACTS NOT STUDIED/ POSSIBLE GENTRIFICATION – INCREASED DISPLACEMENT OF EXISTING RESIDENTS

How this project will impact housing is not addressed. A presentation on the Metro Area Plan seemed to designate some of the business areas that will be lost as areas for Transit Oriented Development, including housing which would be 80 percent Market Rate and 20 percent “affordable”. We have seen such plans with 80 percent market rate projects putting upward pressure on area rents in surrounding neighborhoods. Developers typically choose the plans which tender the least number of units that are affordable. See https://jorgedelaroca.name/p_latoc.pdf. Housing accessible by lower middle income and middle income residents is not the choice of developers.

I-199-36

Will this gentrify East Los Angeles? See *Transit Oriented Displacement*, MIT Press by Karen Chapple and Anastasia Loukaitou-Sideris.

DEIR FAILS TO CORRECTLY ANALYZE RACE AND ETHNICITY

The DEIR fails to correctly analyze race and ethnicity and its impacts on environmental justice communities. Because it uses the Race Series instead of the Hispanic Race Series it fails to identify an environmental justice community. Since it has not identified the community properly it cannot and does not evaluate the impacts and burdens on the

I-199-37

environmental justice community of East Los Angeles. Table 6-4, in Appendix M shows a community that is 51 percent White. According to Dr. Manuel Pastor, “The percent “minority” is defined – particularly in California – as the share of the population that is not non-Hispanic white. So, it’s Latinos plus non-Hispanic (NH) Black, NH-AAPI, NH-Native Americans, and NH Other/mixed.”

See the website, the National Equity Atlas for the definition of race/ethnicity.

<https://nationalequityatlas.org/about-the-atlas#data>

The state of California uses a similar method:

<https://dof.ca.gov/forecasting/demographics/>

This is important, because CEQA requires that environmental impacts must be considered in context, cities and counties should pay special attention to whether a project might cause additional impacts to communities that already are affected by, or particularly vulnerable to, environmental impacts like air and water pollution.

By using incorrect analysis and methods the Metro DEIR cannot correctly evaluate the impacts to communities of color/ environmental justice communities and in this instance to the Latinx community of East Los Angeles.

See below a portion of Table 6-4 of Appendix M which identifies the population within a half mile of the stations as being 51 percent white.

Table 6-4. General Demographic Characteristics of Census Tracts within 0.5 Miles of Stations

	Persons	% of Population
RACE		
White	60,584	51%
Black or African American	1,238	1%
American Indian and Alaska Native	1,014	1%
Asian	5,155	4%
Native Hawaiian / Other Pacific Islander	170	0%
Some other race	49,122	41%
Two or more races	2,476	2%
ETHNICITY		
Hispanic or Latino (of any race)	106,823	N/A

A memo issued by the office of then California Attorney General Kamala Harris, now United States Vice President, stated:

Cities, counties, and other local governmental entities have an important role to play in ensuring environmental justice for all of California’s residents. Under state law:

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“[E]nvironmental justice” means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

Although CEQA focuses on impacts to the physical environment, economic and social effects may be relevant in determining significance under CEQA in two ways. (See CEQA Guidelines, §§ 15064, subd. (e), 15131.) First, as the CEQA Guidelines note, **social or economic impacts may lead to physical changes to the environment that are significant.** (Id. at §§ 15064, subd. (e), 15131, subd. (a).) **To illustrate, if a proposed development project may cause economic harm to a community’s existing businesses, and if that could in turn “result in business closures and physical deterioration” of that community,** then the agency “should consider these problems to the extent that potential is demonstrated to be an indirect environmental effect of the proposed project.” (See *Citizens for Quality Growth v. City of Mt. Shasta* (1988) 198 Cal.App.3d 433, 446.)

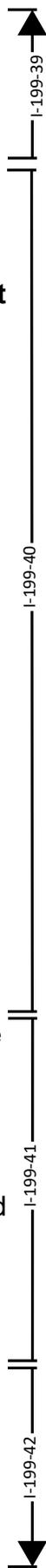
Government Code

Government Code section 11135, subdivision (a) provides in relevant part: No person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state..

While this provision does not include the words “environmental justice,” in certain circumstances, it can require local agencies to undertake the same consideration of fairness in the distribution of environmental benefits and burdens discussed above. Where, for example, a general plan update is funded by or receives financial assistance from the state or a state agency, the local government should take special care to ensure that the plan’s goals, objectives, policies and implementation measures (a) foster equal access to a clean environment and public health benefits (such as parks, sidewalks, and public transportation); and (b) do not result in the unmitigated concentration of polluting activities near communities that fall into the categories defined in Government Code section 11135. 1 In addition, in formulating its public outreach for the general plan update, the local agency should evaluate whether regulations governing equal “opportunity to participate” and requiring “alternative communication services” (e.g., translations) apply. (See Cal. Code Regs., tit. 22, §§ 98101, 98211.)

Note the direction in the footnote:

1 To support a finding that such concentration will not occur, the local government likely will need to identity candidate communities and assess their current burdens.



The DEIR fails in this regard, because it has failed to identify the communities properly and to evaluate their burdens.

PARKING

Metro has a poor reputation in East Los Angeles for its broken promises and constantly changing policies. Prior to construction of the Gold Line, Metro promised parking would be free at their parking structure. Subsequently, Metro decided to change their policy with the result that Metro Gold Line users from other communities now use the residential streets of East Los Angeles to park for free. See page 6 of the East Los Angeles Parking Availability Improvement Study (Parking Study) Existing Parking Conditions September 24, 2021, which states, *“Privately-owned off-street parking, as noted via the stakeholder outreach, is being encroached upon In areas near transit, the encroachment is coming from commuters whom do not want to pay for parking at the transit station.”*

Metro’s plan for dealing with parking is not to deal with parking. For example Parking will not be provided at the Atlantic/Whittier Station. Yet, parking was identified as an area of concern by community members in public comments and identified as an area of controversy in the DEIR. According to the parking study already areas on Atlantic and Whittier already do not have enough parking during week days. **Socioeconomic Effects Under CEQA** considered socioeconomic in nature are any effects that would result in inadequate parking capacity. The short supply and subsequent shorter supply when this project is build would result in cumulative impacts as well.

Residential parking on Whittier and Atlantic is shown below to have a deficit. As with the Gold Line on 3rd Street there is no reason to believe that commuters from nearby communities won’t park in residential streets near the Whittier/Atlantic station. The



Table 5: Study Area On-Street Parking Adequacy by Zone

ZONE	PARKING SURPLUS/(DEFICIT)***	
	Weekday†	Weekend††
	Residential	Commercial ² / Industrial ³
César Chávez	-200	4
1st Street	-92	61
Whittier (West)	-256	29
Olympic (West)	-254	-26
Nueva Maravilla‡	-109	0
Ford/Mednik	-73	36
Telford	98	25
Whittier (East)	-184	-50
Olympic (East)	-305	15
Atlantic	-231	180
Saybrook	-227	6
Whiteside	-13	-2
TOTALS	-1,846	278

Notes:

*** Surplus/deficit determined by an effective supply factor of .85 for all spaces less parking demand.

† Residential parking demand as measured during weekday peak.

†† Commercial parking demand as measured during weekend peak; Industrial demand as measured during weekday peak.

‡ Each section treated as a separate block of residential parking.

1 On-street spaces on residential blocks

2 On-street spaces on commercial blocks

3 On-street spaces on industrial blocks

Source: Walker Consultants, 2020.

impact on parking has not been addressed and mitigation has not been studied or provided.

HAZARDS:

Water

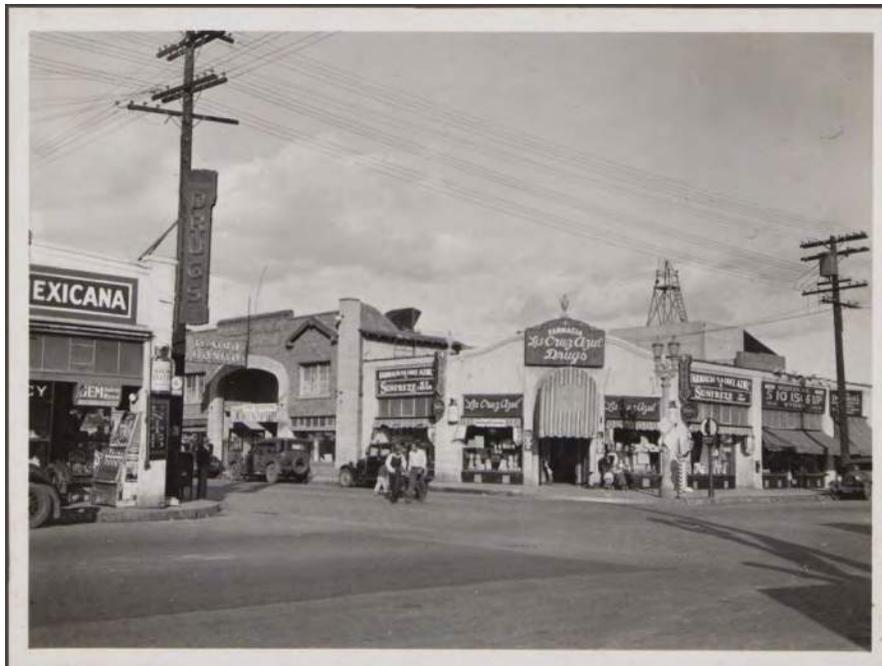
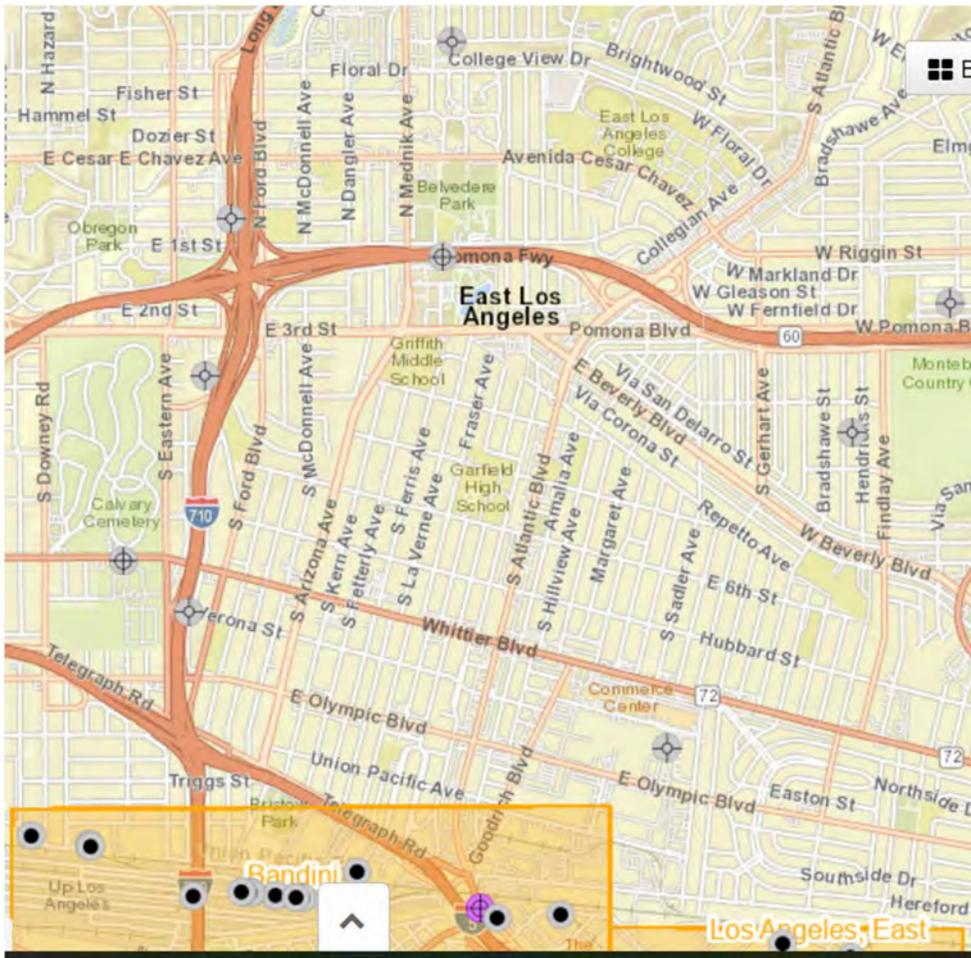
With Climate Change it is anticipated California will see more intense weather and wildfires. The New York Times recently reported on a possible megastorm which could see 2 inches of rain an hour in Los Angeles’ hillsides. The next super storm could come in the next 40 years. What would be the impact to the underground section of the Gold Line? Where is that considered? East Los Angeles in the past has seen damage from floods on Floral in 1938, near Fisher in 1913. The Long Beach freeway routinely floods. East Los Angeles has many former water ways, how will the diversion of these impact the rest of the community?

Gas and Oil

Throughout Los Angeles Oil Wells were dug and many times abandoned. Some of these were never mapped. Here is an oil well map from the state of California.



<https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.16372/34.02812/15>

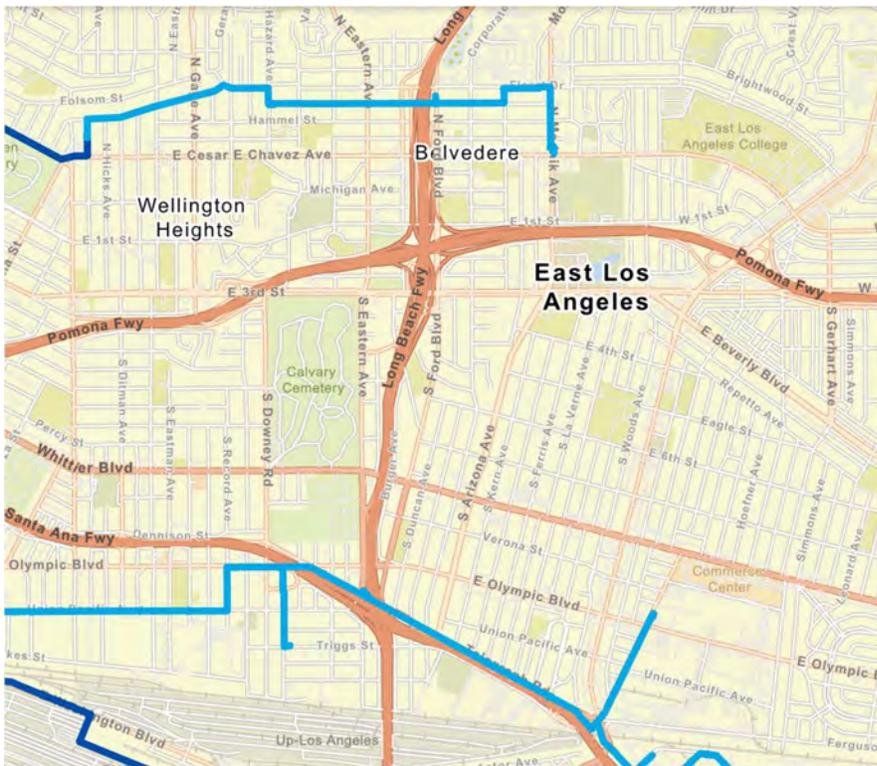


Yet, it appears in this 1932 Anton Wagner photo that there maybe an oil well behind Ford and Cesar Chavez. That does not appear on the map. See below:

Additionally, there are gas lines which run not too far from the project line in East Los Angeles. What would happen if there was a leak and explosion?

I-199-47

<https://socalgas.maps.arcgis.com/apps/webappviewer/index.html?id=c85ced1227af4c8aae9b19d677969335>



The light blue lines are high pressure distribution lines. The dark blue are transmission lines.

Former and current gas stations -UST's:

It is well known that many brown fields exist from gas stations where Underground Storage Tanks were never removed. In examining the records from the **US Post Office on Atlantic and Verona** at one

point, a permit was pulled to remove a 5000 gallon tank. What the tank held is not mentioned. Further, the tank was apparently never removed as the permit was cancelled – see below:

Permit ID	App Status	App Disposition	Date App. Init.	Date Permit Issued	Date Permit Finalized	Work Description	Owner Name
BL 9701230022 975 ATLANTIC LOS ANGELES COUNTY	Permit Issued	Cancelled	01/23/1997	01/23/1997	/ /	REMOVE 1 5000 GAL TANK	

Additionally, there was a **gas station at 5085 E. Third Street** near the corner of Woods and Third Street. I see no indication that the underground storage tank (UST) was ever removed. This is the current location of the 3 story National Core Alta Vista apartment buildings. If the UST was never removed contamination could have spread. The digging of the underground section could come across this and contamination could spread to neighborhood homes if not properly mitigated.

The Environmental Protection Agency website states:

A typical leaking underground storage tank (LUST) scenario involves the release of a fuel product from an underground storage tank (UST) that can contaminate surrounding soil, groundwater, or surface waters, or affect indoor air spaces.

The links below describe the dangers from leaking underground storage tanks:

I-199-47
I-199-48

Solis, Clara Comment Letter

<https://www.epa.gov/ust/leaking-underground-storage-tanks-corrective-action-resources>

Underground Storage Tanks:

<https://www.csu.edu/cerc/documents/LUSTThreattoPublicHealth.pdf>

76A642D
S & E-663 12-54

APPLICATION FOR PERMIT SEWER-SEWAGE DISPOSAL

DIVISION OF BUILDING AND SAFETY
Department of County Engineer
County of Los Angeles
WM. J. FOX, COUNTY ENGINEER
CASSATT D. GRIFFIN, SUPT. OF BUILDING

1

FOR APPLICANT TO FILL IN

<p>LEGAL DESCRIPTION LOT NO. 173-174-175-176</p> <p>BLOCK - TRACT 10665</p> <p>SIZE OF LOT 100'x200' NO. OF BLDGS. NOW ON LOT 1</p> <p>USE OF BUILDINGS SERVICE STATION + Garage</p> <p>CONTRACTOR B A Lohman</p> <p>ADDRESS 5049-71 Encinita</p> <p>CITY Tempe City TEL. NO. 4763181</p> <p>REGISTRATION NO. 88308 <input type="checkbox"/> STATE <input checked="" type="checkbox"/> COUNTY</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION OF WORK</th> <th>FEE</th> <th></th> </tr> </thead> <tbody> <tr> <td></td> <td>HOUSE SEWER CONNECTING TO PUBLIC SEWER</td> <td>@ \$ 3.50</td> <td></td> </tr> <tr> <td></td> <td>HOUSE SEWER CONNECTING TO PRIVATE DISPOSAL SYSTEM</td> <td>1.00</td> <td></td> </tr> <tr> <td></td> <td>CONNECT ADDITIONAL BLDG. OR WORK TO HOUSE SEWER</td> <td>1.00</td> <td></td> </tr> <tr> <td></td> <td>ALTER OR REPAIR EXISTING SEWER OR DISPOSAL SYSTEM</td> <td>1.00</td> <td></td> </tr> <tr> <td></td> <td>DISCONNECT AND ABANDON SEWER AND/OR DISPOSAL SYSTEM</td> <td>1.00</td> <td></td> </tr> <tr> <td>1</td> <td>SEPTIC TANK, SEEPAGE PIT OR PITS AND/OR BRAINFIELD</td> <td>2.00</td> <td>200</td> </tr> <tr> <td>1</td> <td>CESSPOOL - DRYWELL SPECIAL CONDITIONS ONLY</td> <td>2.00</td> <td></td> </tr> </tbody> </table>	NO.	DESCRIPTION OF WORK	FEE			HOUSE SEWER CONNECTING TO PUBLIC SEWER	@ \$ 3.50			HOUSE SEWER CONNECTING TO PRIVATE DISPOSAL SYSTEM	1.00			CONNECT ADDITIONAL BLDG. OR WORK TO HOUSE SEWER	1.00			ALTER OR REPAIR EXISTING SEWER OR DISPOSAL SYSTEM	1.00			DISCONNECT AND ABANDON SEWER AND/OR DISPOSAL SYSTEM	1.00		1	SEPTIC TANK, SEEPAGE PIT OR PITS AND/OR BRAINFIELD	2.00	200	1	CESSPOOL - DRYWELL SPECIAL CONDITIONS ONLY	2.00		<p>BUILDING ADDRESS 5085-E 3rd</p> <p>LOCALITY E Los Angeles</p> <p>NEAREST CROSS ST. Atlantic</p> <p>OWNER Pacific Gasoline</p> <p>MAIL ADDRESS -</p> <p>CITY - TEL. NO. -</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>DISTRICT NO.</th> <th>GROUP</th> <th>MAP BK</th> <th>PG</th> </tr> <tr> <td>6</td> <td>F</td> <td></td> <td></td> </tr> </table> <p style="text-align: center;">CONNECTION DATA</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>STATION</td> <td>DEPTH</td> </tr> <tr> <td colspan="2" style="text-align: center;">MANHOLE REFERENCE</td> </tr> <tr> <td style="text-align: center;">UPPER</td> <td style="text-align: center;">LOWER</td> </tr> <tr> <td>Y. TYPE OF CONNECTION</td> <td>LENGTH FROM M.L. TO P.L.</td> </tr> <tr> <td style="text-align: center;">CURB</td> <td style="text-align: center;">P.L.</td> </tr> </table> <p>CO. IMP. NO. _____ JOB. NO. _____</p> <p>TRUNK PERMIT NO. _____ ROAD PERMIT NO. _____</p> <p>STATE ENCROACHMENT PERMIT NO. _____</p> <p>INDUSTRIAL WASTE APPROVAL _____</p> <p style="text-align: center;">CHARGES</p> <p>CONNECTION CHARGE FEE _____</p> <p>REIMBURSEMENT FEE _____</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">APPROVALS</th> <th>DATE</th> <th>INSPECTOR'S SIGNATURE</th> </tr> </thead> <tbody> <tr> <td style="width: 50%;">NEW HOUSE SEWER</td> <td></td> <td></td> <td></td> </tr> <tr> <td>CONNECT ADDITIONAL BUILDING OR WORK</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	DISTRICT NO.	GROUP	MAP BK	PG	6	F			STATION	DEPTH	MANHOLE REFERENCE		UPPER	LOWER	Y. TYPE OF CONNECTION	LENGTH FROM M.L. TO P.L.	CURB	P.L.	APPROVALS		DATE	INSPECTOR'S SIGNATURE	NEW HOUSE SEWER				CONNECT ADDITIONAL BUILDING OR WORK			
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OWNER'S AUTHORIZATION	PERMIT	\$	1 00
	TOTAL FEE		500

I HAVE THIS DATE CONTRACTED WITH THE HEREIN NAMED CONTRACTOR TO CONNECT THE ABOVE DESCRIBED EXISTING DWELLING TO THE PUBLIC SEWER

SIGNED THIS _____ DAY OF _____ 19____

OWNER OR OWNERS AGENT *12/14*

I-199-48

CR-6264

1

CE808 3-64
76A642D

APPLICATION FOR PERMIT

SEWER-SEWAGE DISPOSAL

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, County Engineer
WILLIAM A. JENSEN, Sup't of Building

FOR APPLICANT TO FILL IN			
LEGAL DESCRIPTION	LOT NO.	176, 175, 1/2 SE 174	
BLOCK	TRACT	10665	
SIZE OF LOT	NO. OF BLDGS. NOW ON LOT	1	
USE OF BUILDINGS	Gas Station		
CONTRACTOR	C.A. DAVIS		
ADDRESS	1720 W 139th ST		
CITY	TEL. NO.	321-9060	
REGISTRATION NO.	STATE	COUNTY	
NO.	DESCRIPTION OF WORK	FEE	
1	HOUSE SEWER CONNECTING TO PUBLIC SEWER	@ \$5.00	500
	SEPTIC TANK, SEEPAGE PIT OR PITS AND/OR DRAINFIELD	@ \$10.00	
	HOUSE SEWER CONNECTING TO PRIVATE DISPOSAL SYSTEM	@ \$3.00	
	CONNECT ADDITIONAL BLDG. OR WORK TO HOUSE SEWER	@ \$3.00	
	OVERFLOW SEEPAGE PIT, DRAINFIELD EXTN., CESSPOOL, DRYWELL, MANHOLE	@ \$5.00	
	ALTER, REPAIR OR ABANDON HOUSE SEWER OR DISPOSAL SYSTEM	@ \$3.00	
OWNER'S AUTHORIZATION		PERMIT	\$ 2 00
		TOTAL FEE	7 00
I HAVE AT THIS DATE A CONTRACT WITH THE HEREIN NAMED CONTRACTOR TO CONNECT THE ABOVE DESCRIBED EXISTING DWELLING TO THE PUBLIC SEWER.			
SIGNED THIS _____ DAY OF _____, 19____			
OWNER OR OWNERS AGENT			
ADDRESS: C.A. Davis			
I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION			

BUILDING ADDRESS	5085 E 3RD ST		
LOCALITY	3RD + WOOD		
NEAREST CROSS ST.	WOODS		
OWNER	DON GIRARDO		
MAIL ADDRESS	1717 W CENTURY		
CITY	TEL. NO.	L.A.	
DISTRICT NO.	GROUP	MAP	PG
6	F	R-198	198
PROCESSED BY: White			
2757 CONNECTION DATA			
STATION	DEPTH	1/4 pipe 16"	
MANHOLE REFERENCE	9.5 ft W/OB LOWER		
Y.	TYPE OF CONNECTION	LENGTH FROM M.L. TO P.L.	10'
	CURB	P.L.	
CO. IMP. NO.	P.C. NO. 7745 JOB-NO.		
TRUNK PERMIT NO.	ROAD PERMIT NO.		
AFFIDAVIT	WAIVER	EASEMENT	RECORD. INSTR. NO. DATE
HWY. OR ST. WIDENING			
STATE ENCROACHMENT PERMIT NO.			
INDUSTRIAL WASTE APPROVAL			
CHARGES			
CONNECTION CHARGE FEE			
REIMBURSEMENT FEE			
APPROVALS		DATE	INSPECTOR'S SIGNATURE
NEW HOUSE SEWER		2/24/67	Lange
CONNECT ADDITIONAL BUILDING OR WORK			
SEPTIC TANK, SEEP. PIT(S)			

INSPECTOR COPY

I-199-48

I was not able to do an extensive search, but merely checked locations where I knew there had been a gas station in the past.

Amount of Contamination near build area is concerning:

It is concerning that so many LUST site and contamination exists near to the build area to be excavated for the underground section. Additionally, it is concerning that so many schools are within a half mile of this. How will construction deal with keeping the children safe from so much contamination? It doesn't appear that the magnitude of this is contemplated.

I-199-49

Evacuation Routes not properly analyzed in East Los Angeles:

We are concerned that evacuation routes and emergency response delays were underestimated by the DEIR. We have experienced significant delays when there is an

I-199-50

accident any where near the Gold Line. Traffic can back up for a half hour. Many residents abandon their vehicles on Mednik and Third and walk home. Atlantic at times is very congested. Construction delays on or near Atlantic with an accident or an emergency should be studied. The evaluation here is insufficient.

Further, what if there is an incident on the Underground section of the Gold Line, what is the plan. This is not sufficiently analyzed. What if there is a gas explosion? What if there is an earthquake with multiple injuries. What if there is flooding? Not enough analysis is done here.

Additionally, what if there is an emergency at one of the schools, and multiple responses are needed?

Evacuation Routes HAZ 6 Not applicable - this does not make sense. I am concerned that evacuation routes were not adequately studied in this project.

The DEIR has failed to properly analyze how the project might exacerbate existing community evacuation risks. Additionally, will a possible need to evacuate residents in the nearby area in a major disaster be affected by the evacuation of the project's occupants?

Earthquakes:

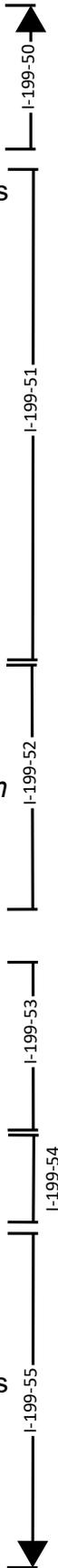
The statement that there could be structural damage and failure and lives can be lost is concerning. - *Alternative 1 is located in a seismically active area, as is most of southern California and, thus, operation of Alternative 1 would potentially be subject to seismic ground shaking. Seismic shaking could result in damage to structures or human injury or death.*

NOISE AND VIBRATION:

It appears that the open air option will have more vibration and noise impacts to residents along the line. I believe the other option is superior in this regard and if this project goes forward that route is superior in that it has less impacts. Further, if there is ultimately found to be methane underground the open air option could impact nearby homes on Woods and 3rd.

Schools

There are more schools in East Los Angeles impacted by this project than in any other community. It is not clear that each of the schools in East Los Angeles close to the project where analyzed for impacts in the noise and vibration study. Additionally, it does not appear that Atlantic Park was identified in the study. It doesn't appear to have been analyzed for impacts.



It is concerning that Kipps Raices school will be impacted. We are concerned that the mitigation measures will likely not be followed by workers. It seems unlikely that they will roll items.

Most of these schools do not appear to be analyzed in the noise and vibration study. This section of the report was very confusing and given the limited time for review the categories of the institutions, schools hospitals was confusing.

- Greenwood Elementary School located at 900 South Greenwood Avenue, Montebello
- Calvary Chapel Christian Academy, 931 South Maple Avenue, Montebello
- KIPP Promesa Prep located at 5156 Whittier Boulevard, Los Angeles
- KIPP Raices Academy located at 668 South Atlantic Boulevard, East Los Angeles
- 4th Street Elementary located at 420 Amalia Avenue, Los Angeles
- Garfield High School located at 5101 East 6th Street, Los Angeles
- Monterey Senior High School, 466 South Fraser Street, Los Angeles
- St. Alphonsus School, 552 South Amalia Avenue, Los Angeles
- Griffith STEAM Magnet Middle School, 4765 East Fourth Street, Los Angeles
- Arts in Action Community Charter Elementary School, 5115 Via Corona Street, Los Angeles

Has the project looked at local daycares within a half mile of the project?

SCHOOLS

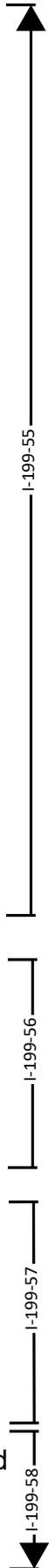
Since East Los Angeles has more schools within a half mile than any other school, will there be greater impacts to area children? This has not been adequately addressed by the DEIR. East Los Angeles has 8 of the 10 schools within a half mile.

HEALTH RISK ASSESSMENT:

The health risk assessment fails to analyze heat island impacts to residents from new Transit Oriented Development.

The health risk assessment fails to analyze air pollution impacts from more high rises and density in the East Los Angeles community, an area with 4 freeways.

The health risk assessment fails to analyze impacts to local children from the boring and movement of contaminated soil. There are many contamination and LUST sites near



Solis, Clara Comment Letter

the build area in East Los Angeles. Additionally, eight schools are located within a half mile. Children and their parents walk near the construction area to get home. Atlantic Park is nearby as well.

I-199-58

Unfortunately, because our family were sick from Covid and took a vacation during the comment period we were unable to comment as fully and clearly as we would have like to.

I-199-58

Sincerely

Clara M. Solis and Clara S Solis

Attachment provided separately. East LA Parking Study. 2021.



County of Los Angeles CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, California 90012
(213) 974-1101
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FESIA A. DAVENPORT
Chief Executive Officer

October 6, 2021

To: Supervisor Hilda L. Solis, Chair
Supervisor Holly J. Mitchell
Supervisor Sheila Kuehl
Supervisor Janice Hahn
Supervisor Kathryn Barger

From: Fesia A. Davenport
Chief Executive Officer

Board of Supervisors
HILDA L. SOLIS
First District

HOLLY J. MITCHELL
Second District

SHEILA KUEHL
Third District

JANICE HAHN
Fourth District

KATHRYN BARGER
Fifth District

REPORT BACK ON EAST LOS ANGELES PILOT PARKING ENFORCEMENT AND BENEFIT DISTRICT STUDY (ITEM NO. 4, AGENDA OF APRIL 30, 2019)

On April 30, 2019, the Board of Supervisors (Board) adopted a motion directing the Chief Executive Office (CEO), in conjunction with the Departments of Public Works (DPW), Auditor-Controller, County Counsel, and the Sheriff (LASD) to conduct a comprehensive review of residential and business/commercial parking enforcement practices throughout East Los Angeles (East LA); research best practices utilized in other jurisdictions; and study the feasibility of establishing a localized Enforcement District and a Parking Benefit District in the unincorporated communities of East LA.

The CEO engaged Walker Consultants (Walker) to conduct a parking availability and improvement study (East LA Parking Study) for the unincorporated communities of East LA. The study encompasses an assessment of the parking needs in the East LA communities, a review of current parking restrictions and enforcement practices, research of best practices, and community outreach and engagement. Walker performed parking counts, interviewed County personnel, obtained information from the various County departments, and conducted research on best practices of other jurisdictions. In addition, the CEO held virtual meetings for the public and local community groups, and Walker conducted an online survey to reach out to the community to obtain their valued input.

The East LA Parking Study was conducted during the COVID-19 pandemic. However, based on the high parking demand numbers observed during the pandemic and the feedback gleaned from stakeholders, the high level of demand overall is the basis that the parking recommendations were formulated. The COVID-19 conditions were not considered to have materially impacted parking conditions such that they would negate the findings and recommendations of the study.

Walker's East LA Parking Study identified prominent parking issues in the East LA communities in both the residential and business/commercial areas, which include: limited availability of

Each Supervisor
 October 6, 2021
 Page 2

on-street parking; and limited enforcement of illegal parking blocking fire hydrants, sidewalks or driveways, red zones, overnight parking, abandoned/inoperable vehicles, illegal sidewalk vending, etc. that affirms the communities' complaints.

To address the parking issues, Walker recommends a three concurrent task approach summarized below and in Attachment A for the Board's consideration. The complete East LA Parking study, by Walker, is included as Attachment B. A major component to improve the parking in the East LA communities is to obtain community buy-in during each task of the implementation.

- A. Task 1 - Enforcement Enhancements (Immediate Implementation - within one year):** Increase enforcement by hiring a parking enforcement services company to **augment** existing LASD parking enforcement staff for an initial contract period of five years. Revenue generated from the increase in the number of citations should be used to offset the cost of the contract and County staff for the monitoring/managing of the contract. Annual evaluations of the enhanced enforcement efforts as to the effectiveness of the program would be conducted and reported to the CEO.
- B. Task 2 - Preferential Parking Districts:** Establish a preferential parking district (PPD) in the residential neighborhoods immediately surrounding the proposed Whittier Boulevard Parking Benefit District (PBD). DPW could begin community outreach to gauge the interest in creating PPD's. DPW would manage the PPD on a permanent basis (as DPW currently manages various PPD's in the County). If there is enough interest to establish a PPD, DPW would alter the current PPD's flat fee structure and implement a specific East LA PPD that would have a tiered rate structure, and require license plate credentials.
- C. Task 3 - Parking Benefit District:** If the community desires, establish a PBD along Whittier Boulevard East of the I-710. The PBD would restrict the revenue generated from the parking meters and potential parking enforcement citations, and have it reinvested into the District for community benefits, such as landscaping of common areas, improving blight areas, enhancing corridor maintenance, increasing bike/pedestrian pathways, enhancing enforcement, and potentially increasing parking infrastructure.

Improvements to the paid parking options to generate increased revenue include: (1) multi-space meters that are credit card-enabled and pay-by-license plate rather than by space, or pay-by-cellphone; (2) Use of license plate recognition (LPR) enforcement; and (3) Use of off-street parking lots (owned by the County) for additional paid parking for visitors and employees.

Public Works could begin community outreach to gauge the interest in creating PBD's. If the community is attracted by the concept of the PBD, DPW would need to initiate the steps in developing the goals and strategies, rules, funding mechanism, etc. that govern the PBD. DPW would manage the PBD for the operations and maintenance of the parking meters and would control the funds, but the net revenue (after operating expenses) will be

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overseen by a Department to be determined, who will authorize the expenditures of the funding based on the PBD's advisory committee comprised of community stakeholders.

The implementation of any of the recommendations from this report, including the award of a contract for the parking enforcement services, and/or the establishment of either a preferential parking district or a parking benefit district will require returning to the Board for approval. DPW should work with our office, Auditor-Controller, and County Counsel as part of their due diligence and include any budget impacts of any proposed changes. The establishment of any Special Fund, and any staffing requests will be included in the submittal to the CEO during the annual budget process, and would be fully offset by revenue generated by the paid parking options and potential enforcement fees. The enforcement fees that previously went into the General Fund from the East Los Angeles area would be diverted to the proposed Special Fund(s).

East LA's parking concerns may stem from high-population density leading to the lack of available on-street parking, but the solutions to address the issues should not only include regulatory measures such as enforcement, but also policies to allow for viable transportation options while balancing housing needs, and re-envisioning public right-of-ways and spaces. Various County/non-County departments are reviewing potential actions that complement the results of the East LA Parking Study such as DPW and the Street Ambassador Program; Department of Consumer and Business Affairs and the illegal sidewalk vending ordinance; Department of Regional Planning on policies for Accessory Dwelling Units and housing; and the Metropolitan Transportation Authority increasing transit opportunities by planning for two future rail stations in East LA.

East LA has the highest population density in the County for communities with a population over 100,000, and there are 16,000+ persons per square mile residing in this community. The median household income in East LA is \$43,879 compared to \$64,251 in the County. Implementing these recommendations for better parking management and innovation in the East LA area to change the parking culture will enhance the quality of life and service for the East LA communities by addressing the parking issues that have adversely affected the residents and businesses.

Should you have any questions concerning this matter, please contact me or Sheila Williams at (213) 974-1155 or swilliams@ceo.lacounty.gov.

FAD:JMN:MM
 SW:CY:CF:kd

Attachments

c: Executive Office, Board of Supervisors
 County Counsel
 Sheriff
 Auditor-Controller
 Public Works
 Regional Planning

EAST LOS ANGELES PILOT PARKING ENFORCEMENT AND BENEFIT DISTRICT STUDY

To address the parking issues, CEO recommends a three concurrent task approach summarized below for the Board's consideration.

Task 1 - Enforcement Enhancements (Immediate Implementation- within one year):

Establish a parking enforcement district throughout unincorporated East LA, enforced by a professional parking enforcement services provider dedicated to this task, funded by parking citations.

To determine if a parking enforcement district is in fact necessary, CEO recommends a pilot program to increase enforcement as the first step to mitigate the parking issues where the community can see the results in a short amount of time and gain the County's trust. Due to the limited staffing of LASD, outsourcing parking enforcement services with a professional parking enforcement firm can increase enforcement capabilities and consistency, and the County can remain flexible by increasing/decreasing services depending on the need. The training and ability to shift personnel resources from the parking enforcement firm allow for consistent coverage.

In addition, the option to use LPR enforcement (vehicle-mounted license plate scanner equipment), allows the County to invest in technology to increase efficiency, and reduce liability with in-person engagement, especially when encountering aggressive members of the public.

By increasing enforcement personnel, the revenue generated could offset the cost of the contract, and the County's staff time in monitoring/managing the contract. Using a 3-year average (from Fiscal Year (FY) 2017-18 to FY 2019-20) of revenue versus expenditures for the East LA area, LASD collected approximately \$3.47 million from citations, and spent approximately \$1.15 million in staffing, vendor's fees, and DMV fees. The net amount of \$2.32 million could be used to procure the contract services of the professional parking enforcement firm, and invest in new technology.

Recommendation: Hire a parking enforcement services company to **augment** existing parking enforcement staff for an initial contract period of five years as a pilot. Revenue generated from the increase in citations could be used to offset the cost of the contract and County staff for monitoring/managing of the contract.

County departments such as LASD, with their expertise, or DPW, due to their role with the road right-of-way, may service the contract with the parking enforcement services company. The services contract should be developed and managed in collaboration with LASD Parking Enforcement Detail to ensure maximum efficiency and support.

Annual evaluations of the enhanced enforcement efforts as to the effectiveness of the program would be conducted and reported to the CEO. Any modifications to the pilot program would be discussed with the Board offices.

Attachment A

A parking enforcement district using a professional parking enforcement firm solely or a hybrid model may be established after the pilot period ends. An operational effectiveness study should be completed evaluating the use of the contract firm, County personnel, or hybrid of both to find the balance of insourcing and outsourcing this responsibility and its budget impacts, but also meeting the needs of the communities. During this process, a comprehensive fee study should also be conducted to update the parking citation fees.

Any staffing requests and changes to the budget structure will be included in the submittal to the CEO during the annual budget process and is proposed to be fully offset by revenue generated through enforcement.

Task 2 - Preferential Parking Districts: Establish a PPD in the residential neighborhoods immediately surrounding the proposed Whittier Boulevard Parking Benefit District (PBD) (discussed below). Establishing preferential parking areas in the residential areas primarily surrounding the business/commercial corridors, may help the residential areas with parking, as parking becomes limited due to the spillover from these businesses. The purpose of the program is to limit the number of household vehicles parked along the street during business operating hours as well as to control the amount of time a visitor may park on neighborhood streets. It also encourages the use of private driveways and garages for those residents who have this option.

The preferential parking districts would be managed by issuing residential parking permits, limiting the number of permits per residence, having a tiered-rate structure, and requiring license plate credentials.

Recommendation: DPW could begin community outreach to gauge interest in creating PPD's. If there is enough interest to establish a PPD, DPW would diverge from the current PPD's flat rate permit fee structure and implement a specific East LA PPD that would have a tiered rate structure, and require license plate credentials. DPW would manage the PPD on a permanent basis (similar to current preferential parking districts in the County).

DPW currently manages permits for 14 preferential parking districts throughout the unincorporated areas of the County. Flat rate permit costs range from \$14 to \$120 per dwelling unit for each 3-year renewal period and generates approximately \$15,000 a year towards the maintenance and operations of the permit program of the Districts. To limit the number of cars parked in the proposed preferential parking area, a specific analysis may be conducted to review the number of permits to be issued per residence, have a tiered-rate structure, and require the permits be associated with a specific license plate.

Task 3 - Parking Benefit District: Establish a PBD along Whittier Boulevard East of the I-710 (pilot), and consider other PBD locations throughout the business/commercial corridors of unincorporated East LA where low on-street parking availability has been identified as a problem (after pilot).

To further enhance the East LA community, the County may consider creating a PBD with community "buy-in" that would require improvements to the paid parking options in the business/commercial corridors to generate additional revenue that would be reinvested into the

local communities. Community “buy-in” is key to the development of the PBD, due to the lengthy process of establishing a PBD. Task 3 entails extensive community outreach, developing goals and strategies, creating policy/procedures on how to allocate funding, guidelines for the stakeholders and advisory committee, and purchasing and installing meters, and analysis to review fees.

The PBD would restrict the revenue generated from the parking meters and potential citation revenue, and have it reinvested into the District for community benefits, such as landscaping of common areas, improving blight areas, increasing bike/pedestrian pathways, and enhancing enforcement.

The improvements to the paid parking options to generate increased revenue include: (1) multi-space meters that are credit card-enabled and pay-by-license plate rather than by space, or pay-by-cellphone; (2) Use of LPR enforcement; and (3) Use of off-street parking lots for additional paid parking for visitors and employees.

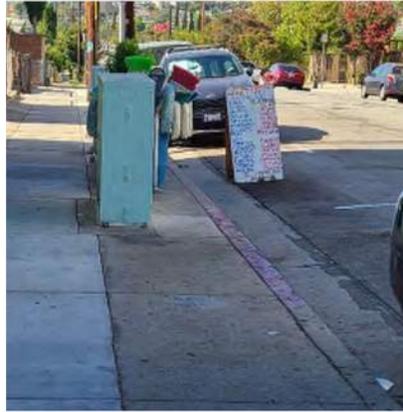
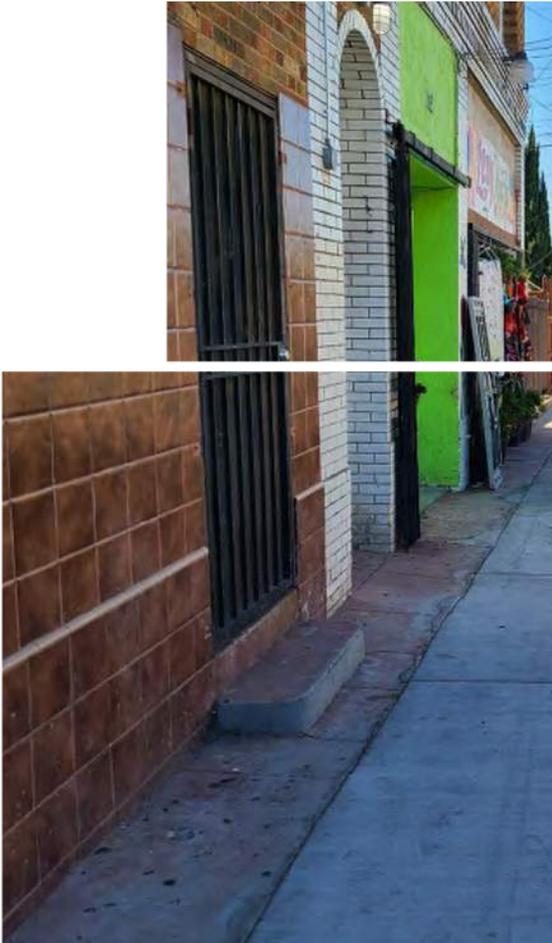
Recommendation:

DPW could begin community outreach to gauge the interest in creating PBD's. If the community is attracted by the concept of the PBD, DPW would need to initiate the steps in developing the rules, funding mechanism, etc. that would govern the PBD. DPW would manage the PBD for the operations and maintenance of the parking meters and potential citation revenue and would control the funds, but the net revenue (after operating expenses) will be overseen by the Executive Office of the Board of Supervisors on behalf of the Supervisorial District, who will authorize the expenditures of the funding based on the PBD's advisory committee comprised of community stakeholders.

Food Trucks/Vendors:

Walker also addresses the need to coordinate food trucks/vendors that take up parking in the business and commercial areas, mainly occupying the “One-Hour Only” parking spaces. Most violators remain in the space beyond the posted time limits because it is lucrative to continue their business even though they are violating the parking time limits. In addition to the recommendation to extend the time limits from one hour to two hours in the commercial areas, there is a need to consider how this group of business owners fit within the East LA economy. Parking regulations that prevent food trucks from operating may free up parking, but at the expense of someone's livelihood.

Recommendation: Department of Consumer and Business Affairs in collaboration with Public Health, Regional Planning and DPW to work with local businesses and food truck and mobile kitchen vendors to create designated areas where these mobile services may be offered to the public without affecting business/commercial access and traffic conflicts.



East Los Angeles Parking Availability Improvement Study

Existing Parking Conditions

County of Los Angeles, CA

September 24, 2021

Prepared for:
Chief Executive Office Budget and Operations
Community Services



WALKER
CONSULTANTS

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Introduction

The County of Los Angeles (“County”) engaged Walker Consultants (“Walker”), to conduct a parking availability and improvement study for the unincorporated community of East Los Angeles. The study encompasses an assessment of the community’s parking needs, a review of current parking restrictions and enforcement practices, research of best practices, and community outreach and engagement. In addition, the study identifies the implementation challenges and potential adverse consequences to local residents and businesses of the recommended solutions presented henceforth.

The study is divided into several tasks beginning with a review of existing parking conditions (Task 2), followed by an analysis of current restrictions and enforcement practices (Task 3), recommendations for improvement (Task 4), a feasibility study for implementing a pilot parking enforcement district (Task 5), and a feasibility study for implementing a parking benefit district (Task 6).

This report addresses the evaluation of existing parking conditions (Task 2).

Background

In 2019, the County of Los Angeles Board of Supervisors directed the Chief Executive Office to study parking conditions throughout the community of East Los Angeles, following the study conducted by the Department of Public Works in City Terrace. While this study accounts for the findings of the previous City Terrace study, it is a separate analysis. The focus in the City Terrace study of 2019 was to identify solutions to provide access for emergency vehicles through the hillside streets. This study focuses on finding solutions to address the issues of parking management and enforcement. With direction from the Chief Executive Office, this study aims to pull together all departments that have a role in parking to take a comprehensive approach at addressing the issues identified.

Executive Summary

Walker conducted an analysis of existing parking conditions in East Los Angeles (East LA). The analysis included a parking supply and demand study along residential and commercial corridors throughout the community, community engagement to hear directly from stakeholders what the parking issues, as they experienced them, are in East LA, and needs and issues identification to begin to inform the development of recommendations to improve current conditions.

Overview of Findings

The existing conditions analysis revealed that parking in East LA is made difficult by a combination of factors. There is no one single source for the parking problems that the community faces. However, by identifying the issues we can begin to develop solutions that may help ease the challenges that residents, business owners, employees, and visitors of East LA regularly face.

The following details a listing of our findings of the existing parking conditions in unincorporated East LA.



High Population Density East LA has the highest population density in the county for communities with a population over 100,000. There are 16,000+ persons per square mile residing in East LA. At the same time 84 percent of commuters drive or carpool to work, and 88 percent of East LA households have access to 1+ vehicles. There is a high concentration of non-conforming residences (more units than allowed per zone) and higher than average household size. The combination of a high population density and high vehicle reliance for mobility results in high parking demand.



Lack of Available On-Street Parking The most evident and vocalized issue in East LA is the lack of available on-street parking. On residential streets, parking occupancy levels are so high, that instances of illegal parking (e.g., parking in intersections, red curb, blocking driveways, double parking, etc.) are commonplace, thus pushing on-street occupancies above 100 percent. This issue is so broad that it can be found in most residential neighborhoods. The factors leading to the scarcity of available on-street parking include inconsistent or ineffective enforcement of current regulations, a free to park system, high automobile reliance, , high population density, and accessory dwelling unit laws for converting garage/carports without replacing parking.

In commercial areas, on-street parking utilization was also high. While it should be noted that the commercial on-street utilization data and observations were gathered during the COVID-19 pandemic, which most certainly reduced observed parking demand for commercial and commuter parking, the parking demand observed was *still* found to be high. For this reason, and the input provided by stakeholders regarding troubling, impacted parking conditions, our working assumptions that will inform our recommendations are that the parking supply for commercial spaces is impacted by high parking demand. The following table shows the on-street occupancies observed during the period of peak parking demand.

ZONE	PEAK			
	OCCUPANCY PERCENTAGE**			
	Weekday†	Weekend††		
	Residential	Residential ¹	Commercial ² / Industrial ³	Total
César Chávez	99%	84%	83%	84%
1 st Street	100%	87%	63%	79%
Whittier (West)	104%	89%	66%	87%
Olympic (West)	111%	94%	98%	95%
Nueva Maravilla‡	104%	--	--	--
Ford/Mednik	103%	84%	25%	77%
Telford	53%	40%	21%	37%
Whittier (East)	107%	96%	99%	97%
Olympic (East)	105%	88%	81%	86%
Atlantic	107%	89%	60%	77%
Saybrook	115%	91%	13%	90%
Whiteside	113%	96%	100%	97%
TOTALS	104%	83%	73%	81%

Notes:

** Occupancy percentage is equal to parking occupancy divided by inventory.

†† Commercial parking demand as measured during weekend peak; Industrial demand as measured during weekday peak.

‡ Each section treated as a separate block of residential parking.

1 On-street spaces on residential blocks

2 On-street spaces on commercial blocks

3 On-street spaces on industrial blocks



'Reserving' of On-Street Parking Spaces/Low Turnover Because on-street parking is sparsely available, many residents have become accustomed to holding on to their on-street spaces for as long as they can. This essentially 'locks' those spaces out from being used by anyone else, exacerbating the lack of available parking. Results from the online survey of the public's experience with parking in East LA indicate that a majority of residents worry about losing their parking space on the street, and thus the practice of 'reserving' a parking space by some begets more 'reserving' of parking by others. A similar issue occurs along commercial corridors, where merchants have voiced their concerns over catering trucks and vehicles associated with street vending posts occupying time-limited parking spaces along commercial corridors for extended periods of the day, thus limiting turnover of those spaces and the opportunity for others, particularly customers of established businesses in the area, to park.



Limited Parking Enforcement There is a general sentiment in the community that parking enforcement is not meeting the needs of the residents and businesses of East LA. Common complaints are that patrols on the street are insufficient to address illegal parking practices during evenings and weekends, they are difficult to reach to report and respond to issues, and that they do not cite enough to discourage instances of illegal parking, including occupying a parking space for more than 72 hours, among others. Walker's extensive review and analysis of the available staffing and coverage of the area validated the perception of parking enforcement inadequate to address the significant demands. A first step in addressing the parking issues experienced in East LA will be applying more effective enforcement. Results from the community outreach indicate that most people are generally in favor of increased enforcement.



Mobile Vendors Along commercial corridors, there are complaints from merchants that mobile food vendors,¹ as well as their customers, occupy short-term parking spaces intended for patrons of the corridor-lining businesses. On the other hand, some community members expressed the sentiment that mobile vendors are merely trying to make a living and that vendors should be allowed to park on the street. When it comes specifically to short-term parking, it is a best practice to make those spaces available to customers. At the same time, mobile vendors may need a place to be able to operate. A potential solution could combine active enforcement of time limits combined with the development of a zone approach to allow food vendors in zones for a specified duration of time. Once the time has expired, they must move out of the zone or a penalty may be incurred. Other jurisdictions have variations of these policies.



Parking Spillover The issue of unavailable on-street parking leads to issues of parking spillover when no accessible or acceptably convenient alternatives are available. Parking spillover generally refers to when parking demand for one land use spills over into the parking supply of an entirely different use, and those users subsequently may then suffer from insufficient parking. Residents and business owners highlighted parking spillover issues in various forms. Residents complained of automotive businesses

¹ In the form of both food trucks and sidewalk vendors.

(repairs and sales) parking their inventory along residential streets, spillover from transit users who park on residential streets or in parking intended to serve local businesses, and non-residents (i.e., people from outside of the immediate neighborhood) parking on residential streets. In commercial areas, business owners complained that: mobile vendors occupy on and off-street parking spaces meant for their customers, spillover from transit users, and spillover from residents.



Inoperable Vehicles A common issue that residents have communicated is inoperable vehicles parked on the street and left for extended periods of time without penalty. Walker staff did observe evidence of vehicles being parked on the street for extended periods of time. A solution to address this issue will start with increased enforcement, but a more tailored approach could be more effective. For example, the City of Pico Rivera operates its inoperable vehicle program throughout the entire city. Enforcement staff have outlined the city into approximately 20 zones and approach each zone at a time. With this structured and deliberate piecemeal approach, they have seen 85-95 percent compliance rates in each zone.



Off-Street Parking Supply The impact of high parking demand to on-street parking in East LA is clear; however, the impact on the public off-street supply of parking is less so. The County own a several parking lots throughout the community, some of which are located near commercial corridors. While on-street demand along commercial corridors was high, off-street parking demand in the county-owned lots were not observed reaching capacity. We have noted that parking observations were conducted during the Covid-19 pandemic, which would have impacted demand in some if not all areas. Still, in comparing satellite imagery with what was observed, the conclusion is that county-owned off-street parking is not consistently, fully utilized. The County should review public access to the County owned lots and develop options for increased utilization.

Privately-owned off-street parking, as noted via the stakeholder outreach, is being encroached upon by mobile vendors and customers of those vendors. In areas near transit, the encroachment is coming from commuters whom do not want to pay for parking at the transit station. The options for a preferential parking district that would be mutually beneficial for property owners, business owners, customers, and the county will be explored.

In residential areas, the off-street parking capacity was also surveyed during peak periods to understand whether more vehicles can be accommodated off-street to relieve some of the pressure from on-street parking. As noted previously, on-street parking is impacted by the behavior to 'hold onto' on-street parking, as residents wish to maintain their off-street spaces available for guests to park in, for easily moving vehicles in and out, or storing inoperable vehicles. There are also accessory dwelling units (ADUs) that can impact parking demand on the street as well as the availability of driveway parking. Still, the results of the survey of driveways conservatively indicates that there is opportunity to accommodate more vehicles off-street than are currently being parked.



Free Parking System Enforcement is key to maintaining availability and order in the parking system. In locations that experience high parking demand, paid parking in some form (from paid street parking in commercial areas to parking permits on residential streets) is an effective enforcement tool.² With the exception of approximately 150 parking meters that are in operation along 1st Street, the rest of East LA has free on-street parking. With one of the highest population densities in the county, and high rates of

² In basic terms, a paid space only requires one visit by an enforcement officer to ensure compliance, a free space requires at least two visits.

vehicle ownership, the free parking system makes parking enforcement of spaces and the allocation of demand between higher and lower demand locations more challenging.



Residential Parking Permits Given the impact of high parking demand on residential streets, most community stakeholders indicated that they would support a residential parking permit (RPP) district if it meant that there would be more available on-street parking as a result. Still, some community members expressed opposition, in part depending on the amount of any fee. Some of the reasons given were that East LA has many income-burdened residents, enforcement is currently lacking so an RPP would be ineffective, and many felt that unless RPPs are established everywhere, demand will spill over into neighborhoods that do not establish one. The concerns raised by the community are valid and will be taken into consideration prior to developing a program. Nonetheless, there are many ways in which a program can be structured to meet the needs of the community. For example, for the concerns about price, the first permit may be offered free of charge or at a very low rate.



Land Use and Housing Policies Many in the community expressed that land use and housing policies are adding to the parking issues that community members experience in East LA. For instance, some community members expressed concern over the approvals of affordable multi-family developments with seemingly low parking supplies, likely as a result of state policies that reduce or eliminate minimum parking requirements. In looking at a list of recent approvals, newer developments are being built to code as specified in the Third Street Specific Plan, where residential developments are required to provide at a minimum one (1) parking space per unit. The goal of the Third Street Specific Plan is to enable transit-supportive development near East LA transit stations. The vast majority of East LA is located within Southern California Association of Government's High Quality Transit Area and is already one of the most transit accessible areas in the Los Angeles Area, which allows new residential projects to request reduced parking requirements. Still, issues of high parking demand are not entirely tied to new development: existing multigenerational households, multi-vehicle ownership, and free parking all impact the demand on the street. We note that recent policy changes to allow for fewer parking spaces for residential uses have been made to increase the supply of housing, and lower the cost of housing development. For example, with respect to accessory dwelling units (ADUs), the state and county have been clear in their desire to provide as much housing as possible to address the housing crisis, thus prioritizing housing for people over housing for cars. However, we also note that arguments made for, and policies advocating, reducing minimum parking requirements typically assume actively enforced on-street parking measures, adding credence to the need for more parking enforcement on the streets of East LA.



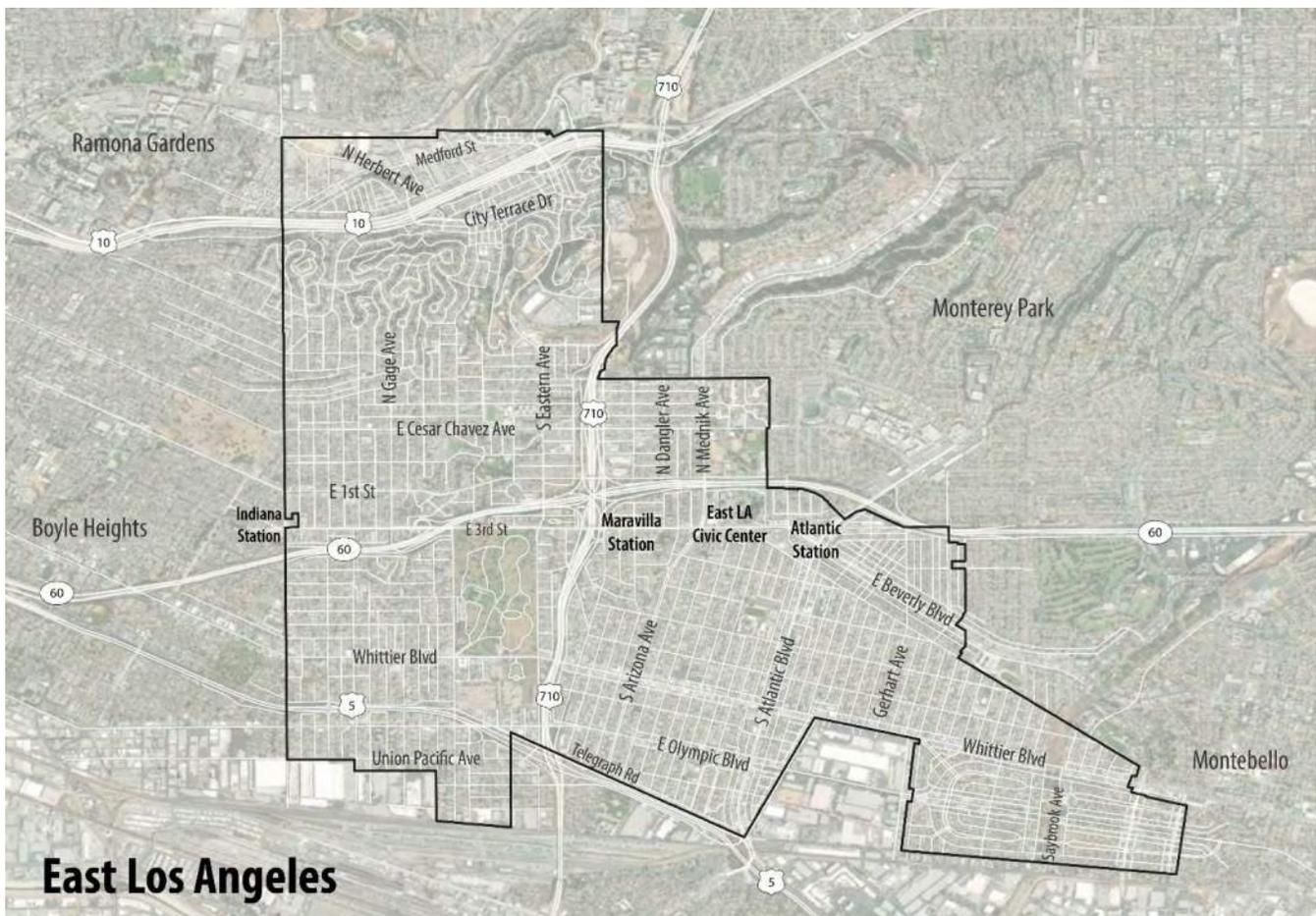
Management of Parking Supply/Demand East LA is one of the densest communities in the county, yet it relies entirely on signage and enforcement of that signage to manage the high demand for its parking supply. Given that parking is free in most of East LA, with the exception of 150 parking spaces along 1st Street, the inconsistent likelihood of receiving a citation for an infraction, and that there are limits to the number of enforcement officers that may be working at a given time, one can understand how issues of parking congestion are so vast across the community. More active management of parking resources in East LA offer the possibility to improve parking availability on the street, potentially significantly. Currently, the fragmentation of parking management, where enforcement is handled by the Sheriff Department, and infrastructure and operations are handled by Public Works is a challenge. A central department that oversees all aspects of parking should achieve efficiencies, better customer service, execution of parking policies, and address parking issues more comprehensively than the current structure allows. Task 3 of this study explores the options for identifying the county department that is best suited to manage parking.

01 Geographical Boundaries and Community Characteristics

East Los Angeles Demographics and Community Characteristics

East Los Angeles (“East LA”) is an approximately 7.45 square mile unincorporated community and U.S. Census “Designated Place.” East LA is located immediately east of the Boyle Heights district of the City of Los Angeles, south of the El Sereno district of the City of Los Angeles, north of the City of Commerce, and west of the cities of Monterey Park and Montebello. The boundary of East LA is shown in Figure 1.

Figure 1: East Los Angeles Boundary



Source: Walker Consultants, 2020.

Population and Housing

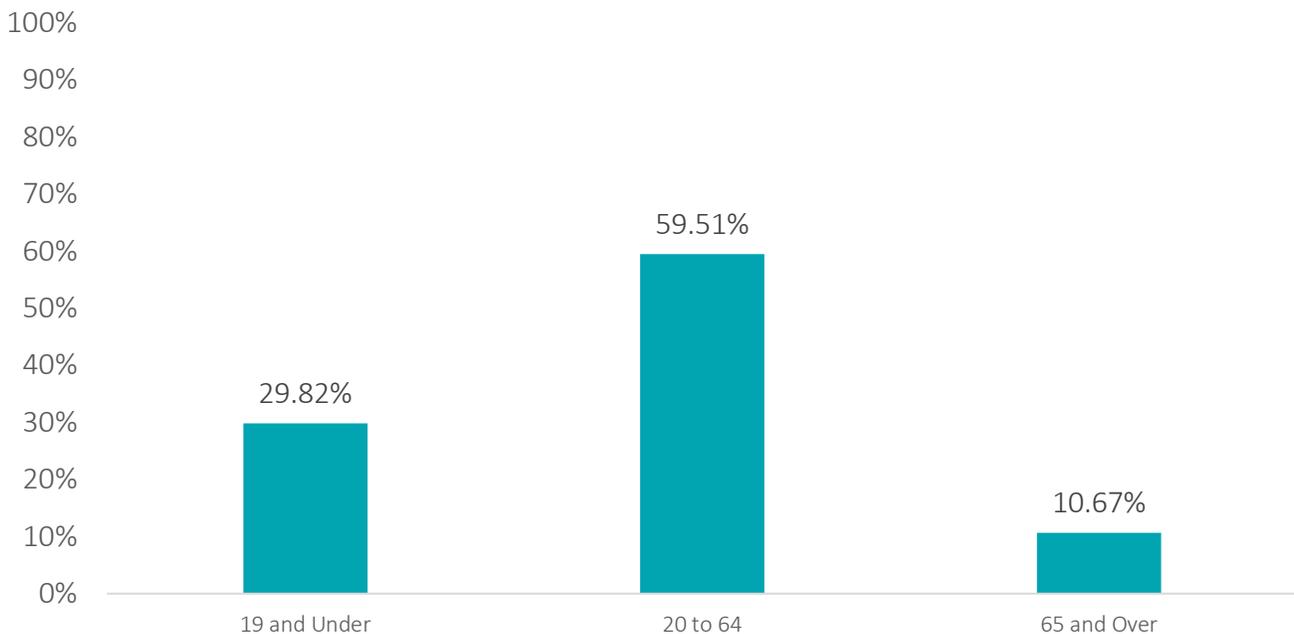
East LA has a total population of 119,827.³ Of this total about 114,954⁴ (95 percent) identify themselves as Hispanic or Latino.

In terms of age, the population in East LA skews toward working age adults as shown by Figure 2. Of the total population (119,827):

- 29.82 percent are aged 19 and under,
- 59.51 percent are between the ages of 20 and 64, and
- 10.67 percent are 65 and over.

The median age in East LA is 32, four years younger than the County-wide median of 36.

Figure 2: East Los Angeles Age of Population



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table S0101. Graphics -Walker Consultants, 2020.

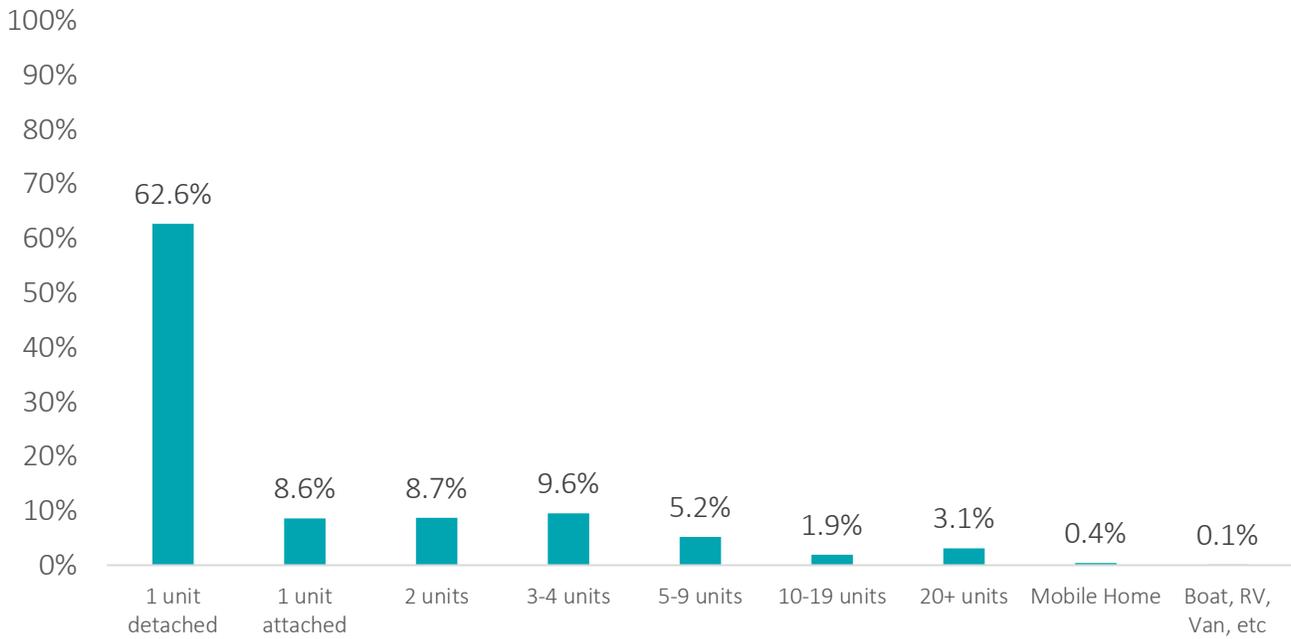
There are 33,290 total households in East LA, the majority of which are single, detached units (63 percent).

Figure 3 displays the percentage of each type of housing unit within East LA.

³ U.S. Census Bureau (2018). American Community Survey 5-year estimates. Table DP05.

⁴ Ibid.

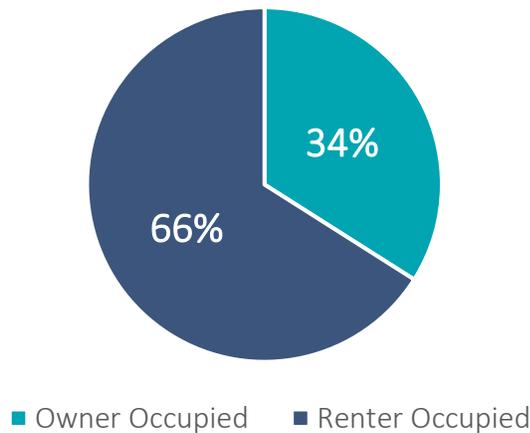
Figure 3: East Los Angeles Housing Supply Breakdown



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table DP04. Graphics -Walker Consultants, 2020.

Figure 4 demonstrates the household tenure for East LA, meaning the conditions under which household units are held or occupied (i.e., owner or renter). As shown, there are a greater number of renter-occupied units in East LA than owner-occupied units.

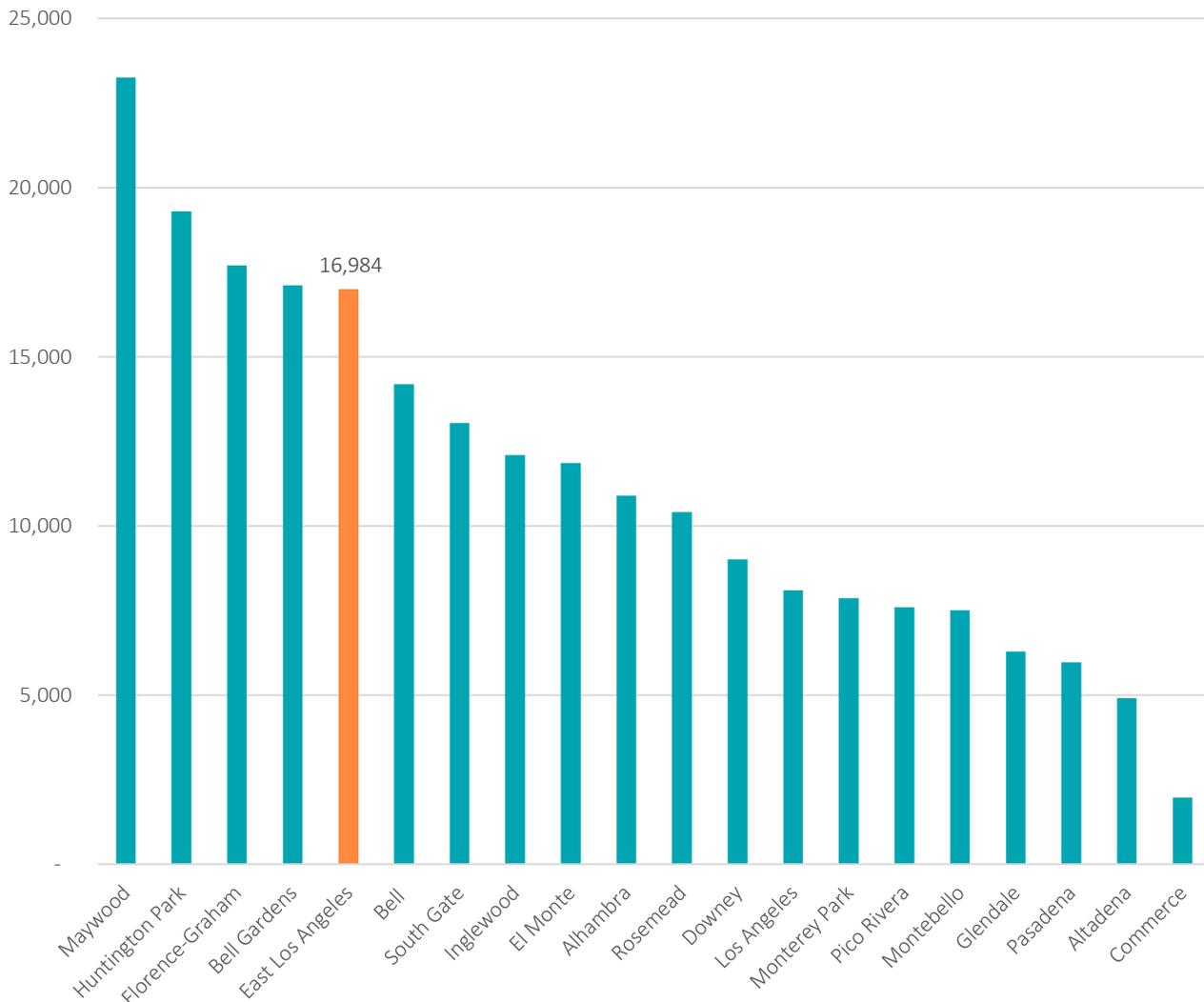
Figure 4: East Los Angeles Household Tenure



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table S1101. Graphics -Walker Consultants, 2020.

East LA has a population density (persons per square mile) of 16,984. Figure 5 compares the population density of 20 cities located in the Greater Los Angeles region.

Figure 5: Population Density per Square Mile of Los Angeles County Cities and Census Designated Places (CDP)

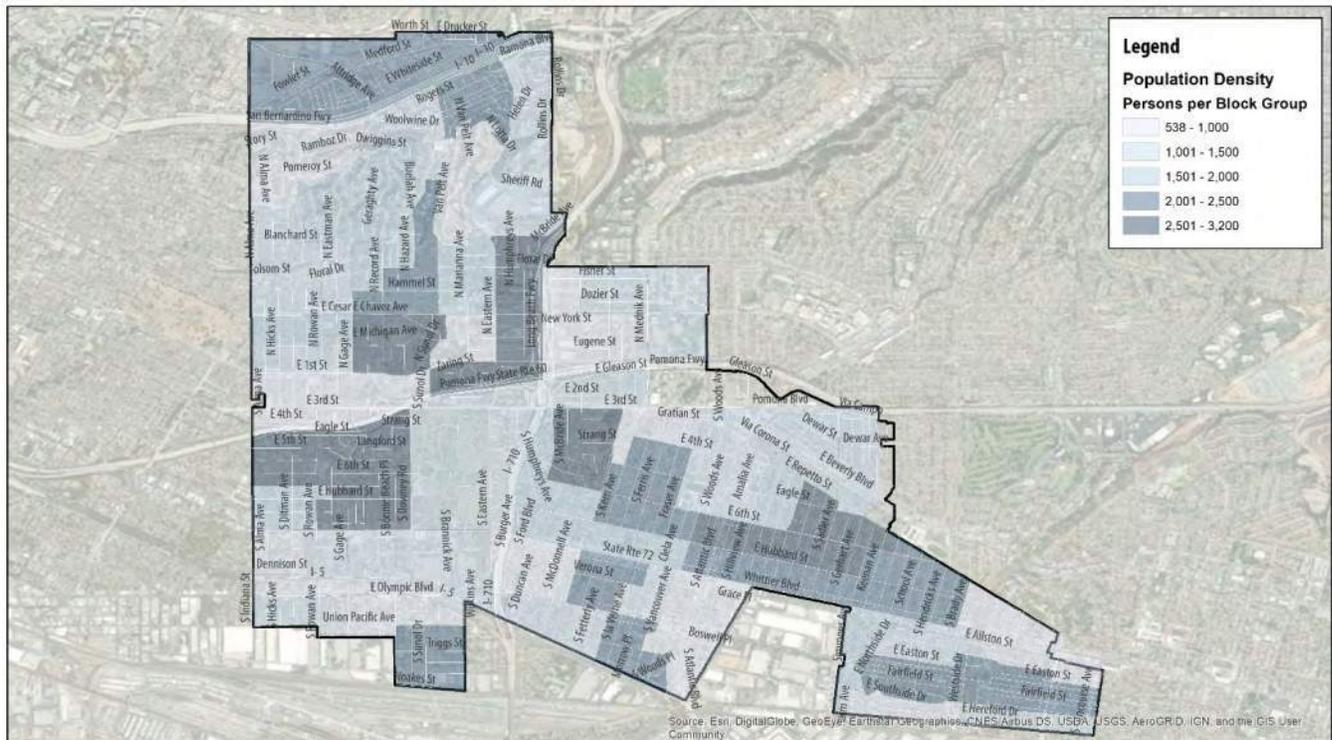


Source: Data - U.S. Census Bureau (2010) Decennial Census. Retrieved from <https://www.census.gov/quickfacts/fact/table/eastlosangelescdpcalifornia/POP060210#POP060210>
 Graphics -Walker Consultants, 2020.

As shown in Figure 5, East LA has among the highest population densities in the region, only surpassed by Bell Gardens, Florence-Graham, Huntington Park, and Maywood. This means that there are more people residing per square mile in East LA than in most nearby communities. However, when looking at cities and communities that have populations of 100,000+, East LA is the densest in the county.

Within the boundaries of East LA, the densest neighborhoods are not concentrated in any one area, and instead are disbursed throughout the community. Figure 6 shows the population density within East LA by block group⁵.

Figure 6: Population Density in East Los Angeles by Block Group



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table B00001. Graphics - Walker Consultants, 2020.

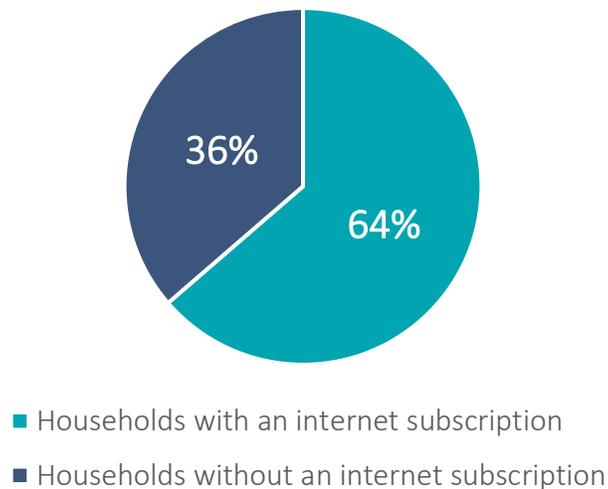
As shown in Figure 6, the darker blue areas represent the denser block groups, and thus the areas with a higher concentration of residents.

⁵ Block Groups (BGs) are statistical divisions of census tracts, are generally defined to contain between 600 and 3,000 people and are used to present data.

Internet Access

Figure 7 illustrates the breakdown of East LA households with and without an internet subscription. In this data set an internet subscription includes dial-up and broadband of any type such as a cellular data plan, broadband cable, and satellite internet service.

Figure 7: East Los Angeles Household Internet Access



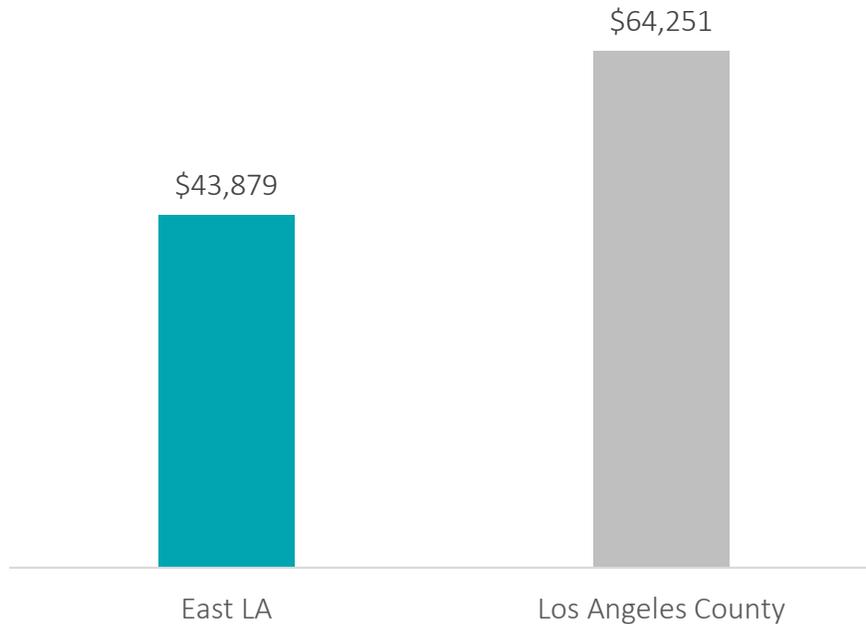
Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table S2801. Graphics -Walker Consultants, 2020.

As shown in Figure 7, 64 percent of households in East LA have an internet subscription, and 36 percent do not. The percentage of households without an internet subscription is higher than in Los Angeles County, where 82 percent of households have internet subscriptions, and 18 percent do not.

Economic Profile

Figure 8 shows that the median household income for households in East LA is less than in Los Angeles County as a whole, whereas median household income is \$43,879 in East LA and \$64,251 in the county.

Figure 8: East Los Angeles Median Household Income



Source: Data - U.S. Census Bureau (2018). American Community Survey 5-year estimates. Table S1901. Graphics -Walker Consultants, 2020.

When looking at income per capita (i.e., per person), East LA residents average \$16,281 annually. In comparison, that is about half of the county average, \$32,469.

Figure 9: East Los Angeles Residents Industry Employment demonstrates employment in East LA by industry sector. The top three employment sectors are:

1. Educational services, health care, and social assistance (17 percent)
2. Manufacturing (15 percent)
3. Retail trade (13 percent)

Figure 9: East Los Angeles Residents Industry Employment

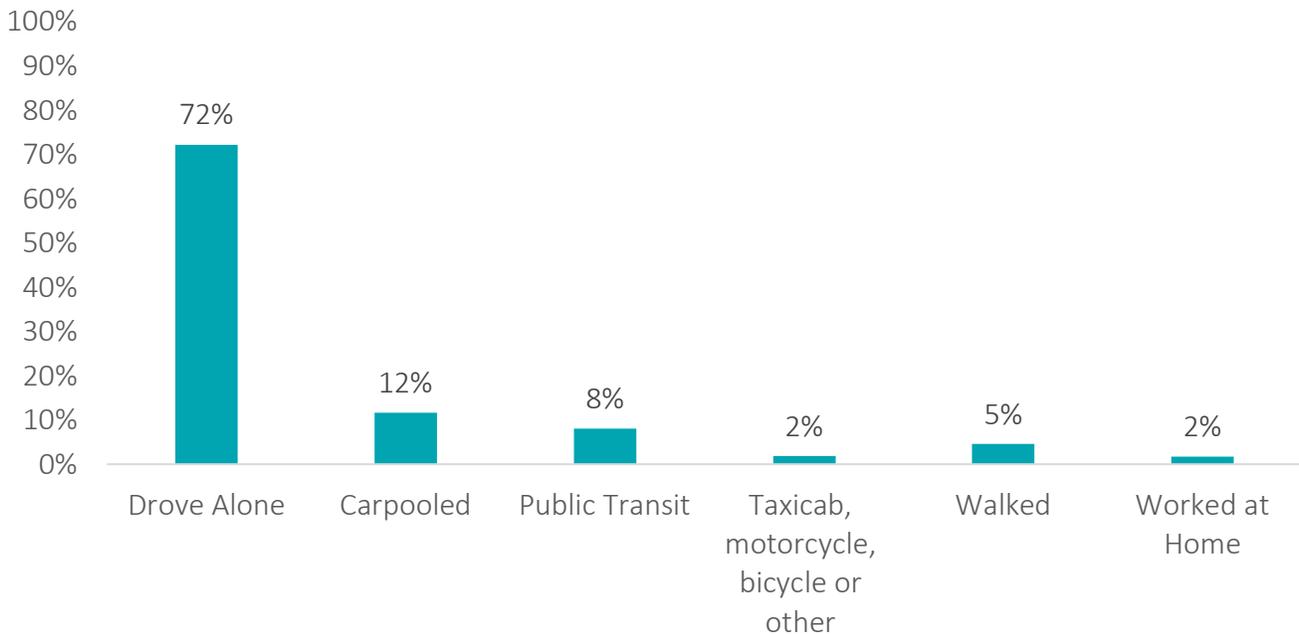


Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table S2403. Graphics -Walker Consultants, 2020.

Travel and Transportation

The majority of residents in East LA travel to work by driving alone (72 percent). Figure 10 demonstrates the travel modes for East LA workers.

Figure 10: East Los Angeles Workers Means of Transportation to Work



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table B08101. Graphics -Walker Consultants, 2020.

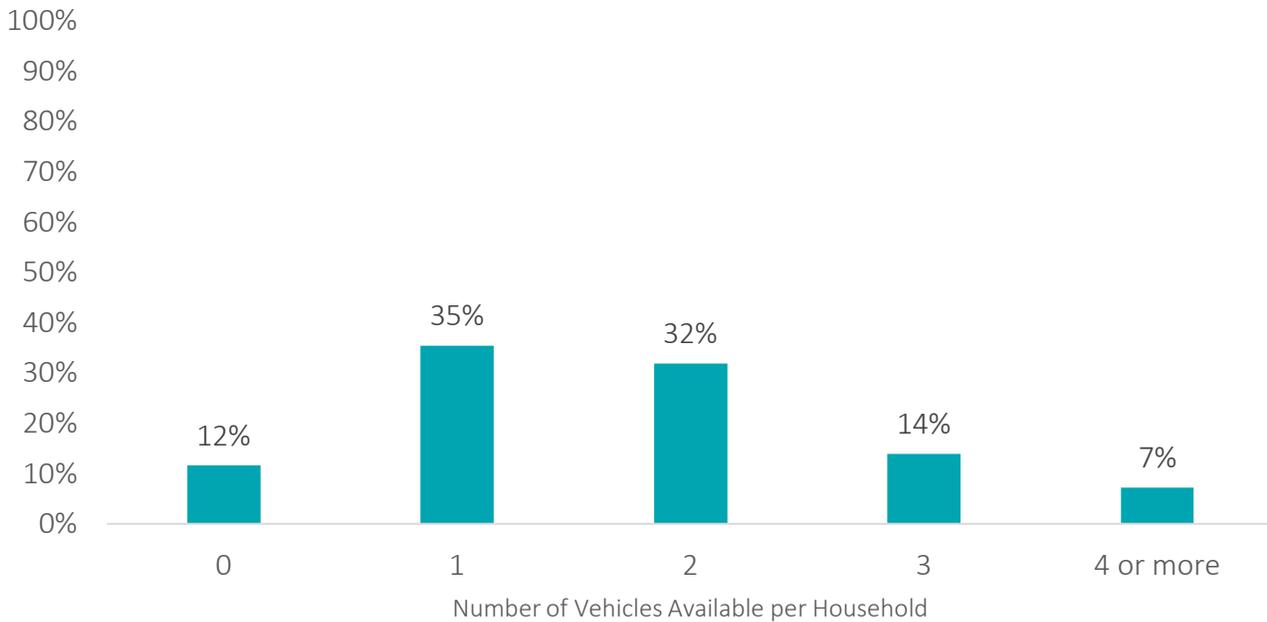
While single-occupancy vehicle (SOV, Drove Alone) travel is the most common mode for commuters in East LA and in the County, commutes on public transit are slightly higher in East LA than in the County at large. As shown in the chart, the share of transit commuters is eight (8) percent in East LA. In comparison, the County’s share of commuters is six (6) percent.

Still while the share of transit use in East LA is higher than in the County, a recent study from the Institute of Transportation Studies at the University of California Los Angeles (UCLA) has shown that transit ridership is declining in the greater Los Angeles region, with an increase in vehicle ownership as one of the main factors in the decline of

transit use.⁶ Thus, while East LA boasts four Gold Line Stations (Indiana, Maravilla, Civic Center, and Atlantic) the management of parking in an area like East LA is critical to addressing issues of access and quality of life.

With respect to vehicle ownership, approximately 90 percent of East LA households have at least one vehicle available. Figure 11 summarizes vehicle availability for households in East LA.

Figure 11: East Los Angeles Number of Vehicles Available per Household



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table B08201. Graphics -Walker Consultants, 2020.

Land Use and Planning

Per data retrieved from the Los Angeles County Assessor, there are a total of 19,130 parcels in East LA. There are eight general land use categories in East LA, and they include:

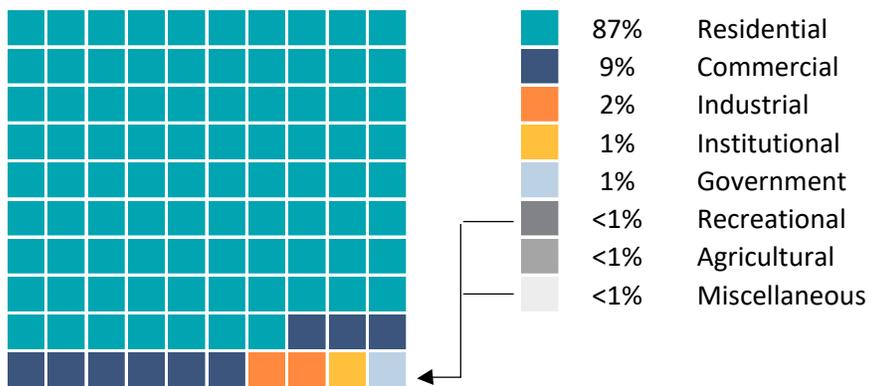
1. Residential
2. Commercial
3. Industrial
4. Institutional
5. Government

⁶ <https://www.its.ucla.edu/2018/01/31/new-report-its-scholars-on-the-cause-of-californias-falling-transit-ridership/>

6. Recreational
7. Agricultural
8. Miscellaneous

Of that total, residential parcels account for 87 percent, commercial account for 9 percent, industrial 2 percent, institutional 1 percent, government 1 percent, and recreational, agricultural, and miscellaneous all less than 1 percent. Figure 12 shows the percentage of total parcels found in East LA by land use.

Figure 12: Parcels by Land Use Type in East Los Angeles

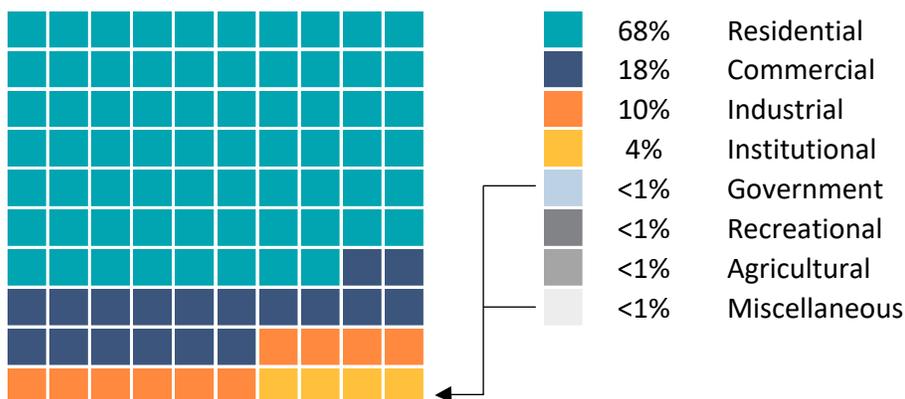


Source: Data - Los Angeles County Assessor. Graphics -Walker Consultants, 2020.

As shown in Figure 12, the majority of parcels in East LA are residential. However, not all parcels are equal in size. Thus, when looking at the actual amount of land distributed to different land uses in East LA, the amount of land dedicated to residential, while still the majority, decreases.

Figure 13 shows the actual amount of land distributed to different land uses in East LA.

Figure 13: Percent of Land Distributed to Each Land Use Type in East Los Angeles



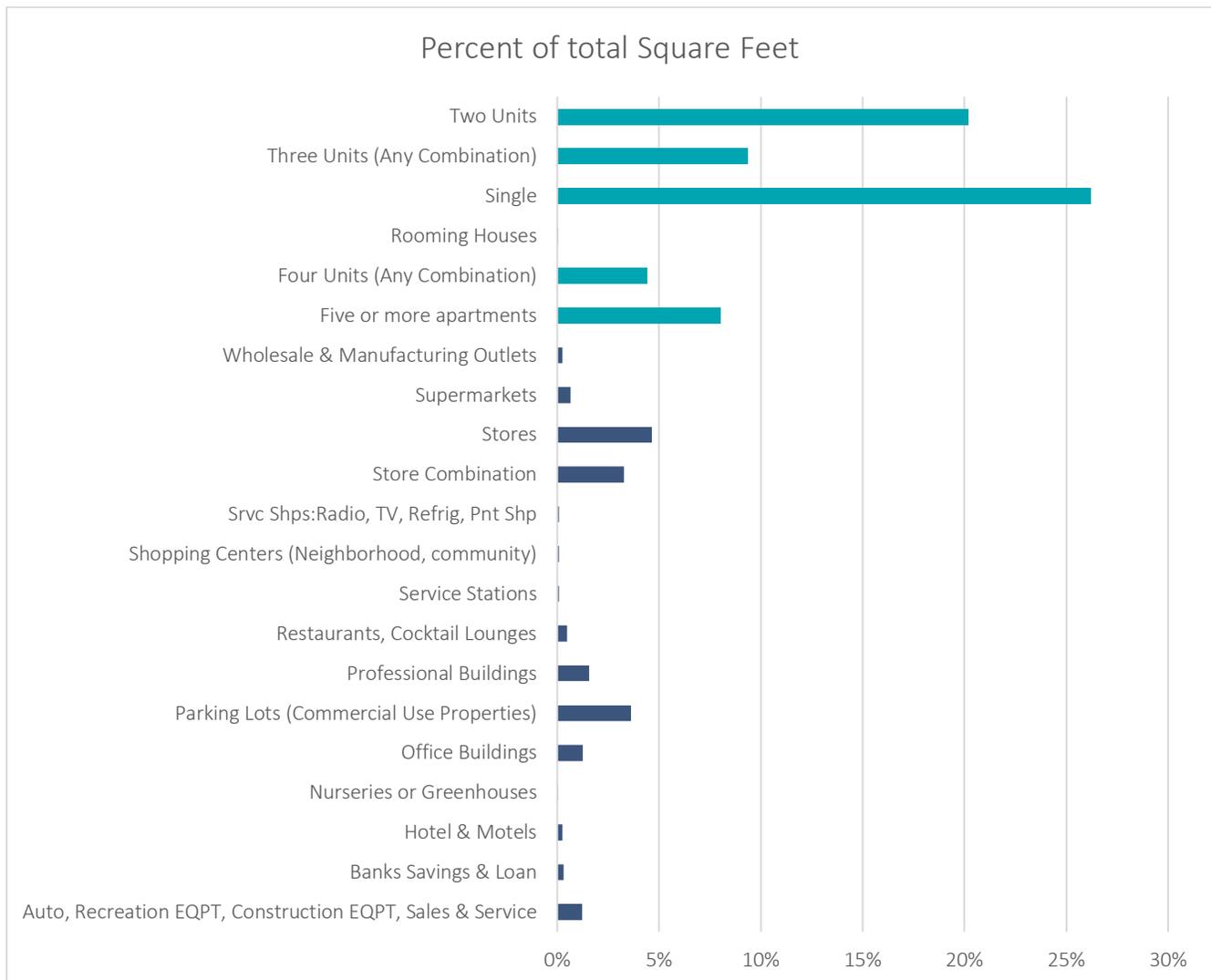
Source: Data - Los Angeles County Assessor. Graphics -Walker Consultants, 2020.

As shown in Figure 13:

- 68 percent of all land in East LA is residential,
- 18 percent commercial,
- 10 percent industrial,
- 4 percent institutional, and
- less than 1 percent is government, agricultural, recreational, and miscellaneous.

Given that the focus of this study is on residential and commercial parking, a breakdown of those two land uses is shown in Figure 14. Residential uses are shown in **Teal**, while commercial uses are shown in **Dark Blue**.

Figure 14: Percent of Land Distributed to Specific Residential and Commercial Uses in East Los Angeles



Source: Data - Los Angeles County Assessor. Graphics -Walker Consultants, 2020.

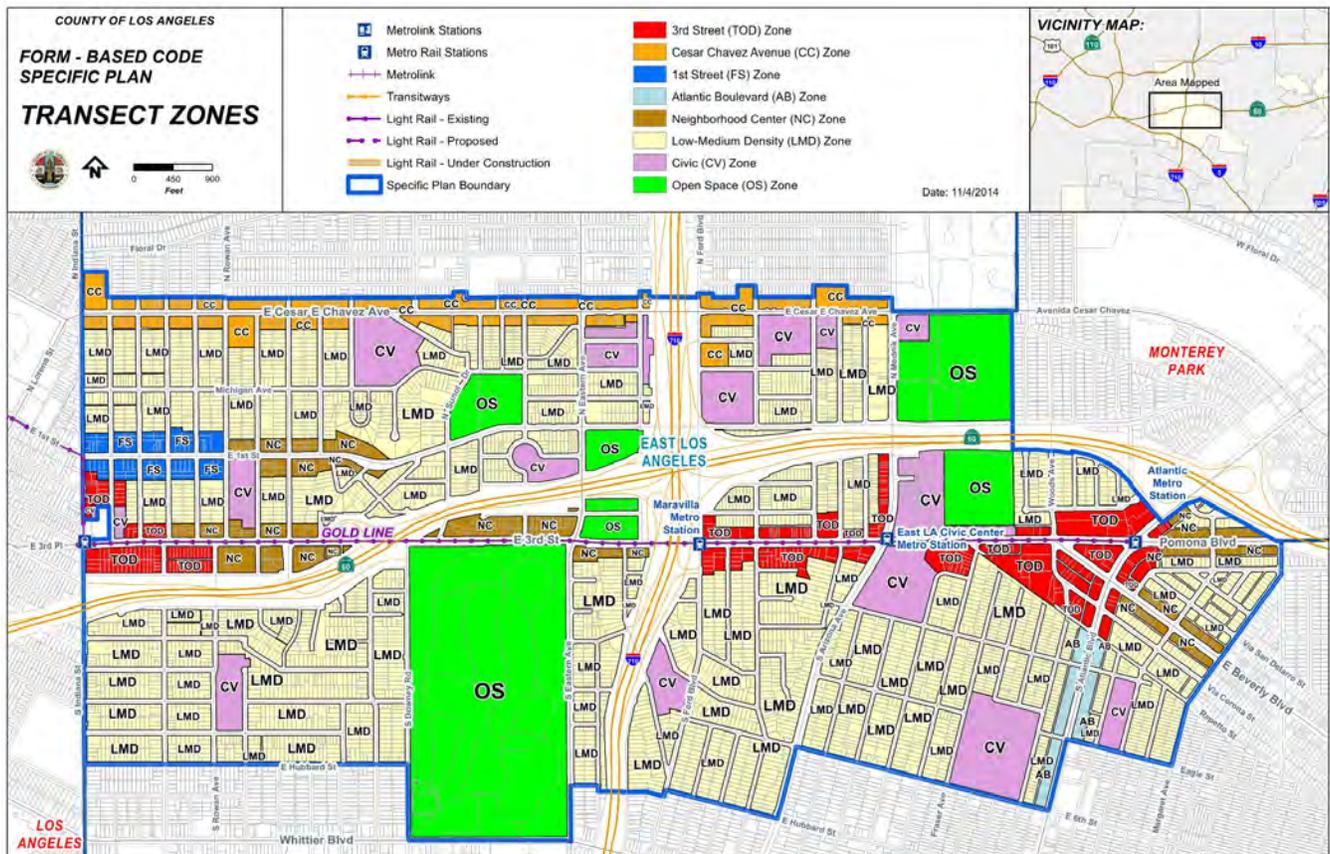
Figure 14 shows that the housing stock in East LA is predominantly single unit (i.e., single-family), followed by parcels that have two units and three units. For commercial land uses, the predominant land use with the highest footprint is stores, followed by commercial parking lots.

Third Street Form-Based Code Specific Plan

One of the main land use plans in East LA is the Third Street Form-Based Code Specific Plan. The plan enables transit-supportive development around the four Metro Gold Line Stations (Indiana, Maravilla, Civic Center, Atlantic) located along 3rd Street. The purpose of the plan is to focus on the form of buildings rather than the separation of land uses.

Within the specific plan area there are eight (8) Transect Zones. The plan area and transect zones are shown in Figure 15.

Figure 15: East LA Third Street Specific Plan Area



Source: Data - Los Angeles County Department of Regional Planning, 2020.



Each Transect Zone has its own regulations of building form. In looking at the parking requirements in each Transect Zone, the minimum number of parking spaces required is lower in the specific plan than in the rest of East LA. Table 1, shows the required number of parking spaces in these zones.

Table 1: Parking Requirements Comparison LA County and East LA 3rd Street Specific Plan (Transect Zones)

			East LA - Third Street Specific Plan*						
Zone	Land Use	LA County (East LA)	3rd Street (TOD)	Cesar Chavez Avenue (CC)	1st Street (FS)	Atlantic Boulevard (AB)	Neighborhood Center (NC)	Low-Medium Density (LMD)	
Commercial	Any use permitted in Zone C-3 but not permitted in Zone R-4, including commercial, retail, or service uses and medical or dental offices	4 per ksf	<p>0 per ksf (For developments ≤ 10,000 gross sq.ft.) or 2 per ksf (For 1,000 sq. ft. above first 10,000 sq. ft. of developments > 10,000 gross sq.ft.)</p>						
	Business and professional offices	2.5 per ksf							
Entertainment, assembly, and dining	Conference rooms	<p>10+ 1 per 3 persons</p>							
	Dining rooms, cafes, cafeterias, coffee shops, nightclubs, outdoor dining areas, restaurants, and other similar uses								
	Drinking establishments, bars, cocktail lounges, nightclubs, soda fountains, taverns, and other similar uses								
	Exhibit rooms, stages, lounges, and other similar uses								
	Theaters, auditoriums, lodge rooms, stadiums, or other places of amusement and entertainment, not otherwise listed in this Chapter								
	Mortuaries								
	Dancehalls, skating rinks, and gymnasiums								
Health clubs and centers									
Residential	Accessory dwelling units**	1 per unit.	<p>1 per unit</p>						1 per unit
	Adult residential facility	1 per staff member on the largest shift and 1 per business vehicle.							
	Apartment (Bachelor)	1 per dwelling unit.							
	Apartment (Efficiency and one-bedroom)	1.5 per dwelling unit.							
	Apartment (Two or more bedrooms)	1.5 per dwelling unit and 0.5 per dwelling unit.							
	Apartment (Guest parking for apartment houses with at least 10 units)	1 for guests per 4 dwelling units of the total number of dwelling units.							
	Two-family residences	3 and 1 covered or uncovered per two-family residence.							
	Farmworker housing	Spaces for each dwelling unit in the number required and subject to the same conditions as specified for "Residential uses" and where farmworker housing consists of group living quarters, such as barracks or a bunkhouse, 1 space per 3 beds.							
	Group homes for children	1 per staff member on the largest shift and 1 per business vehicle.							
	Housing developments for senior citizens and persons with disabilities	0.5 per dwelling unit and 1 for guests per 8 dwelling units.							
	Joint live and work units	2 per joint live and work unit.							
	Single-family residences	2 covered standard spaces per unit.							
Single-family residences on compact lots	1 per unit for units less than 750 sq. ft. with one bedroom or less.	2 per unit							

Notes:

All ratios shown per 1,000 square feet (ksf) unless otherwise noted.

* The Civic (CV) and Open Space (OS) Transect Zones follow the parking requirements as set for the in the Institutional Zone as prescribed in Section 22.26.020 and in the Open-Space Zone as prescribed in Chapter 22.16 of the County of Los Angeles Code.

**Per section 22.140.640 - Accessory Dwelling Units of the County code there are exceptions in which the requirement can be reduced to zero, such as being located within one-half mile of public transit.

Source: Data – County of Los Angeles Code of Ordinances, 2020.

As shown in Table 1, parking requirements are generally lower in the Third Street Form-Based Code Specific Plan than in the rest of East LA. For example, a retail store is generally required to provide four (4) parking spaces per 1,000 square feet (ksf) in the County of Los Angeles, including unincorporated East LA. However, in looking at the Third Street Specific Plan, a retail store need not provide parking for the first 10,000 square feet, and only after the first 10,000 square feet is parking required at two (2) per 1,000 square feet.

In looking at residential uses, parking requirements within the specific plan are also lower than the County requirements. For example, The Third Street Specific Plan calls for one (1) space per unit for all developments in all Transect Zones with the exception of the Low-Medium Density (LMD), Civic (CV), and Open Space (OS) zones. On the other hand, the County requires a range depending on the housing use. For example, one-bedroom apartments are required to have 1.5 parking spaces per unit. In addition, there is no parking requirement for non-residential uses within 500 feet of a metro station.

The intent of the lower parking requirements is to facilitate transit-supportive development, and encourage and support a sustainable, pedestrian-friendly, and economically vibrant community. It is important to note that the requirement is a minimum, not a maximum, thus should developers perceive that the market calls for more parking than is minimally required they are allowed to provide it.

Note: There is also the General Plan and the East LA Community Plan, which regulates the areas outside of the Third St. Specific Plan. The County is also preparing a Metro Area Plan, which includes all of East LA and will update the Third St. Specific Plan.

Los Angeles County Transit-Oriented District Design Guidelines

The Department of Public Works for the County of Los Angeles developed a toolkit for designing for transit-oriented districts. Given the presence of the four Metro Gold Line Stations and the Third Street Specific Plan, East LA is well-positioned to take advantage of transit-oriented development. The guidelines presented in the toolkit are meant to provide a framework for a consistent approach to infrastructure and transportation-related improvements to support land use decisions in areas in close proximity to transit stations.

The guidelines provide parking strategies that aim to create a more cohesive parking system. Among the strategies listed in the toolkit are:

- Interconnected parking: link parking with adjacent development whenever possible to facilitate vehicular and pedestrian movements, especially when streets are congested.
- Joint and shared parking: Incorporate joint and shared parking opportunities amongst multiple properties, including “park once” concepts.
- Amount of parking: Consider reduced parking standards in TOD areas. In addition to a reduction in required parking, standards may include provisions for shared parking, unbundled parking, in-lieu parking fees, provisions for transit passes or other mechanisms.

While the guidelines discuss the off-street parking strategies for design, perhaps the most important consideration is on-street parking demand management. As will be discussed in the next section, East LA suffers from excess on-street parking demand in virtually all areas of the community.

02 Existing Parking Conditions

Existing Parking Conditions

Definition of Terms

Throughout this report, several terms are used to describe different components and conditions of the parking system. The following list defines those terms.

- **Study Area** – The physical boundary in which study data are collected. It is important to note that for this effort the selected study area is composed of several zones (or sub-areas) which are meant to represent a sample of parking conditions experienced throughout the community.
- **Zone (or Sub-Area)** – For this report, a zone (or sub-area) refers to a bounded area within the larger study area generally consisting of one or two land uses, the boundaries of which were defined in collaboration with County staff.
- **Block face** – The entire side of a block from one intersection to another. A conventional city block contains four sides, or four block faces.
- **Parking Supply** – The total number of parking spaces within a specified area; for example, a study area, zone, parking lot, or block face.
- **Effective Supply** – The parking supply adjusted by the optimum utilization factor, typically demonstrating that a number of spaces greater than the number of cars is desirable to allow drivers to conveniently find spaces, to take into account peak needs such as occasional large gatherings, and for traffic to reasonably circulate.
- **Parking Demand** – The number of spaces required by various user groups in a specified area.
- **Peak Hour** – The peak hour represents the busiest hour of the day for parking demand.
- **Survey Day** – The day that occupancy counts within a study area are recorded. This day should represent a typical busy day.
- **Parking Congestion** – For the purpose of this analysis we use the term “parking congestion” to convey the extent to which a defined area was found to experience a high demand for a limited number of parking spaces, negatively impacting the availability of parking spaces to accommodate the demand for parking and resulting in an unacceptably low level of parking space availability for drivers who were seeking a parking space.
- **Occupancy** – The percentage of the parking supply that is occupied at a certain point in time. For example, if a block face contains 10 parking spaces, and 5 of those spaces are occupied by vehicles, then there is a resulting occupancy of 50 percent.

Methodology

A key component of the study was to understand current parking conditions in East LA, both in residential areas and in commercial areas. To determine current parking conditions, Walker performed fieldwork in July and August 2020.

The fieldwork consisted of:

- An inventory of on-street parking spaces in the study area.
- Parking occupancy counts during peak periods for commercial, residential, and industrial uses.
 - For commercial zones, counts were conducted on weekends from 12:00pm to 6:00pm.
 - For residential zones, counts were conducted on weekdays after 9:00pm, and before 7:00am.
 - For industrial zones and zones near transit stations, counts were conducted on weekdays from 10:00am to 2:00pm.
- Observations of off-street parking lots in commercial areas during peak periods.
- Observations of off-street parking in residential areas during peak periods.

The objective of the fieldwork was to observe and study representative areas for commercial, residential, and industrial land uses that would capture existing conditions including availability, help us identify parking issues, and serve as a foundation for recommending improvements to parking in East LA.

COVID-19 Considerations

It is important to note that this analysis was conducted during the occurrence of the Covid-19 pandemic, although the field data collection during the month of August did witness conditions far busier than the slower conditions in the spring. As a response to health directives resulting from the pandemic, more workers were working from home. A portion of workers, especially those employed in the service sector, had experienced layoffs or furloughs, thus potentially impacting demand for parking in residential areas. However, it is Walker's opinion that Covid-19 did not materially impact our findings on our findings of peak conditions for residential parking. This is because the effect that the pandemic is having on parking demand is that more workers are home during daytime hours, but that does not change peak parking conditions, which for residential areas typically occur in the evenings.

While we did observe and quantify high demand during peak periods in some commercial areas, the extent to which parking demand has changed all areas is difficult to determine precisely. As discussed later in this report, business owners in East LA indicated that the conditions observed in some areas do not reflect pre-pandemic levels of parking demand. With this in mind, the analysis and subsequent recommendations will factor in the impacts of the pandemic. On a broader scale, Walker has observed that the pandemic has impacted businesses in that restaurants and stores have shifted toward a more takeout/pick-up business model. As such, we would expect shorter parking durations (and the need for parking spaces available to accommodate this). However, in the final analysis, based on the high parking demand numbers we observed during the pandemic and the feedback gleaned from stakeholders, the high level of demand overall is the basis on which we will operate as we formulate parking recommendations.

Study Area

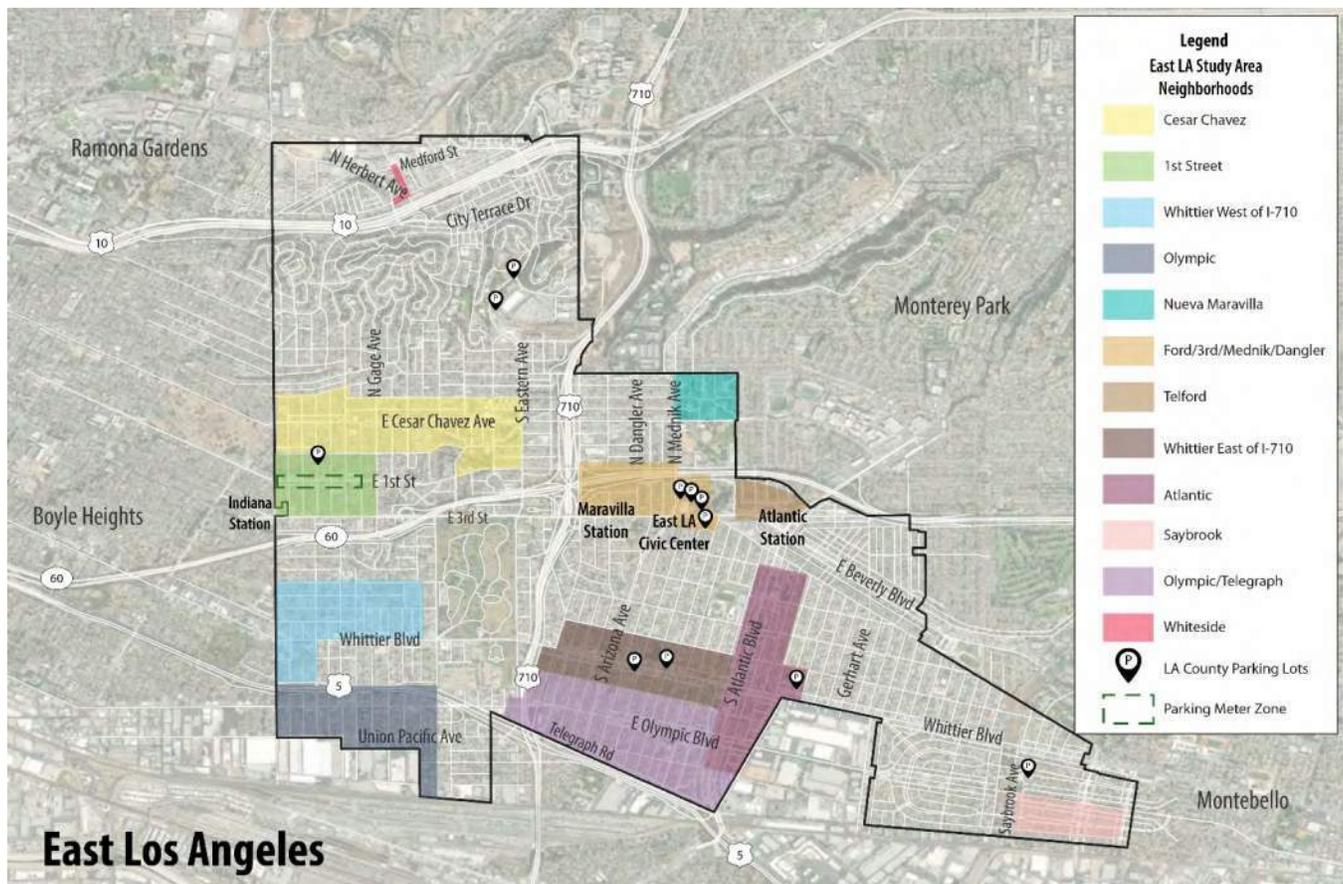
The study area for this project was selected based on information provided by various departments in the County including; Regional Planning, Public Works, Sheriff’s Department, Supervisorial District 1 staff, and the Chief Executive Office. The study area includes twelve zones plus City Terrace. City Terrace is called out as it is in a different stage of the study process. As such, while inventory and occupancy counts were not conducted there, it is being studied for solutions.

The zones contain commercial, residential, and industrial areas that are known to experience parking challenges. Additionally, the selected zones also include:

- County-owned off-street parking facilities,
- Gold Line Stations, and
- The only area of East LA that has parking meters, located along 1st Street.

Figure 16 illustrates the study area zones.

Figure 16: East LA Parking Study Area Zones



Source: Walker Consultants, 2020.

It is important to note that while specific zones were outlined for data collection, the conditions observed in these zones are assumed to be representative of the whole of East LA. The outlined study area zones include:

- Cesar Chavez Avenue
 - From Indiana Street to Eastern Avenue
- 1st Street
 - From Indiana Street to Gage Avenue
- Whittier Boulevard – East of the I-710
 - From Burger Avenue to Woods Avenue
- Whittier Boulevard – West of the I-710
 - From Indiana Street to Bonnie Beach Place
- Olympic Boulevard – East of the I-710
 - From Burger Avenue to Woods Avenue
- Olympic Boulevard – West of the I-710
 - From Indiana Street to Downey Road
- Nueva Maravilla Housing Community
 - Bounded by Cesar Chavez Avenue, Mednik Avenue, and Floral Drive
- The area around Dangler Avenue
 - Bounded by 3rd Street, Ford Boulevard, State Route 60, and Mednik Avenue
- The area around Telford Street
 - Near Metro’s Atlantic Station and Kaiser Permanente Hospital
- Atlantic Boulevard
 - From Telegraph Road to 4th Street
- Area near Saybrook Park
 - Bounded by Saybrook Avenue, Olympic Boulevard, Concourse Avenue, and Hereford Drive
- Whiteside Street in City Terrace
- City Terrace areas north and south of the I-10

Parking Supply (Inventory)

On-Street

Walker conducted an inventory of the on-street parking supply in each of the zones of the study area. Table 2 shows the inventory of on-street spaces by study area zone.

Table 2: Study Area On-Street Parking Supply by Zone

ZONE	BLOCKS SURVEYED	INVENTORY*		
		Residential ¹	Commercial ² / Industrial ³	Total
César Chávez	30	1,455±	213±	1,668±
1st Street	14	598±	275±	873±
Whittier (West)	27	1,360±	152±	1,512±
Olympic (West)	29	987±	206±	1,193±
Nueva Maravilla‡	6	558±	--	558±
Ford/Mednik	8	415±	60±	475±
Telford	5	303±	39±	342±
Whittier (East)	26	827±	345±	1,172±
Olympic (East)	38	1,521±	336±	1,857±
Atlantic	37	1,047±	727±	1,774±
Saybrook	13	769±	8±	777±
Whiteside	4	46±	12±	58±
TOTALS	237	9,886±	2,373±	12,259±

Notes:

* Inventory based on vehicles parked.

‡ Each section treated as a separate block of residential parking.

1 On-street spaces on residential blocks

2 On-street spaces on commercial blocks

3 On-street spaces on industrial blocks

In total, Walker surveyed 237 blocks throughout East LA. The total number of spaces counted in residential areas was 9,886±, approximately 80 percent of all spaces counted. The total number of spaces counted in commercial and industrial areas was 2,373± (approximately 20 percent of spaces). Combined, the total number of on-street spaces counted within the study area was 12,259±.

Metered Spaces

There are 150 metered on-street parking spaces in East LA, and they are all located along 1st Street and the commercial portions of side streets that bisect 1st Street, between Indiana Street and Eastman Avenue. Figure 17 shows the locations of the meters.

Figure 17: Locations of Parking Meters in East LA



Source: County of Los Angeles – Department of Public Works, 2020.

All 150 parking meters accept only coins. Figure 18 shows an example of the type of meters that are in place in East LA.

Figure 18: Parking Meters in East LA



Source: Walker Consultants, 2020.

While there is nothing inherently wrong with having coin-operated meters, parking meter technology has advanced and there are more customer-friendly options for acceptance of payment. These include the ability to pay with credit card and mobile applications. Furthermore, upgraded meter technology can facilitate enforcement as newer smart meters can provide real-time data to parking enforcement staff and improve parking management.

ADA (Americans with Disabilities Act) Spaces for People with Disabilities

Another type of on-street space that was counted in the study area were those designated to serve people with disabilities under the American's with Disabilities Act (ADA). In the study area zones, Walker field staff counted 126 ADA spaces on residential blocks, and 16 on commercial blocks. ADA spaces account for just over 1% of the total number of on-street spaces in the study area zones.

Figure 19 shows an example of an on-street ADA space in a residential street. No assessment was made as to the compliance of these spaces with the specific rules and regulations of ADA requirements.

Figure 19: On-Street ADA Spaces in East LA



Source: Walker Consultants, 2020.

ADA spaces are generally accompanied by signage and blue curb painting as shown in the figure above. Residents can make requests to obtain an ADA space to the Department of Public Works' Traffic Safety and Mobility Division (formerly named Traffic and Lighting Division). If the requestee's residence does not have a driveway or garage

access to park off-street, the department will conduct a study to determine if the requirements are met for obtaining blue curb parking.

Off-Street

While an inventory of off-street parking was not part of the scope of work for this study, Walker identified fifteen County-owned parking lots and structures within East LA. The facilities vary in terms of user groups and location. While some off-street parking facilities may be restricted to certain user groups, such as the Internal Services Department, others serve the general public. The locations of the County-owned lots are shown in Table 3.

Table 3: County-owned Parking Facility Stall Counts

Department	Parking Facility Address	Name	Public Parking	Parking Stall Counts		
				Lot	Structure	Total
Health Services	216 S Mednik Ave	Ed Roybal Comprehensive Health Center	No	17		17
Internal Services	1100 N Eastern Ave	Auto Park 81	No	1419		1419
	146 S Fetterly Ave	East LA Courthouse	Yes		339	339
	4837 E 3rd St	East LA Civic Center	Yes	225		225
	922 S Fetterly Ave	East LA Business District	Yes	104		104
Parks and Recreation	3864 E Whittier Blvd	Salazar Park	Yes	113		113
	6300 E Northside Dr	Saybrook Park	Yes	26		26
	4914 E Cesar Chavez Ave	Belvedere Regional Park	Yes	199		199
	1126 N Hazard Ave	City Terrace Park	Yes	118		118
	111 N Marianna Ave	Eugene A. Obregon Park	Yes	63		63
Social Services	759 S Belden Ave	DPSS Belvedere District	No		366	366
Public Works	124 N Ditman Ave	Belvedere Off Street Lot	No	38		38
	753 S La Verne Ave	East LA Business District	Yes	91		91
Sheriff	1104 N Eastern Ave	Auto Park 81A	No	884		884
	4108 City Terrace Dr		Yes	24		24
TOTAL				3321	705	4026

Source: Walker Consultants, 2020.

As shown in Table 3 there are over 4,000 County-owned stalls in East LA. Of those, 3,321± (approximately 82 percent) are in surface parking lots and 705± (approximately 18 percent) in parking structures. Of the county-owned facilities, ten of them contain public parking. The total number of stalls within those facilities total 1,302.

Utilization

A key metric in any parking study is utilization. Utilization reveals how full or empty any specific supply of parking is. For this study, Walker conducted occupancy counts during the projected peak periods of parking demand for each zone in the study area. The determination of peak periods is based on the land uses that predominate each

zone. For example, a parking occupancy count for residential areas was conducted in the evening when most residents should be home.

Table 4 shows the peak on-street occupancies by zone in the study area.

Table 4: Study Area On-Street Parking Occupancy by Zone

ZONE	PEAK			
	OCCUPANCY PERCENTAGE**			
	Weekday†	Weekend††		
	Residential	Residential ¹	Commercial ² / Industrial ³	Total
César Chávez	99%	84%	83%	84%
1 st Street	100%	87%	63%	79%
Whittier (West)	104%	89%	66%	87%
Olympic (West)	111%	94%	98%	95%
Nueva Maravilla‡	104%	--	--	--
Ford/Mednik	103%	84%	25%	77%
Telford	53%	40%	21%	37%
Whittier (East)	107%	96%	99%	97%
Olympic (East)	105%	88%	81%	86%
Atlantic	107%	89%	60%	77%
Saybrook	115%	91%	13%	90%
Whiteside	113%	96%	100%	97%
TOTALS	104%	83%	73%	81%

Notes:

** Occupancy percentage is equal to parking occupancy divided by inventory.

†† Commercial parking demand as measured during weekend peak; Industrial demand as measured during weekday peak.

‡ Each section treated as a separate block of residential parking.

1 On-street spaces on residential blocks

2 On-street spaces on commercial blocks

3 On-street spaces on industrial blocks

As shown in Table 4, in virtually every study area zone, high levels of parking occupancy were observed. In looking at the residential areas peak (weekday), almost all zones were observed to be at or above a 100 percent occupancy. This means that when the counts were conducted, not only were all the on-street parking spaces occupied, but there were extra vehicles parked illegally on the street such as in intersections, on red curbs, in front of hydrants, double-parked, etc.

There was one residential area that had low levels of occupancy as compared to the rest. In the Telford zone, the peak occupancy observed was 53 percent. The inclusion of this zone in the study area was predicated on the complaints of parking spillover from Metro riders and from the Kaiser Permanente facility. However, given that the survey days occurred during July and August of 2020, during the Covid-19 pandemic, the conditions of parking spillover were not observed. This is likely due to the significant drop off in Metro ridership during the pandemic and similarly lower hospital parking demand.

Commercial parking demand was also observed to be high in certain zones, but not exceeding capacity. Commercial parking demand peaked on the weekend. The corridors with the highest occupancies were Whittier Boulevard East with 99 percent, Olympic Boulevard West with 98 percent, and Cesar Chavez with 83 percent.

While the on-street occupancies along commercial corridors were generally high, especially along Whittier Boulevard and Olympic Boulevard, parking across the Atlantic Boulevard zone was less so. At peak, the Atlantic zone was 60 percent occupied. However, there were clusters of high parking demand observed along Atlantic Boulevard especially near blocks closer to Whittier Boulevard. Still despite some areas of high demand, along the entire corridor, parking was not as full as in other major commercial corridors.

Adequacy (Surplus/Shortfall)

While occupancy counts reveal the utilization and availability of on-street spaces, an analysis of adequacy reveals whether there is a surplus or shortfall of the on-street supply. The adequacy is determined by applying an effective supply factor to the parking supply.

Effective Supply Factor

An effective supply factor (ESF) is an adjustment to the parking supply to account for the movement of vehicles in and out of parking spaces. For example, the optimum occupancy standard for on-street parking is identified as 85 percent on any given block or block face, per current planning and transportation research and literature. This is an industry standard that dictates that the optimal occupancy generally means that there are one or two spaces vacant per block face, even during periods of typical peak demand, allowing drivers to locate an available parking space in reasonable proximity to their destination. Thus, to determine the adequacy of the on-street parking supply, we applied an 85 percent ESF to detect where there were surpluses or shortfalls of parking in the study area.

Table 5 shows the adequacy of the study area on-street parking in East LA.

Table 5: Study Area On-Street Parking Adequacy by Zone

ZONE	PARKING SURPLUS/(DEFICIT)***	
	Weekday†	Weekend††
	Residential	Commercial ² / Industrial ³
César Chávez	-200	4
1st Street	-92	61
Whittier (West)	-256	29
Olympic (West)	-254	-26
Nueva Maravilla‡	-109	0
Ford/Mednik	-73	36
Telford	98	25
Whittier (East)	-184	-50
Olympic (East)	-305	15
Atlantic	-231	180
Saybrook	-227	6
Whiteside	-13	-2
TOTALS	-1,846	278

Notes:

*** Surplus/deficit determined by an effective supply factor of .85 for all spaces less parking demand.

† Residential parking demand as measured during weekday peak.

†† Commercial parking demand as measured during weekend peak; Industrial demand as measured during weekday peak.

‡ Each section treated as a separate block of residential parking.

1 On-street spaces on residential blocks

2 On-street spaces on commercial blocks

3 On-street spaces on industrial blocks

Source: Walker Consultants, 2020.

As shown in Table 5 the analysis of on-street parking adequacy shows two findings. The first, that there is a modest overall surplus of commercial and industrial parking in the study area, even though there are notable deficits across some zones like Whittier Boulevard East (50-space shortfall) and Olympic Boulevard West (26-space shortfall). The second, is that there are deficits in virtually every residential zone in the study, often in the hundreds of spaces.

For example, the Cesar Chavez, Whittier Boulevard West, Olympic Boulevard West, Olympic Boulevard East, Atlantic Boulevard, and Saybrook zones are all projected to have shortfalls of 200 spaces or more. The extent to which shortfalls were observed extends through the entire study area. As such, as part of the survey of current conditions, a sample of the availability of parking in residential driveways was conducted.

General Observations

Availability in Residential Driveways

Given the severity of the parking congestion on residential streets, and the sheer volume of vehicles observed parked illegally, we wanted to understand better whether or not off-street residential parking supply is being used to capacity. To determine that, Walker surveyed a sample of residential block faces throughout the study area. The survey consisted of observing driveway capacity during peak residential evening hours and counting those households that could accommodate at least one additional vehicle off-street. While the survey only accounts for one additional vehicle per household, it must be noted that many households observed have the space to accommodate multiple vehicles.

Table 6 shows the results of the survey.

Table 6: Survey Sample of Driveway Availability

ZONE	BLOCK FACES	SAMPLE OF DRIVEWAYS SURVEYED	SPACES
César Chávez	94	17	74
First Street	41	9	24
Whittier (West)	90	18	39
Olympic (West)	72	6	25
Nueva Maravilla†	-	-	-
Ford/Mednik	23	8	29
Telford	16	16	32
Whittier (East)	65	9	37
Olympic (East)	100	8	45
Atlantic	96	13	17
Saybrook	40	9	23
Whiteside	-	-	-
TOTALS	637	113	345

Source: Walker Consultants, 2020.

As shown in Table 6, when looking at the availability of residential driveway space to accommodate more vehicles, Walker observed available capacity in driveways in every zone. Of the 637 block faces in the study area, Walker surveyed 113, and within those block faces observed capacity for at least 345 vehicles that could be accommodated in driveways.

Utilizing the observed availability in driveway space per block face, on average, each block face could accommodate 3+ (345/113) vehicles off-street. In other words, on any given block face, Walker observed on average available driveway capacity for 3+ vehicles. If we apply that average to the total study area (645 block faces), there is a projected capacity for an additional 1,944+ spaces in driveways across the entire study area. This has the potential to address the 1,846-space shortfall in residential areas.

Of course, not all households have off-street parking capacity, and even some that do, may not have the physical space to fit modern vehicles. However, the takeaway from this analysis is that there is opportunity for at least some residents to fully utilize their off-street capacity to free up on-street spaces.

Off-Street Parking in Commercial Areas

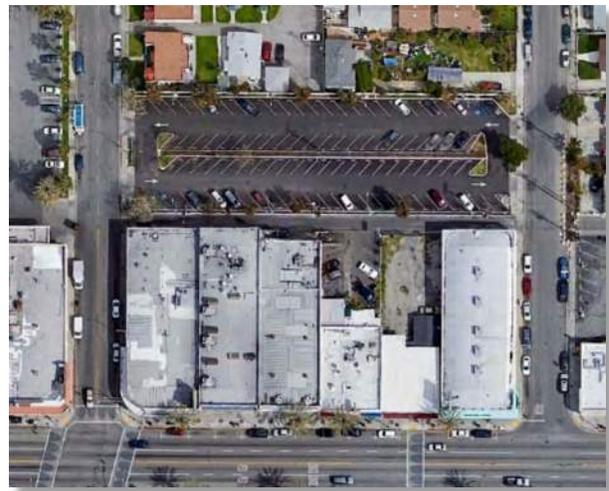
While on-street demand along commercial corridors was high, off-street parking demand in the county-owned lots were not observed as reaching capacity. Of course, it must be noted that parking observations were conducted during the Covid-19 pandemic, which may have impacted demand in some commercial areas. However, in comparing satellite imagery with what was observed by Walker field staff, the conclusion is that county-owned off-street parking is not fully utilized with regularity.

One example that stands out is the lot at 753 S La Verne (shown in image to the right). The Public Works owned and operated lot was observed to have only between 10-13 cars parked at peak, when the adjacent Whittier Boulevard was at a 99 percent occupancy. Even during evening counts on nearby residential streets, Walker field staff noted only sparse use of this lot.

Another lot that was not used is the county lot at 124 N Ditman. That lot was gated and locked at the time of Walker's parking survey. With a parking capacity of 28 spaces, this lot was underutilized given the demand that surrounds it.

Lastly, the county-owned lot located on 922 S Fetterly was also observed as not reaching capacity during peak occupancy counts for the Whittier Boulevard commercial corridor. This lot, while used more than the lot at 753 S La Verne, had capacity during the peak and off-peak hours. Given its proximity to residential areas, it did appear that some residents may already be spilling over into this lot.

Ultimately, the observations of the county-owned off-street parking lots indicate that they are underutilized given that the surrounding streets are heavily congested.



Source: Google Earth Professional, 2020

03 Community Engagement

Stakeholder Outreach

While data communicates an important and objective portion of the story of existing parking conditions in East LA, it cannot convey people's actual experiences. Further, often perceptions are reality for parking system users. This section documents the qualitative information collected to complement the quantitative information discussed previously.

For this project, Walker engaged two types of stakeholders:

- The East LA community, including residents, business owners, employees, and visitors, and
- Numerous County of Los Angeles staff from several departments including: Regional Planning, Public Works, Sheriff's Department, Fire Department, Supervisorial District 1 staff, Chief Executive Office, and the California Highway Patrol.

The purpose of obtaining feedback from both the community and County staff was to get a full representation of the understandings of current parking conditions in East LA.

Stakeholder Outreach Methodology

County Departments

The methodology used to engage staff in the various County departments that were involved in this study, was through teleconference calls and through requests for information. The purpose of the calls and requests for information was to gather input on current parking conditions, challenges, and opportunities within the study. A summary of key findings from those meetings is presented in the following section.

Key Findings from County Departments Outreach

- Parking enforcement is a challenge in East LA for various reasons, among them:
 - Staff retention – many officers that join the parking detail get promoted into other positions outside of parking.
 - Hiring – receive a lot of applications, but many applicants do not pass background checks. When some do get hired, they don't always stay on.
 - Limited Coverage – Limited number of staff to cover the entire community.
- The management of parking resources is allocated between various departments. For example, Sheriff handles enforcement, while Public Works handles infrastructure and operation of on-street and some off-street parking. This fragmentation poses a challenge in management of parking.
- Issues of parking congestion are virtually everywhere in the community. Instances of illegal parking are common: parking in intersections, red curb, in front of hydrants, double-parking, etc.
- Roughly 99 percent of the calls that come into the Supervisorial District 1 office about parking are complaints.
 - Many complaints from the community are about not having a place to park. There have even been instances when some will park in another person's driveway.

- Under current conditions many in the community see that receiving parking citations is merely a part of living in East LA.
- 72-hour parking rule may need revision, currently only need to slightly move vehicle to comply.
- Vehicle storage on the street is a community-wide issue.
- Neighborhoods located near the Metro stations experience spillover from transit users. Some residents are asking for residential permit districts.
- County wants to explore whether another department may be better suited to handle parking enforcement, or if another department can support/supplement the Sheriff Department's enforcement efforts.
- With respect to City Terrace:
 - Narrow streets, hilly terrain, and dense on-street parking congestion are a problem for first responders. As such, recommendations to restrict parking to allow access to emergency vehicles were developed.
 - Many residents in City Terrace oppose the red curb and parking restrictions recommended from the 2019 study. After the first set of red curb paint and signage restricting parking went up this year, some residents removed the signs. At the same time, some residents began clearing out garages and getting rid of unused vehicles to make off-street parking on their properties available.
 - No consensus among residents regarding restrictions as some are for and some are against, this can vary street by street. The same division exists with respect to residential parking permits.
 - Some residents have asked about potentially utilizing school parking lots to increase supply in the area.

East LA Community Outreach

After several discussions with the County departments, a methodology to engage the general public was developed. Several efforts were made to receive feedback from the East LA community throughout this study. These included:

- An online survey promoted among residents, business owners, employees, and visitors in East LA.
- Given the ongoing Covid-19 pandemic, the decision was made to hold two virtual public meetings with the capability for participants to dial-in by telephone.
- Focus groups, one was held with the Chamber of Commerce, and several invitations to speak to other community groups were extended. In addition, the Chief Executive Office answered telephone and email inquiries regarding the study. It must be noted that members of several groups attended the virtual public meetings.

Marketing Plan

The goal of the marketing effort was to promote the two virtual general public meetings, introduce the parking study to the community, and invite feedback via an online survey and/or via email or telephone. The methods by which the meetings and survey were marketed included the following.

Creating A Project Landing Webpage

Through the County's web platform, a "landing page" was developed that served as the home and go-to source for any meeting or project information presented to the public. The link to this page was provided in subsequent

marketing materials including social media, newspaper advertisements, email blasts, etc. The project website also hosted the link to the online survey, which was available in English and Spanish.

Social Media Posts

Leveraging the County’s social media outlets, the virtual meetings and online survey were promoted several times leading up to the meeting dates. The social media outlets used to spread the word included the County’s official Twitter, Facebook, and Instagram accounts. Reminders were sent one week leading up to the event, one day prior to the event, and on the day of the event.

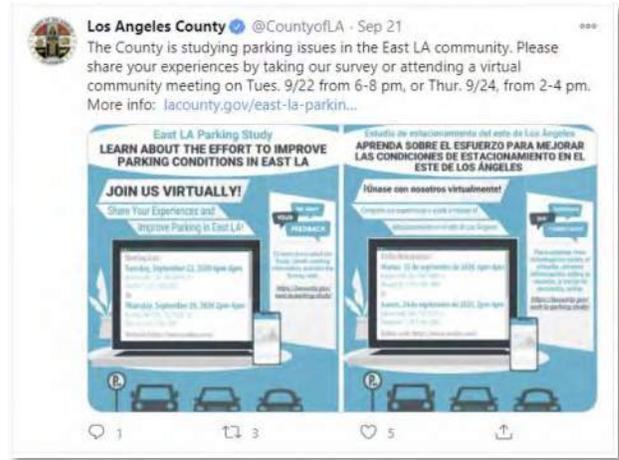
Email Blasts

Utilizing the County’s list of stakeholder community groups, email blasts were sent to those groups inviting them and their members to attend the meetings and provide feedback. Email blasts were sent two weeks prior to the community meetings, and reminders were sent at the same frequency as social media posts.

Advertisements in Local Newspapers

Based on the community profile, 36 percent of East LA households do not have internet subscriptions at home. Given the challenges of meeting with community members in person due to the Covid-19 pandemic, the decision was made to take out ads in local newspapers. The intention was to bridge the digital divide and any language barriers that may exist in the community. As such, the ads were placed in the Spanish-language newspaper La Opinion, one of the largest Spanish language print media in circulation in the Los Angeles area.

English and Spanish advertisements were also taken out in The Eastsider LA, which is a digital platform focused on covering stories in the communities located on the eastside. The ads ran for a month, two weeks leading up to the public meetings and two weeks after, whilst the online survey was open. The Eastsider LA also published the information on its social media accounts.



Source: County of Los Angeles Twitter, 2020



Source: The Eastsider LA Facebook, 2020

Translation/Interpretation of Marketing Material and Community Meetings

All marketing collateral that was disbursed was available in English and in Spanish, as was the online survey. For the two virtual public meetings an interpreter was on-hand to interpret all material presented in Spanish.

Public Meetings

General Community Meetings

The two public meetings were held on September 22, 2020 at 6:00-8:00pm, and on September 24, 2020 at 2:00-4:00pm. The marketing efforts to promote the meeting guided attendees to the project landing page where instructions were provided on how to attend the virtual meetings. Options for attending were either by joining online or by phone. The format of the meeting was a slide deck presentation followed by a question/comment and answer session. The focus of the meeting was on sharing the initial current conditions analysis and gathering input from the community's residents, business owners, and visitors as they reacted to the information presented. Over 40 participants attended the first virtual meeting, and over 20 attended the second.

The key themes that emerged from the meetings are as follows:

- Enforcement is lacking
 - Illegal parking (Hydrants, Double, Intersections, Red Curb, Etc.) is widespread
 - On weekends there is seemingly no enforcement coverage. One resident noted that they were told "call back on Monday" to address a parking issue
 - No enforcement of time-restricted spaces along commercial corridors
 - The only time that community members feel they see enforcement is during street sweeping
- Lack of transparency regarding citation revenue and meter revenue
 - One attendee commented that citation revenues are divided among different entities including: The Superior Court, Sheriff Department, among others.
- Low availability of on-street parking in both residential and commercial areas
 - Low turnover of on-street parking
 - Inoperable vehicles parked on-street
 - Catering trucks parked all day
 - One community member noted that even after getting cited, trucks will remain parked. See citations as a part of doing business.
 - Street vending
 - "Reserving" of parking spaces
 - Overcrowded housing
 - Multiple car ownership
 - Under parked developments (minimum parking requirements)
 - Illegal ADUs
 - Oversized vehicles (RVs, Commercial Trucks) parked in residential areas
 - Auto repair businesses/commercial vehicles parked in residential neighborhoods
- Parking spillover
 - From surrounding commercial uses (e.g., car sales, auto body, etc.) into residential areas
 - From surrounding residential uses (e.g., parking in commercial lots, streets) into commercial areas
 - From non-residents (i.e., people from outside immediate neighborhood) into residential areas

- From transit riders into residential areas
- Residential parking permits (RPP)
 - In the past some residents have tried to gather signatures to create a district, but there is no consensus among all residents, as some are for while others are opposed. The cost of permits was also noted as a concern; and if enforcement does not improve, seen as pointless to have a permit district.

Focus Group (Chamber of Commerce)

A meeting with members of the Chamber of Commerce took place on November 5, 2020 at 9:00-10:45am. The purpose of that meeting was to gather feedback regarding the parking issues that East LA businesses experience. In attendance were members of the Chamber of Commerce, County staff, and Walker staff.

Several key themes emerged from that meeting, among them chamber members expressed:

- Limited enforcement coverage
 - There is a sentiment across the entire community that enforcement is not meeting the needs of the community, business and residential.
 - Merchants also expressed concern over crime occurring on their private parking lots including, theft and robbery of parked cars and businesses, and intimidation of merchants and their patrons.
- Lack of on-street parking along commercial corridors
- Parking spillover from residents into commercial off-street lots
 - In City Terrace, residents utilize off-street commercial lots all-day, patrons of local businesses can't find parking.
 - 3rd Street surrounding the Metro Gold Line Station.
 - When the Gold Line Station started charging for parking it exacerbated parking congestion issues on the surrounding streets and private off-street commercial lots.
- Low turnover of on-street parking spaces in commercial streets.
 - Due to low availability of on-street parking, some people park in alleys which also prevent circulation of vehicles by blocking ingress and egress points. This is problematic for merchants and their patrons.
- Food/Catering trucks park in time-limited commercial corridors for extended periods beyond posted time limits without consequence.
 - If they are issued a citation, there are no follow-up punitive measures to discourage them from continuing to disregard posted limits. They have come to accept citations as a part of doing business.
 - Vendors also exhibit territorial behavior and have expressed their claims to merchants over certain parking spaces in the right-of-way.
 - Disregard red curbs and have even painted over red curbs to appear gray.
 - Park in private off-street commercial parking lots without permission, and their customers also utilize private off-street lots that prevent patrons of those commercial centers to park.
- Merchants in commercial centers are afraid to tow vehicles from their parking lots because they are afraid of retaliation from the vehicle owners.
 - Similar sentiment in residential areas.
- Street/sidewalk vendors are an issue for merchants across the community.

- Their patrons often utilize private parking lots that prevent customers of those businesses from parking there.
- Merchants/owners of private lots often must clean up after the street vendors and their customers.
- There is a broad sentiment that the parking issues are hurting the local East LA economy.
- There are several County-owned lots throughout the community, some merchants see these as an opportunity to improve parking conditions.
- Concerns expressed over a state bill that would allow garage conversions into living space without requiring any parking.

Online Survey

In light of the Covid-19 restrictions during the community outreach phase, a key tool for obtaining feedback was the online survey. The survey launched on September 10, 2020 and lasted through October 10, 2020. The survey was promoted during all outreach efforts and based on the amount of responses; the marketing efforts were successful. The number of responses needed for a statistically significant⁷ survey sample size given the population of East LA is 384.

In total, 628 people responded to the survey. Of those 575 were from residents, business owners, employers, and visitors of East LA. The other 53 were just outside of the unincorporated area boundaries and further into the general Los Angeles area. Because this effort is solely about East LA, the subsequent analysis includes only the responses within East LA. Table 7 shows a summary of the online survey responses.

Table 7: Number of Online Survey Respondents

LANGUAGE	IN EAST L.A.†	OUT OF AREA‡	TOTAL
English	560	53	613
Spanish	15	0	15
Totals	575	53	628

Notes:

† Category includes all respondents who live, own a business, work, shop or dine, study, visit friends, or have medical appointments in East Los Angeles.

‡ Category includes all respondents who indicated that they live in East Los Angeles but provided location data that indicate they live outside the study area.

Source: Walker Consultants, 2020.

As shown in Table 7, of the 575 East LA survey respondents, 560 took the survey in English and 15 took the survey in Spanish.

⁷ Confidence level of 95% and 5% Margin of Error.

In an effort to capture input from residents, business owners, employees, and visitors of East LA, the survey was divided into four sections:

1. One for residents
2. One for business owners
3. One for employees
4. One for shoppers, diners, students, visitors, and patients.

If respondents identified with more than one of the sections described above, they could take the survey again for as many sections as applied to them.

Table 8 shows the breakdown of respondents by section (affiliation).

Table 8: Summary of East LA Survey Respondents by Affiliation

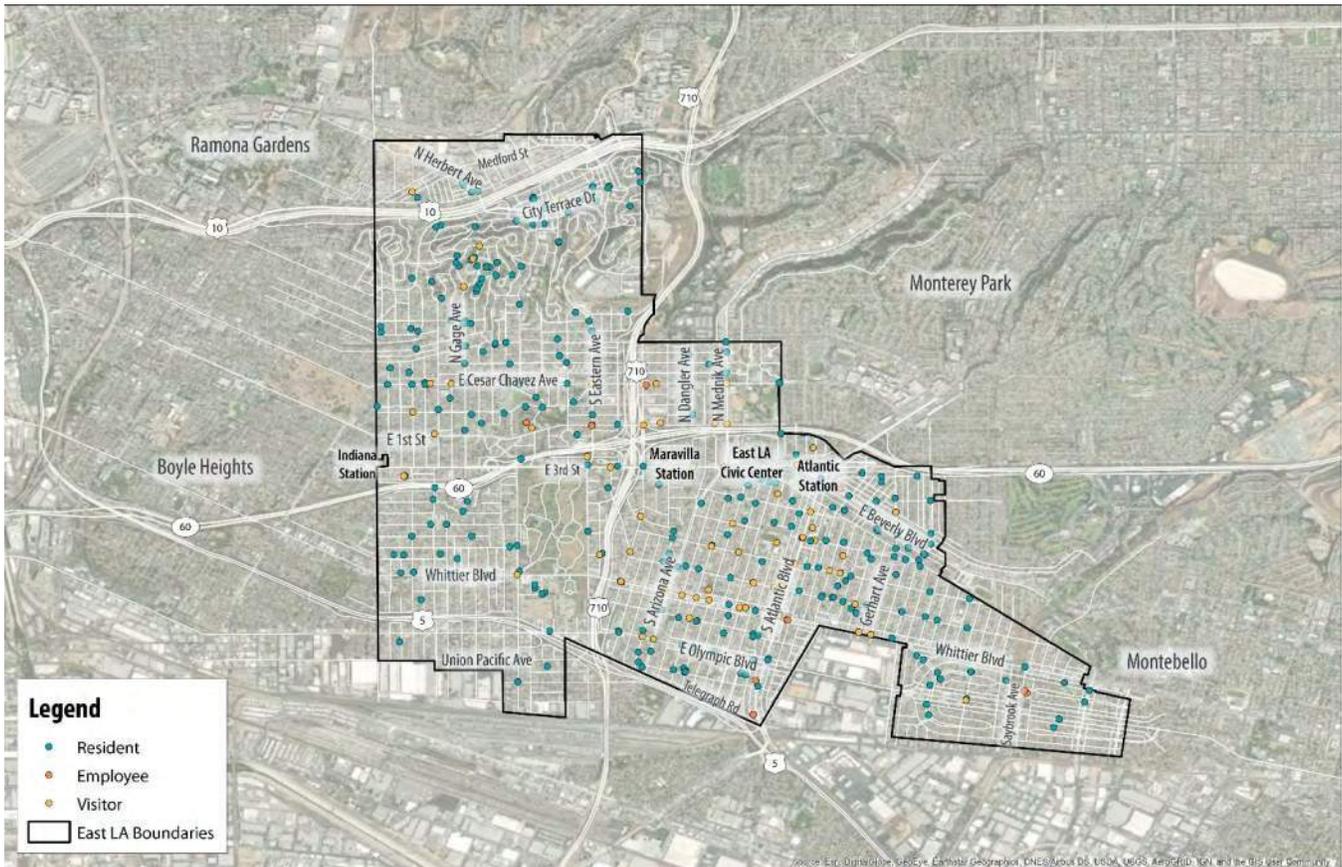
SURVEY SECTION	AFFILIATION	TOTAL			
		ENG	ESP	ALL	%
1	I live in East LA	458	12	470	82%
2	I own a business in East LA	3		3	1%
3	I work in East LA	29	2	31	5%
4	I shop/dine in East LA	23		23	4%
	I study in East LA	3		3	1%
	I visit friends and family in East LA	43	1	44	8%
	I have medical appointments in East LA	1		1	0%
		560	15	575	100%

Source: Walker Consultants, 2020.

As shown in Table 8, the majority (82%) of respondents identify as residents of East LA. The other respondents were visitors/shoppers/diners/students (13%), employees (5%), and business owners (1%).

In each section of the survey respondents were asked to provide their address or closest cross streets to indicate the locations of their parking concerns. Figure 20 shows the geographic locations of the areas of parking concern of survey respondents.

Figure 20: Geographic Locations of Respondent's Parking Concerns



Source: Walker Consultants, 2020.

As shown in Figure 20, much like the parking issues observed in the field and the comments made during the public meetings, there are parking issues across the whole of East LA. The spread of the map indicates that parking issues are not concentrated in any one area, but occur throughout the community.

Findings from Residential Responses (Section 1)

The following highlights the results from the online survey that pertain to residential respondents.

Top Three (3) Parking Issues for Residents

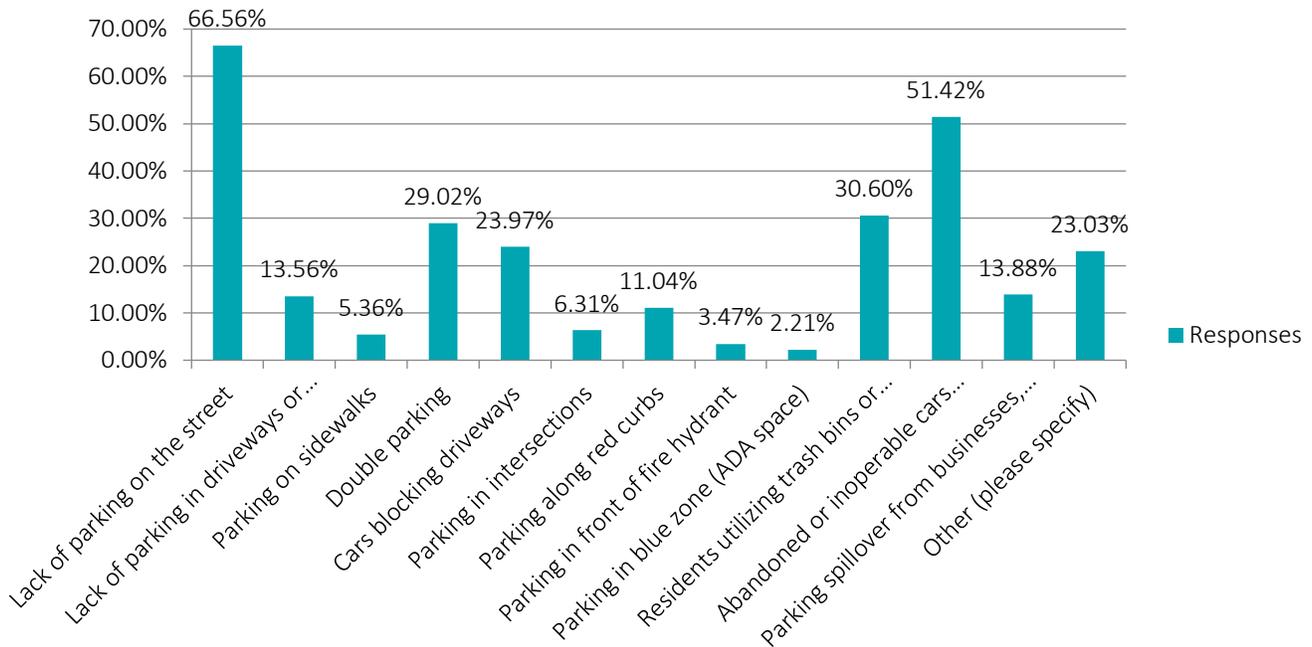
When asked to rank and/or list the top three parking issues in East LA, residents selected:

1. Lack of parking on the street (66.56%)
2. Abandoned or inoperable vehicles (51.42%)
3. Residents utilizing trash bins or other measures to ‘reserve’ parking on the street (30.60%)

Within the “Other (please specify)” category, common themes were:

- Zoning enforcement -- businesses being run out of private homes and generating parking demand.
- Inadequate parking enforcement
- Housing policy concerns including density leading to too many cars for too many spaces, safety concerns because of homelessness, and RVs taking up parking spaces.
- People owning excess vehicles and parking them on the street.

What is your biggest issue regarding parking in East LA? Please select up to three
 (3).



Most Difficult Day/Time to Find Parking

When asked what days and times are the most difficult to find parking, respondents answered:

Day

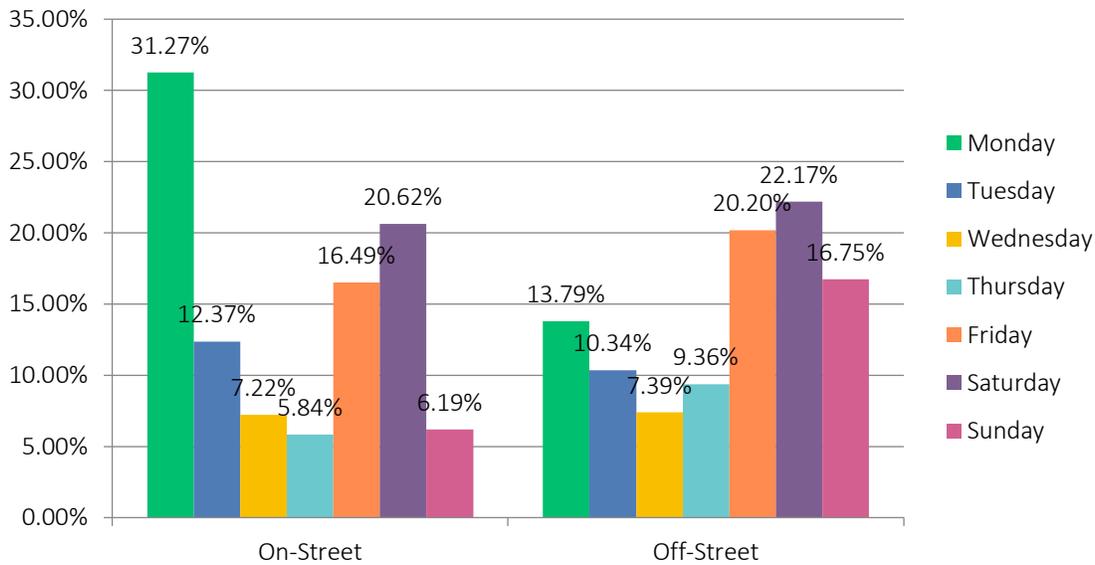
On-Street:

1. Monday (31.27%)
2. Saturday (20.62%)
3. Friday (16.49%)

Off-Street:

1. Saturday (22.17%)
2. Friday (20.20%)
3. Sunday (16.75%)

Day



Time

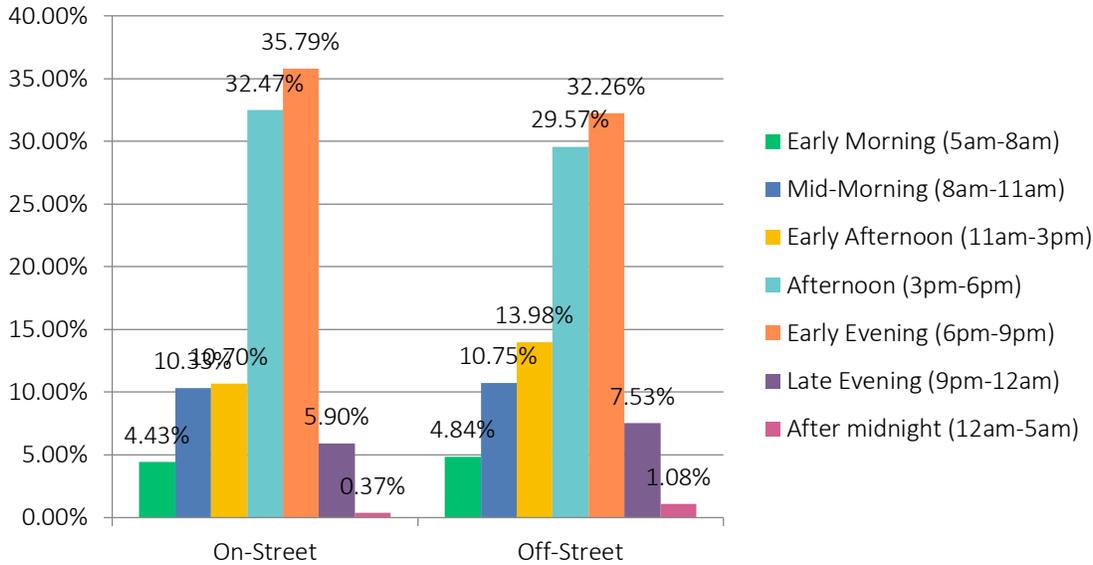
On-Street:

1. Early Evening 6-9:00pm (35.79%)
2. Afternoon 3-6:00pm (32.47%)
3. Early Afternoon 11am-3:00pm (10.70%)

Off-Street:

1. Early Evening 6-9:00pm (32.26%)
2. Afternoon 3-6:00pm (29.57%)
3. Early Afternoon 11am-3:00pm (13.98%)

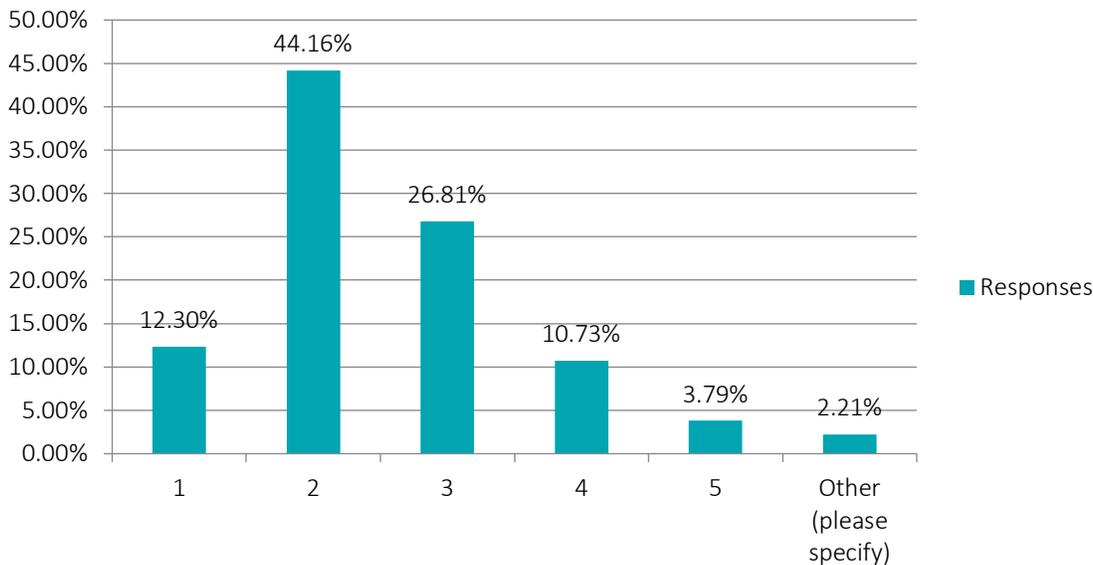
Time



Number of Vehicles in the Household

Regarding the number of vehicles in the household, 44.16% of respondents said they owned two (2) cars, 26.81% said three (3) cars, and 12.30% said they owned one (1) car. Within the “Other (please specify)” category, three respondents said they own six (6) cars, and one respondent nine (9) cars.

How many cars are there in your household?



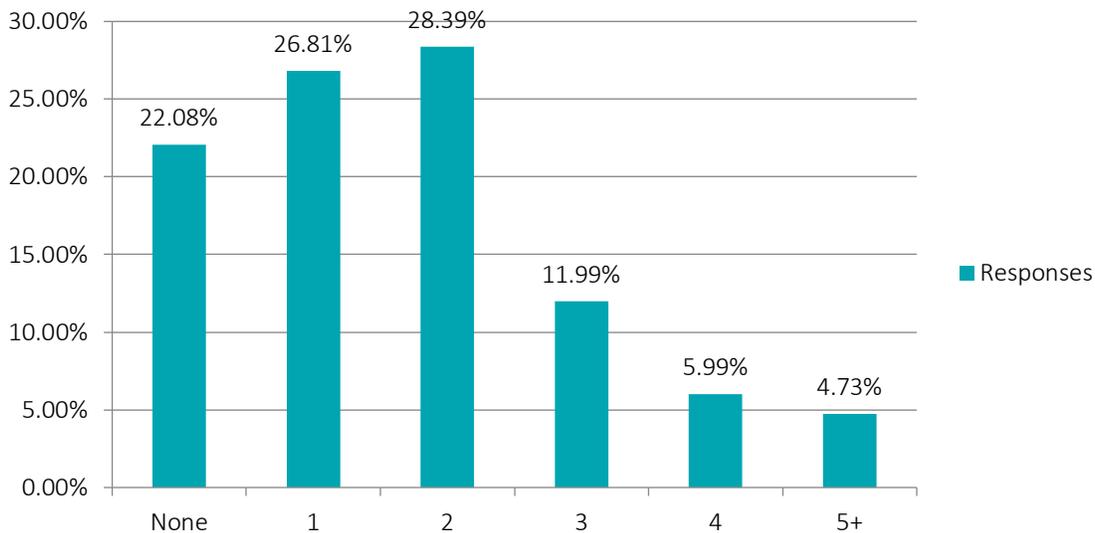
Parking Supply at Home

When asked about the number of off-street spaces that they have at home, residents answered:

1. 2 spaces (28.39%)
2. 1 space (26.81%)
3. None (22.08%)

The results show that 77.92% of respondents have at least one (1) off-street parking space at home, while 22.08% have none (0).

How many off-street parking spaces do you have at home, (e.g., in your garage, driveway, carport)?

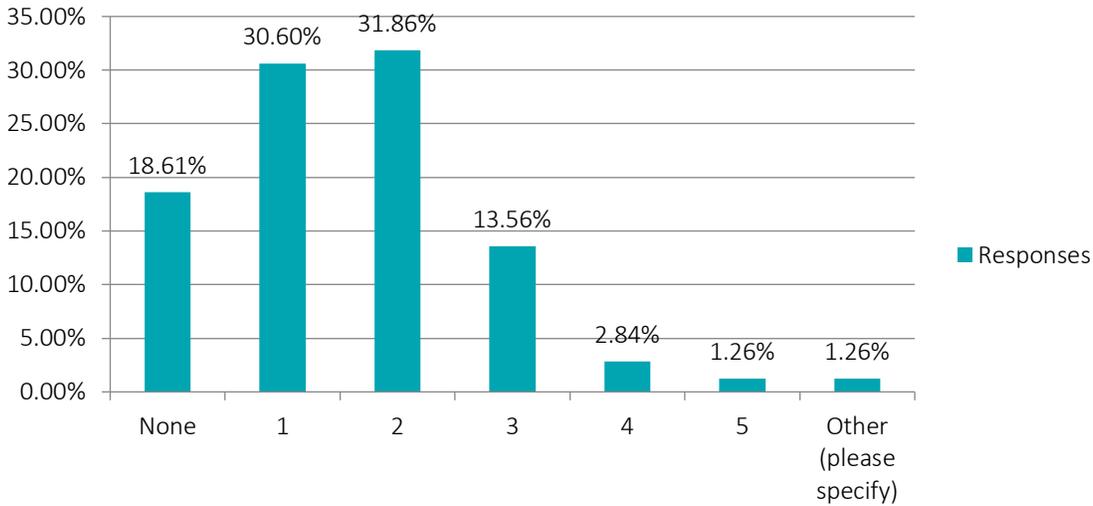


Parking Utilization

When asked how many cars they park off-street at home, residents responded:

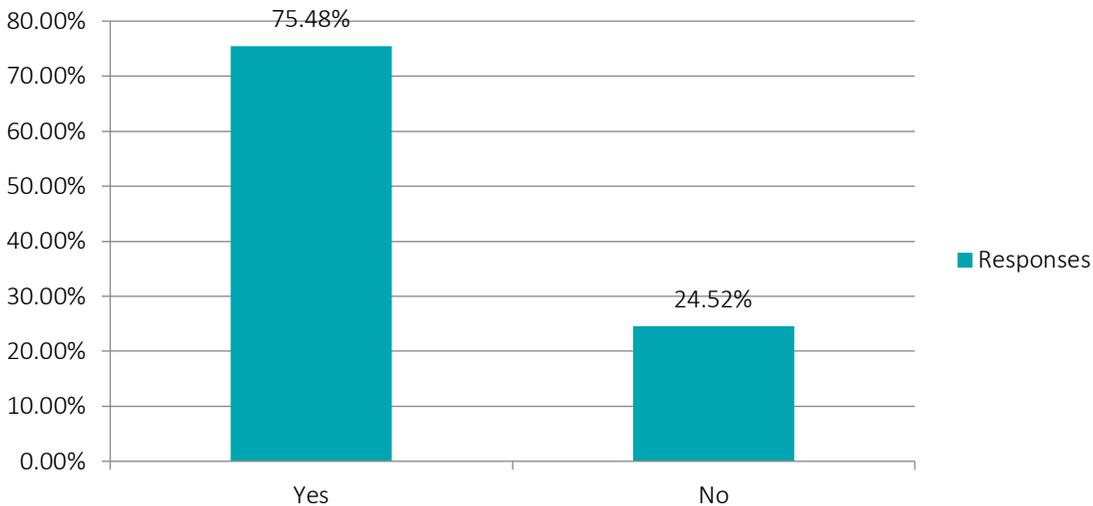
1. 2 (31.86%)
2. 1 (30.60%)
3. None (18.61%)
4. 3 (13.6%)
5. 4 (2.84%)
6. 5+ (1.86%)

How many cars does your household park at home off-street (e.g., in garage or driveway)?



When asked if they use all the off-street spaces they have at home, 75.48% of respondents said yes, and 24.52% said no.

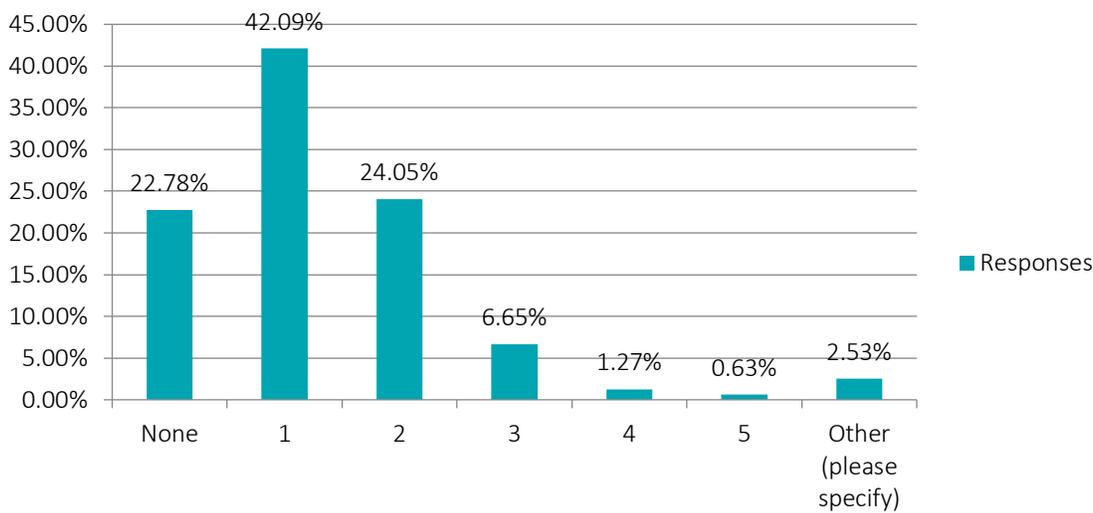
Do you use all the off-street parking spaces you have at home to park your vehicles?



When asked about the number of cars residents park on the street, respondents said:

1. 1 (42.09%)
2. 2 (24.05%)
3. None (22.78%)

How many cars does your household park on the street?



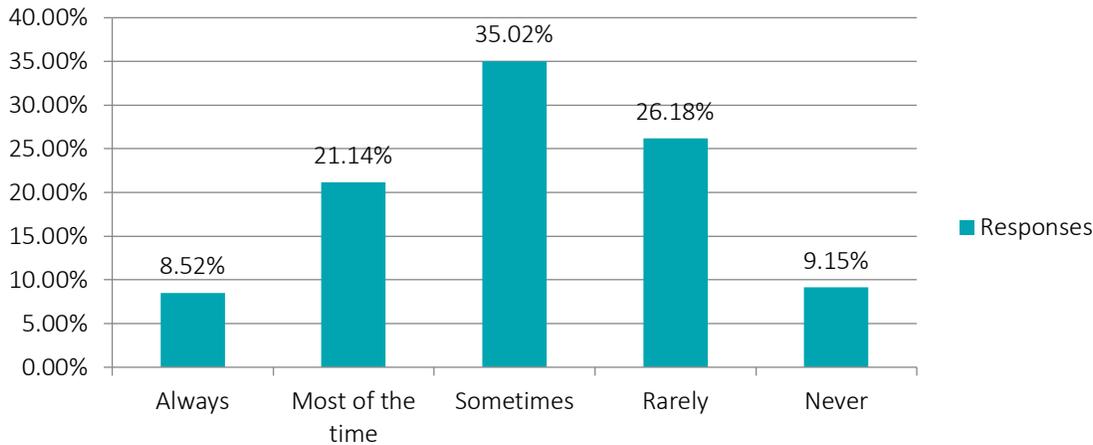
When asked about the frequency with which residents could find on-street parking within one (1) block of their homes, respondents said:

1. Sometimes (35.02%)
2. Rarely (26.19%)
3. Most of the time (21.14%)
4. Never (9.15%)
5. Always (8.52%)

In looking at the results of this question, the answers skew toward it being less frequent that residents could find an on-street parking space within one (1) block of their residence.



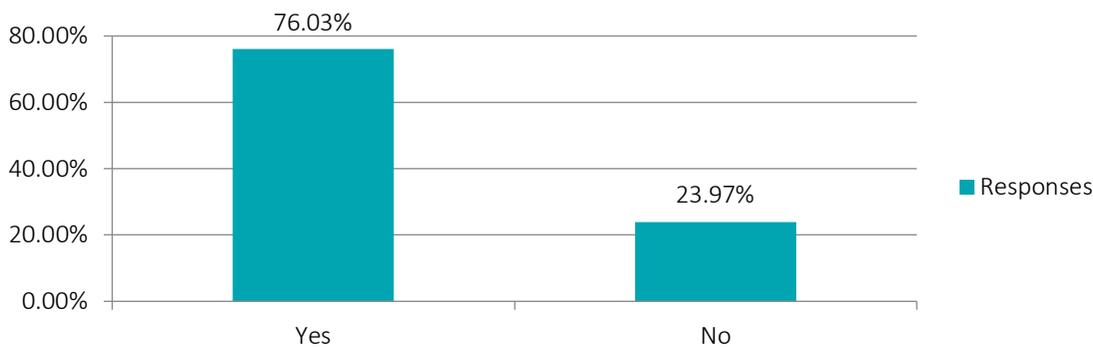
When you park on the street, do you find a parking space within one (1) block of your destination:



Parking Permits

When asked about whether residents would support a permit district in their neighborhood, that required a fee, but would improve parking availability, 76.03% of respondents said they would while 23.97% said they would not.

In order to improve parking availability on your street, would you support a parking permit district in your neighborhood where residents pay a fee and receive permits to park on the street?



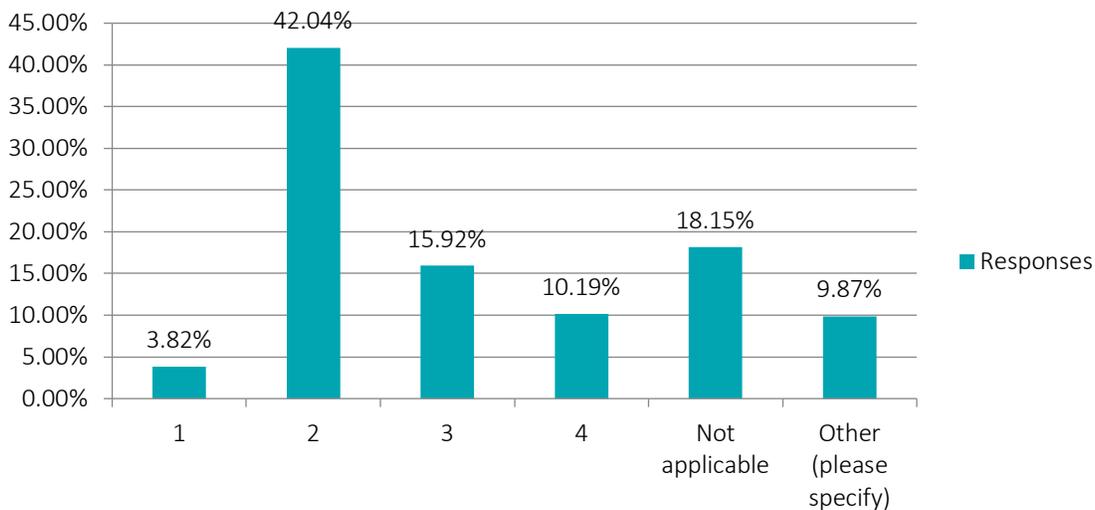
When asked about what the limit should be on number of permits issues per household, respondents provided the following:

1. 2 (42.04%)
2. N/A (18.15%)
3. 3 (15.92%)

Within the “Other (please specify)” category common themes were:

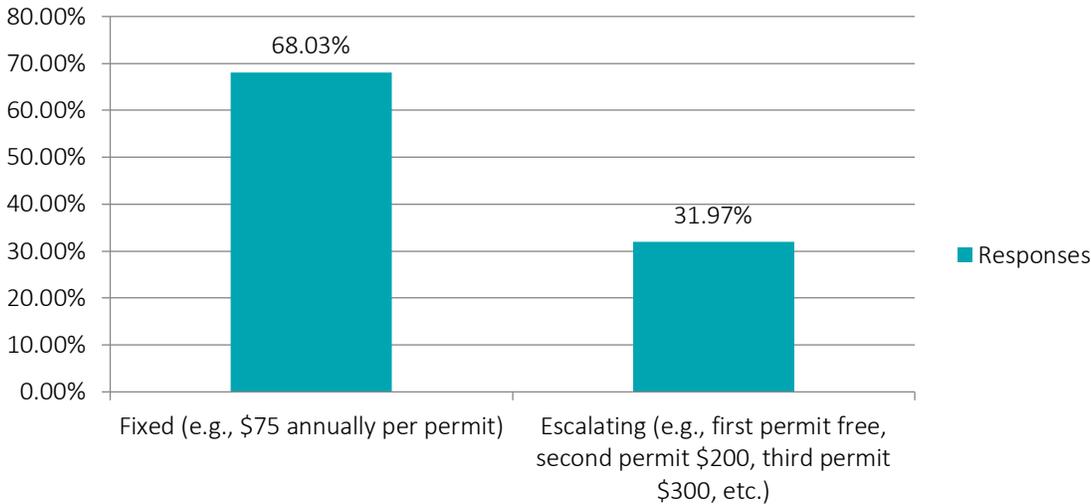
- Of the 31 free responses, 12, or about 40%, want permits issued to individual drivers or cars.
- More than half would prefer permits issued by household or by size of household or number of residents.
- Almost ten percent oppose a parking permit program.

If yes, what should be the limit on number of permits per household?



A follow-up question to residents was whether they preferred a fixed rate or variable rate for permits. The results indicate a preference for fixed permit rates.

Which of the following fee structures would you support for a parking permit district?



Respondents were then asked how much they would be willing to pay annually for a permit. The results show that 73% are willing to pay at least \$75 per year. Within the “Other (please specify)” category, respondents said:

- Not willing to pay a fee
- Willing to pay: \$20, \$24, \$25, \$30, \$35, \$50, \$80
- Should be a sliding scale for senior citizens, low income residents.
- Consider offering a number of permits free.

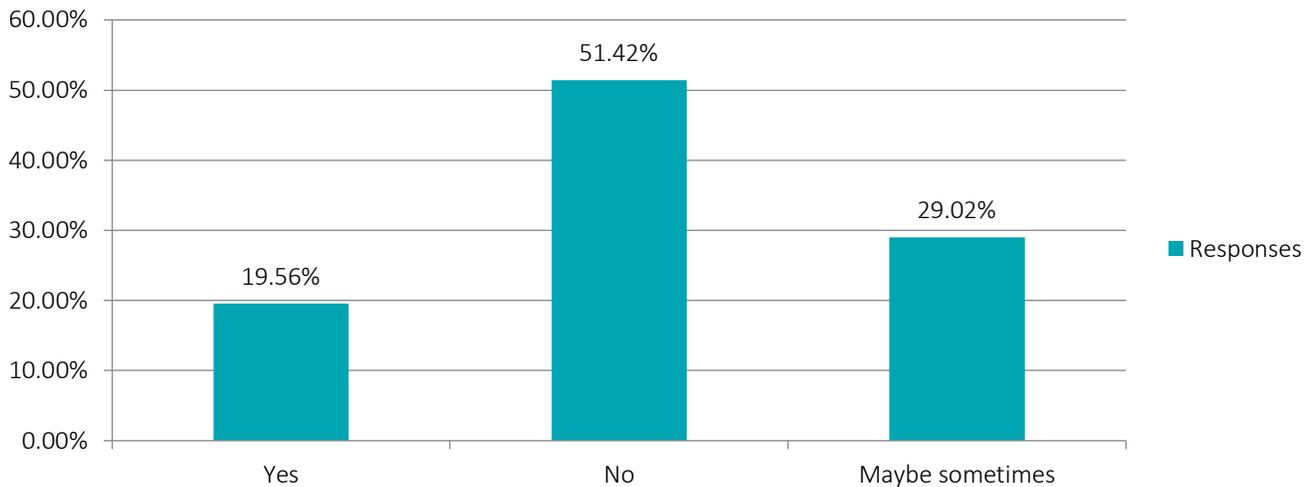
How much would you be willing to pay for a permit?



Remote Parking Option

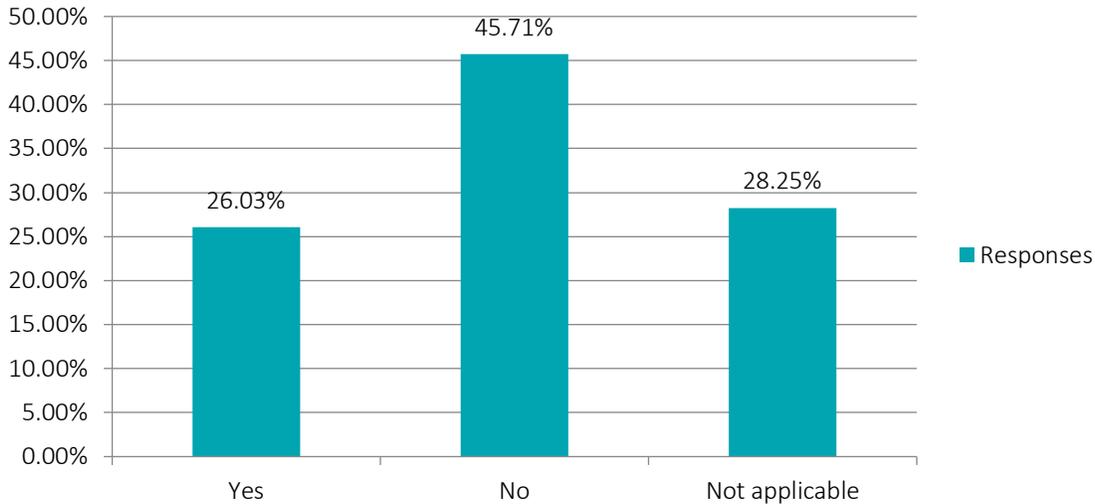
Respondents were asked how likely they would use remote parking on a regular basis if it were made available to them. Most (51.42%) respondents said that they would not use remote parking, while 29.02% said they may sometimes.

If parking were made available to you in the evening at a location that may require a bicycle, scooter, or shuttle ride to reach your home, would you likely use that parking space on a regular basis?



As a follow-up question, respondents were asked if they would be willing to pay for this parking and transport services. The results indicate that many (45.71%) would not, but 26.03% would.

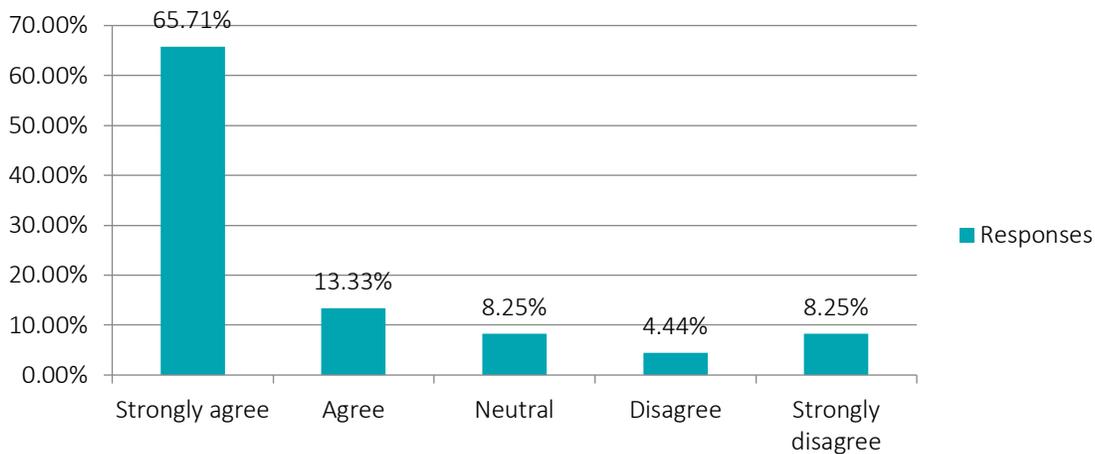
If yes, would you be willing to pay a fee for these parking services?



Increased Parking Enforcement

Given the concerns centering around parking enforcement, respondents were asked if they would support increased enforcement to help address the parking issues that they experience. The results show that residents strongly support more enforcement.

Would you support additional parking enforcement to help address these parking issues?



Findings from Employee Responses (Section 3)

The following highlights the results from the online survey that pertain to employee respondents.

Top Three (3) Parking Issues for Employees

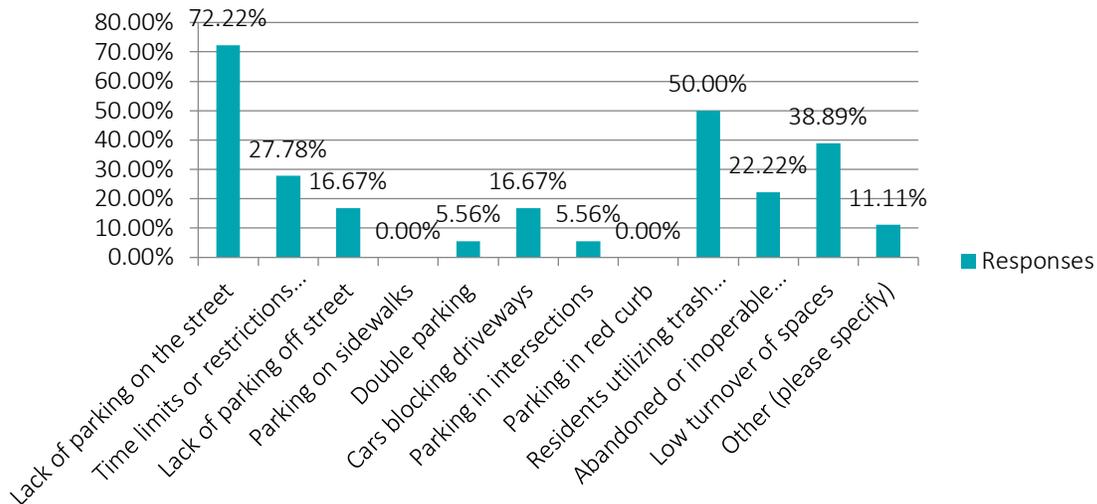
When asked to rank and/or list the top three parking issues in East LA, employees selected:

1. Lack of parking on-street (72.22%)
2. Residents utilizing trash bins or other measures to ‘reserve’ parking on the street (50.00%)
3. Low turnover of spaces (38.89%)

Within the “Other (please specify)” category, common themes were:

- Lack of available ADA parking, lack of safe sidewalks, lack of enforcement for ADA violations
- Lack of parking on street sweeping days

What is the biggest issue regarding parking in East LA? Please select up to three (3)?



Most Difficult Day/Time to Find Parking

When asked what days and times are the most difficult to find parking, employee respondents answered:

Day

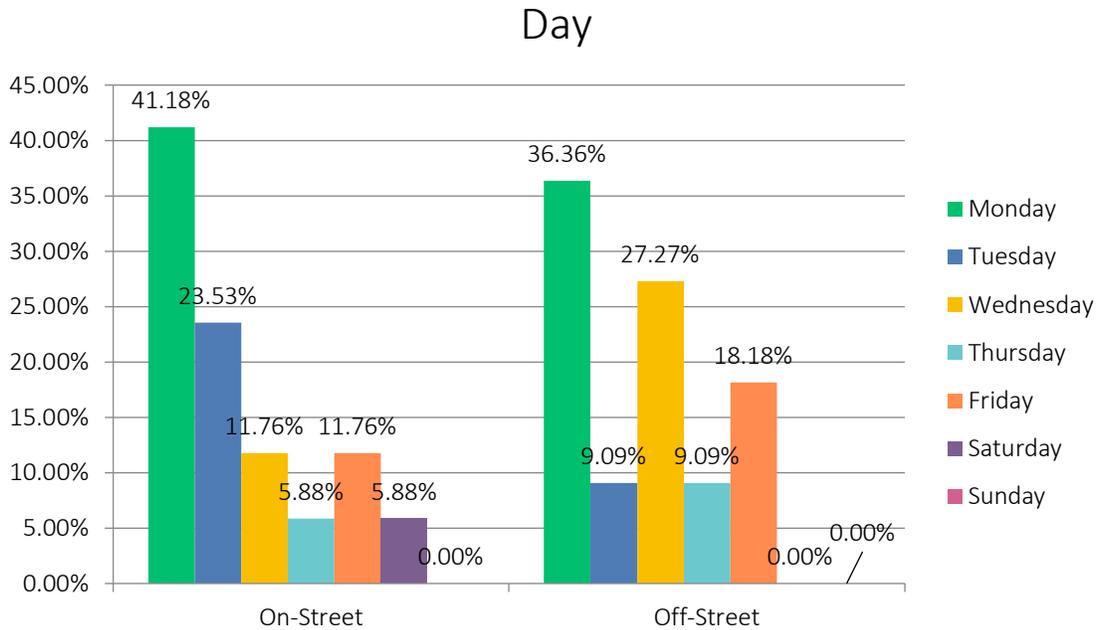
On-Street:

1. Monday (41.18%)
2. Tuesday (23.53%)

- Wednesday and Friday (11.76%)

Off-Street:

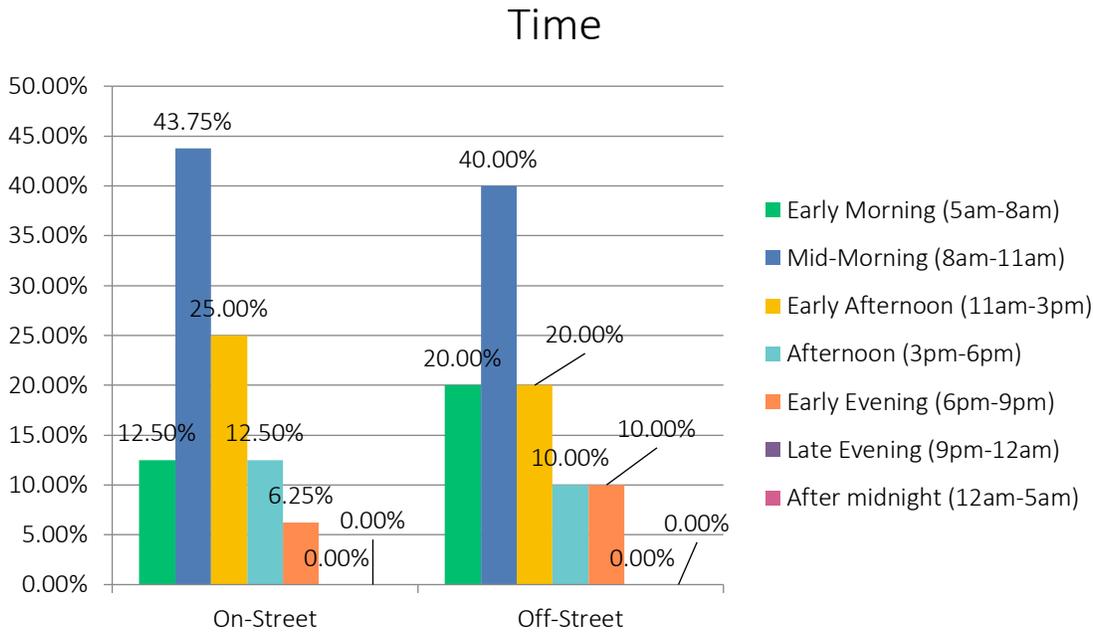
- Monday (36.36%)
- Wednesday (27.27%)
- Friday (18.18%)


Time
On-Street:

- Mid-Morning 8-11:00am (43.75%)
- Early Afternoon 11am-3:00pm (25.00%)
- Early Morning and Afternoon (12.50%)

Off-Street:

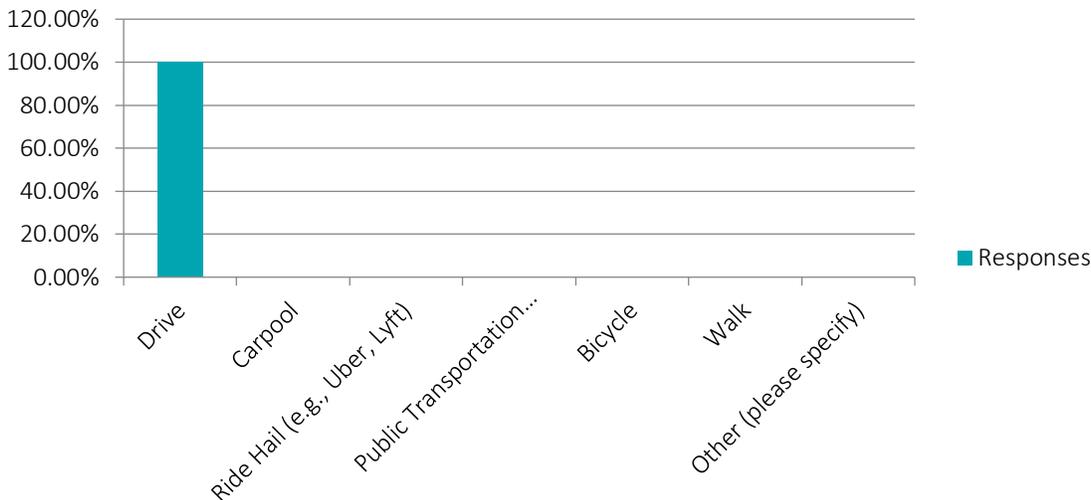
- Mid-Morning 8-11:00am (40.00%)
- Early Morning and Early Afternoon (20.00%)
- Afternoon and Early Evening (10.00%)



Commute Mode Split

When asked how they commute to work in East LA, 100.00% of respondents said they drive. While not uncommon to find most respondents drive, the 100% split may be explained by the fact that the survey was focused on parking, thus it was more likely that those that experience parking issues are also drivers.

What is your primary mode of transportation in East LA?



As a follow-up, respondents were asked if they commute by driving, where do they park. Common themes from the responses were:

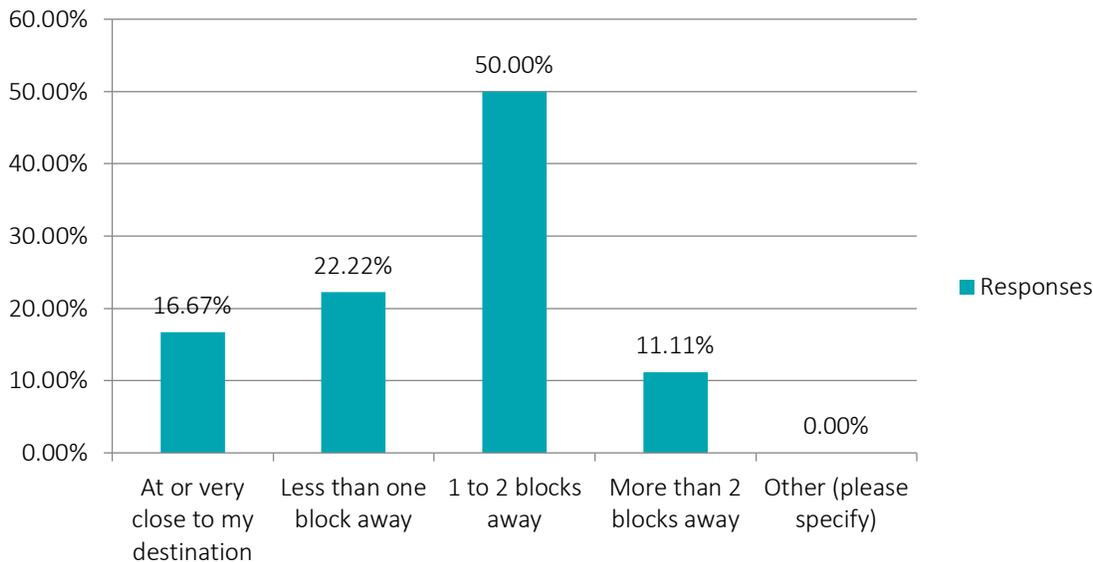
- On the street
 - Sometimes in residential area
 - Sometimes blocks away from work
- Onsite, if the parking lot is not full
- On a family member’s driveway

Proximity of Parking to Workplace

When asked about the proximity of available parking at or near their place of work, respondents said that they can find parking:

1. 1 to 2 blocks away (50.00%)
2. Less than 1 block away (22.22%)
3. At or very close to destination (16.67%)

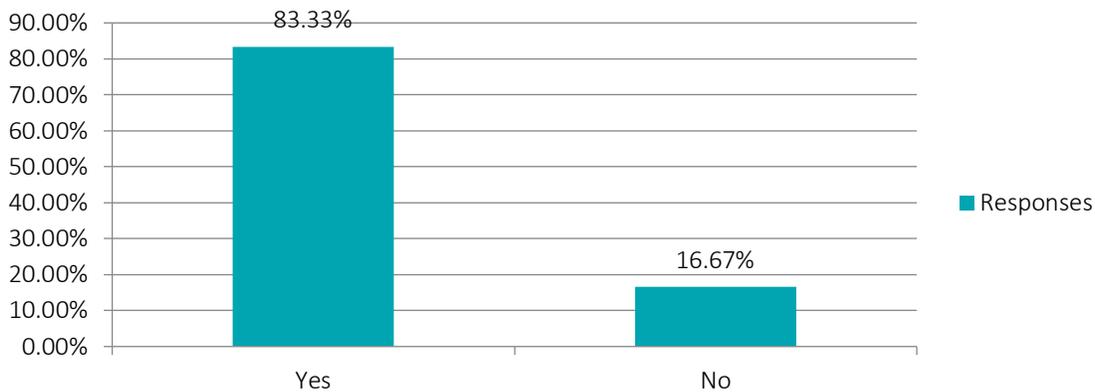
How close to your job are you able to park?



Parking Permits

When asked about whether employees would support a permit district that required a fee, if it meant they would have a designated place to park near work, 83.33% of respondents said they would and 16.67% said they would not. The results show that employees are willing to pay a fee for permits, if it meant that parking would be more readily available near their place of work.

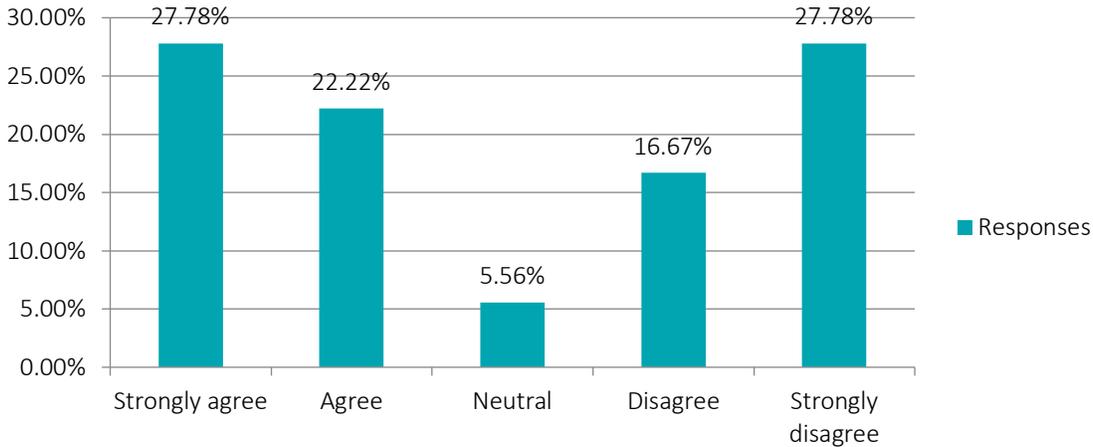
Would you be willing to pay a small fee for a permit to park if it meant that there would be a designated employee parking area near your workplace?



Increased Parking Enforcement

Given the general complaints around enforcement in East LA, respondents were asked if they would support increased enforcement to help address the parking issues that they experience. The results show that employees are split on this question. The results indicate that while some employees would want enforcement to try and address the availability issue on the street, others have probably been affected by citations, likely street sweeping, since many of them park in residential streets.

Would you support additional parking enforcement to help address these parking issues?



Findings from Visitor Responses (Section 4)

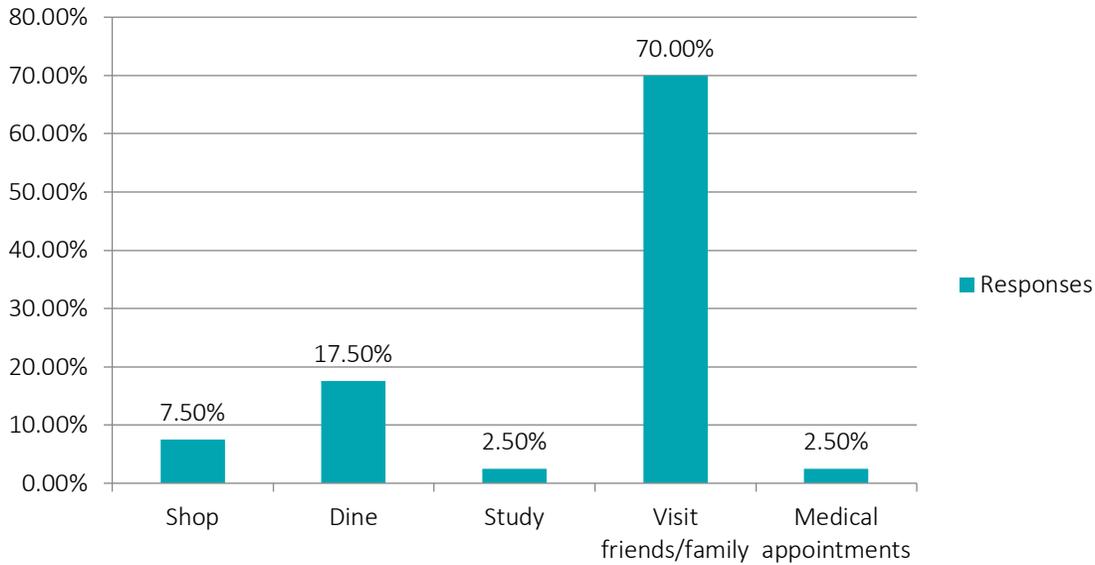
The following highlights the results from the online survey that pertain to visitors of East LA.

Primary Reason for Visiting East LA

When asked about the main reason they visit East LA, respondents said:

1. Visit friends/family (70.00%)
2. Dine (17.50%)
3. Shop (7.50%)

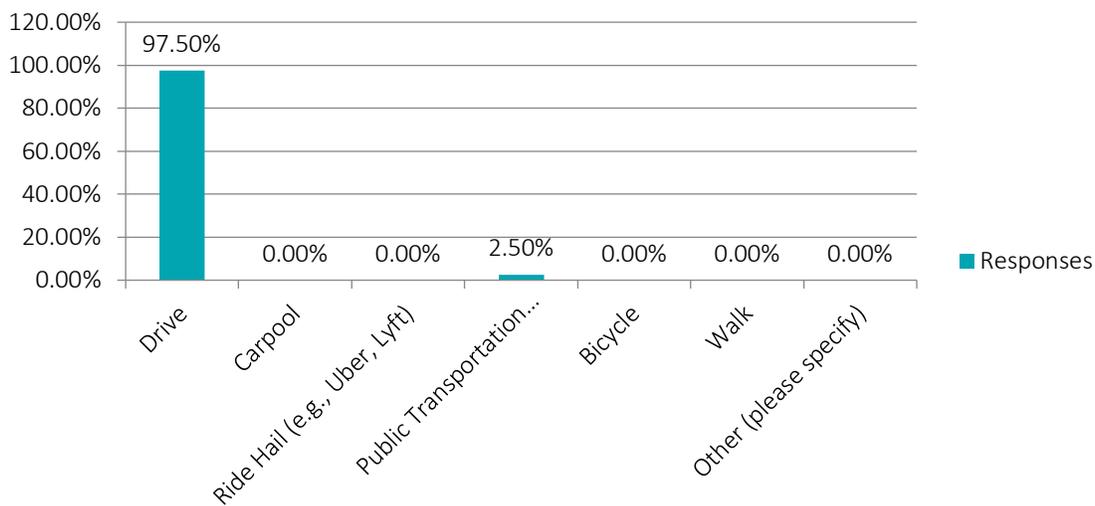
What is the primary reason you visit East LA?



Transportation Mode Split

When asked how they travel to East LA, 97.50% of respondents said they drive, and 2.50% said they take public transportation.

What is your primary mode of transportation in East LA?



Top Three (3) Parking Issues for Visitors

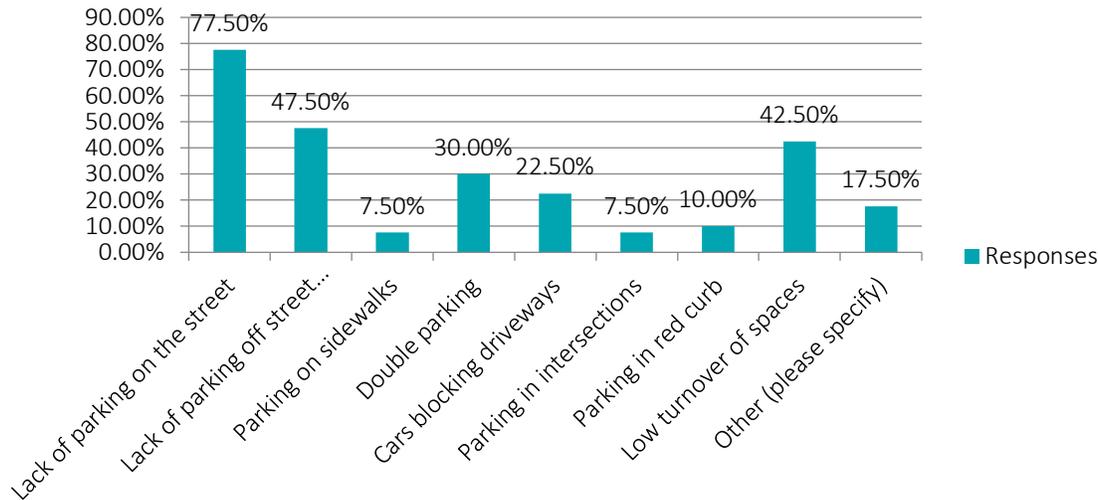
When asked to rank and/or list the top three parking issues in East LA, visitors selected:

1. Lack of parking on-street (77.50%)
2. Lack of off-street parking (47.50%)
3. Low turnover of spaces (42.50%)

Within the “Other (please specify)” category, common themes were:

- Spillover from transit users
- Underutilization of driveways
- Multi-vehicle ownership
- Oversized vehicle parking congestion
- Parking vehicles inefficiently to ‘reserve’ parking

What is the biggest issue regarding parking in East LA? Please select up to three (3)?



Most Difficult Day/Time to Find Parking

When asked what days and times are the most difficult to find parking, visitor respondents answered:

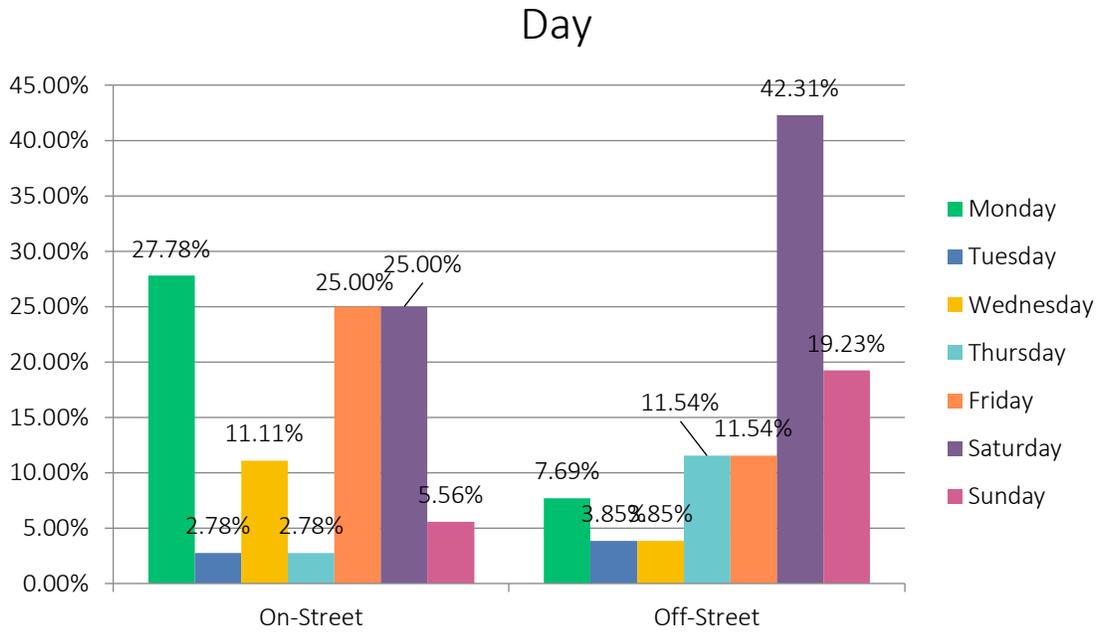
Day

On-Street:

1. Monday (27.78%)
2. Friday and Saturday (25.00%)
3. Wednesday (11.11%)

Off-Street:

1. Saturday (42.31%)
2. Sunday (19.23%)
3. Thursday and Friday (11.54%)



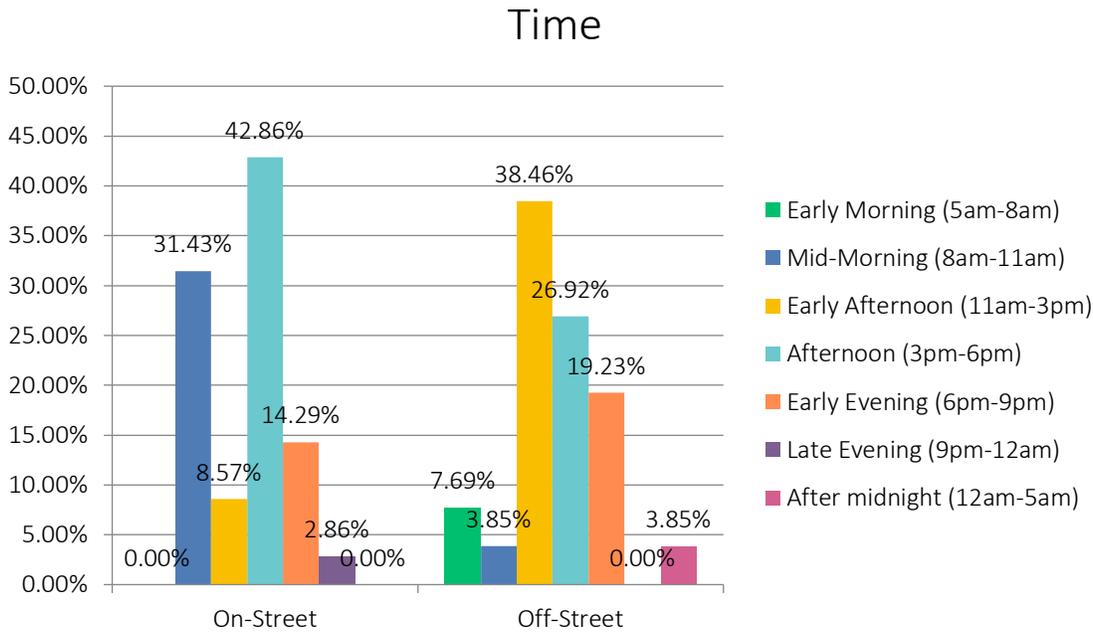
Time

On-Street:

1. Afternoon 3-6:00pm (42.86%)
2. Mid-Morning 8-11:00am (31.43%)
3. Early Evening 6-9:00pm (14.29%)

Off-Street:

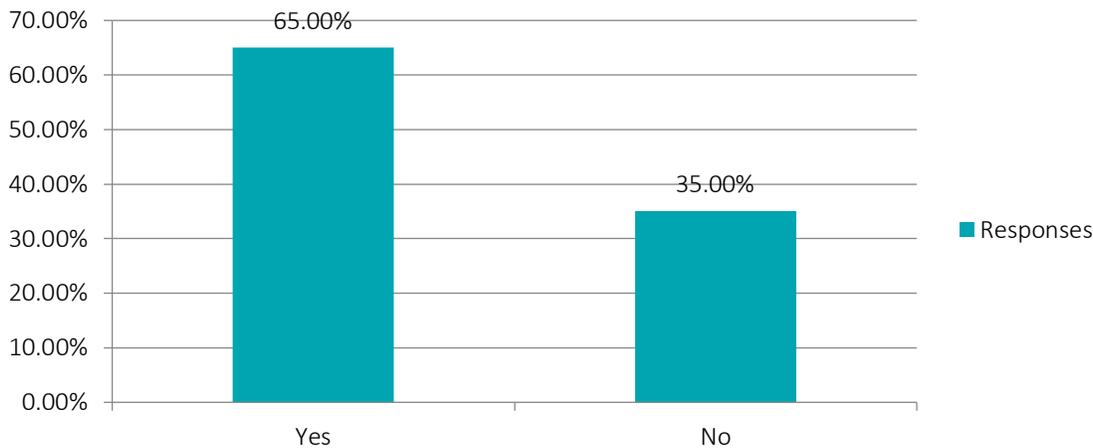
1. Early Afternoon 11am-3:00pm (38.46%)
2. Afternoon 3-6:00pm (26.92%)
3. Early Evening 6-9:00pm (19.23%)



Paid Parking

When asked about whether visitors would support paid parking if it made it easier to find parking, 65.00% of respondents said yes, and 35.00% of respondents said no.

Would you support paying a small fee for parking, if it made it easier for you to find a parking space?



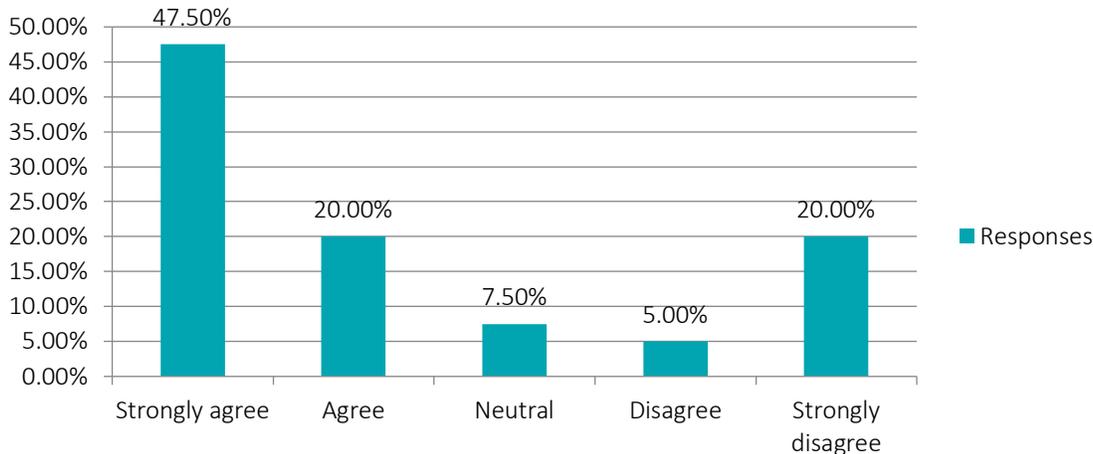
Increased Parking Enforcement

When asked about whether visitors would support additional parking enforcement to help address parking issues, respondents said:

1. Strongly Agree (47.50%)
2. Agree and Strongly Disagree (20.00%)
3. Neutral (7.50%)
4. Disagree (5.00%)

Most visitors, 67.50% of respondents, said that they would support increased enforcement if it meant that there would be more available parking.

Would you support additional parking enforcement to help address these parking issues?



Summary of Key Findings from the Online Survey

The response to the online survey has provided much insight into the parking issues experienced by community members of all types. Below is a quick summary of the highlights gleaned from the various East LA parking user groups.

Residents

Residents accounted for the highest number of respondents to the survey with 470. Among the key findings from this group were:

- Lack of on-street parking was the most common parking issue for East LA residents.



- Monday is the most difficult day to find on-street parking, while Saturday is the most difficult day to find off-street parking.
- The early evening (6-9:00pm) is the most difficult time to find parking.
- Approximately (~) 78% of residents have at least one (1) off-street parking space at home.
- ~71% of residents own 2-3 cars per household.
- On average, East LA households own 2.48 cars.
- On average, East LA households have 1.67 off-street spaces at home. This means that on average, households own more cars than spaces.
- On average, East LA households park 1.55 cars off-street in their place of residence.
- When parking on the street:
 - ~35% of residents noted that they sometimes find parking within one block of their residence
 - ~26% say they rarely find parking within one block
 - ~21% say they find parking within one block of their residence most of the time.
- In terms of permits, ~76% are for residential permits while ~24% are opposed.
 - ~42% of respondents said that they support a limit of two (2) permits per household
 - ~68% expressed a preference for a fixed-rate permit system.
 - ~44% are willing to pay \$75 annually per permit.
 - ~30% are willing to pay \$100 and over per permit.
 - ~13% respondents are not willing to pay a fee for permits.
 - ~11% of respondents are willing to pay between \$15-\$50 annually per permit.
- Just over half of respondents are unwilling to use parking on a regular basis if it were offered in a remote location during evenings.
 - ~29% would use remote parking sometimes, while ~20% would use it regularly.
 - ~46% would not be willing to pay for remote parking or transportation services, while 26% would.

Business Owners

While there were a handful of respondents that identified as business owners, some of them were located outside of unincorporated East LA, and thus their responses do not apply to the community's issues. The other respondents submitted partial responses and thus no additional analysis was possible. Still, the feedback from the community meetings and the focus group with the Chamber of Commerce helped provide some context regarding the issues that businesses face in East LA with respect to parking.

Employees

In total, 31 respondents whom are employed in East LA took the survey. Here is a summary of their responses:

- Like residents, the most common parking issue is lack of available on-street parking.
- Monday was noted as the most difficult day to find on and off-street parking.
- The mid-morning (8-11:00am) is the most difficult time for employees to find on and off-street parking. This aligns with the conventional peak commuting hours.
- 100% of employee respondents indicated that they drive to work.
 - They park in residential streets near work
 - They park onsite if their work's parking lot is not full
 - Sometimes have to park several blocks away from work.

- Half of all respondents indicated that they park 1-2 blocks away from their jobs.
 - ~39% park at or very close to their jobs, or less than one (1) block away
 - ~11% park more than two (2) blocks away from their place of employment.
- 83% of respondents said that they are willing to pay for a parking permit if it meant that they had a designated place to park near work.
- With respect to parking enforcement, respondents were split with approximately half of respondents for increased enforcement and half against.

Visitors

In total, 71 respondents whom identified as visitors to East LA took the survey. Here is a summary of their responses:

- The primary reason given by this group for visiting East LA is to visit friends and family. 70% of respondents selected this reason.
- With respect to the mode of travel that visitors use to get to East LA, 97.5% said that they drive, while 2.5% said that they use public transportation.
- The most common parking issue among visitors is the lack of on-street parking, followed by a lack of off-street parking, and low parking space turnover.
- Monday is the most difficult day to find parking on-street. Saturday is the most difficult day for this group to find available parking off-street.
- The afternoon (3-6:00pm) is the hardest time for this group to find on-street parking, and the early afternoon (11am-3:00pm) is the most difficult time to find off-street parking.
- With respect to paid parking, 65% of visitors would be willing to pay a fee for increased availability of parking, while 35% would not.
- When asked about increased enforcement, 67.5% of respondents were in support of increasing enforcement, 25% were against, and 7.5% were neutral.

Community Suggestions

Throughout the stakeholder engagement process, the community provided some possible solutions to the parking challenges that they experience in East Los Angeles. In the online survey, the solutions offered by the community fall into several categories, among them are:

- Enforcement, of parking policies and code enforcement (e.g., inspections)
- Infrastructure improvements
- Increased parking capacity
- Residential parking permits (RPP)
- Land Use, transportation, and housing policies
- Education and incentives

Within those categories, community members offered the following solutions.

Enforcement

- Increased citations
- Towing
- Increased night patrols
- Increase building inspections to ensure that new housing stock contains adequate parking
- Hold residents accountable for holding inoperable vehicles and parking them for sale
- Keep track of abandoned vehicles
- Prevent parking of oversized vehicles in residential streets
- Limit the number of people operating mechanics shops out of their homes
- Educate residents and enforce the code on hardscapes to prevent front yards from being turned into parking lots.

Infrastructure Improvements

- Mark and stripe parking stalls on the street like Maywood to prevent people from parking inefficiently.
- Place parking meters near businesses
- Make ADA spaces dedicated to the household that requires it
- Add speed limit signs and speed bumps in residential areas
- Add back parking that was removed in City Terrace

Increase Parking Capacity

- Build off-site parking to allow residents to park, and offer lower to no-cost options for low income bracket households
- Provide parking lots for residents
- Add parking horizontally and vertically
- Build on underutilized lots
- Use empty/underutilized lots as parking

Residential Parking Permits (RPP)

- Should be based on household size
- Should be equal only to the number of spaces on the street
- 1 permit per household
- 2 permits per household
 - 2 permits at the same, escalated fee up to 4, contingent upon registration and insurance
- 3 permits per household
- 4 permits per household
- Based on per driver rather than amount of cars
- Should be based on number of registered vehicles
- Based on the number of bedrooms per household
- Based on the number of people on a home lease

Land Use/Transportation/Housing Policies

- Shuttles in residential areas for improved connections to regional transit
- Rent control so families don't have to live together
- Landlords need to allow renters to park off-street
- Paid parking
- Address homelessness, allocate a place for people living in their vehicle to park and access resources
- Mandate sufficient parking for renters

Education and Incentives

- Encourage property owners to clean up their garages and not use them for storage
- Education on parking restrictions
- Limit number of cars per household
- Focus on getting residents with off-street parking to utilize it
- Make it easier for people to offload their inoperable vehicles
- Educate residents on illegal dumping

04 Issues and Impacts to the Community

Issues and Impacts to the Community

As revealed in the existing conditions analysis, there are numerous parking issues that the East LA community faces regularly. Among the key issues and common themes observed and gathered from the stakeholder outreach are:

- Lack of available on-street parking
- Limited enforcement coverage
- Illegal parking (Hydrants, Double Parking, Intersections, Red Curb,
- Low turnover of on-street parking
- Unofficial ‘reserving’ of parking spaces
- Parking spillover from surrounding commercial uses (e.g., car sales, auto body into residential streets
- Parking spillover from street vendors and catering trucks into private commercial off-street lots
- Parking spillover from surrounding residential uses (e.g., parking in commercial lots, streets)
- Parking spillover from non-residents (i.e., people from outside immediate neighborhood)
- Parking spillover from transit riders into residential and commercial streets and private commercial off-street lots
- Oversized vehicles (RVs, Trucks) parking on the street
- Inoperable vehicles parked on the street
- Multiple car ownership
- Inconvenient street cleaning hours
- Under parked developments resulting from land use policy (minimum parking requirements)

While there is no single source of the parking issues experienced in East LA, there are some overarching issues that if addressed can begin to provide relief to residents and businesses with respect to their parking issues. The following section highlights the main issues in East LA and their impacts on the community.

Lack of Available On-Street Parking

The number one issue identified by residents and businesses in East LA was the lack of available parking on the street. This was especially prominent in residential areas, where Walker staff observed over one hundred percent occupancies in virtually every study area zone. Along commercial corridors, high parking congestion was also observed, and stakeholders also expressed the conditions of unavailable on street parking near their businesses. For some residents and businesses, those whom do not have off-street parking, the availability of on-street parking is vital.

Impacts of Unavailable On-Street Parking

In residential areas the impacts of a lack of available on-street parking mean that parking is a daily problem for residents and their visitors, especially those that do not have access to off-street parking. This is because they compete with other residents for the on-street parking supply on any given block. As shown in the community profile, East LA is one of the densest residential areas in the county, and with most people relying on vehicles to access their jobs and services, the parking issues are prominent.

Parking is a quality of life issue. When asked if they ‘worry about losing their parking space on the street if they moved their car’, 90 percent of respondents to the online survey agreed that they worry about on-street parking availability. Moreover, when asked if they must plan their day around the availability of on-street parking, more than 80 percent of respondents indicated that they plan their days around the availability of on-street parking. Residents in East LA must factor parking into their daily routines.

Because available parking is so scarce, residents have become accustomed to holding onto their on-street parking spaces, for fear of losing their space on the street. This practice inevitably begets more holding of spaces by other residents as everyone tries to ensure that they maintain a space near their residence.

Still, perhaps the biggest noticeable impact to on-street parking in residential areas is illegal parking. Instances of illegal parking were so widespread that they were observed in every zone, and lead to occupancies over 100 percent in most residential areas. Because available on-street parking is so sparse, some residents have resorted to parking wherever they could find space, be it along red curbs, in front of hydrants, in front of driveways, in intersections, and double parking, to name a few.

In commercial areas, the impacts of a lack of available on-street parking mean that customers may not find convenient parking when they wish to patronize East LA businesses, which in turn can impact the patronage of those businesses. Similar to how residential on-street parking results in the ‘reserving’ of spaces, commercial areas also experience a form of ‘reserving’ in that spaces do not turn as often as they should. This is due to the substantial presence of mobile vending trucks and stands that stay well beyond the posted time limits. A parking space that is intended to turn cars at least five to ten times a day (for example, using a two- or one-hour time limit), may only park one to two vehicles a day if occupied by a business owners, employee or food truck, and effectively provide no customer parking for surrounding businesses.

During the public meetings, focus groups, and online survey, business owners, employees, and visitors of East La noted that a lack of on-street parking is the number one issue for them. This issue is key, especially for those businesses that do not have their own off-street parking. Thus, ensuring the availability of short-term on-street spaces is vital for East LA businesses.

Factors Leading to Parking Availability Shortfalls

There are a number of reasons for the severity of the on-street parking conditions observed by Walker and expressed by the community, among them are:

- Inconsistent or ineffective enforcement of current regulations
- A free to park system, which makes enforcement challenging and may encourage people to leave cars parked at a given location for a longer period of time
- High automobile reliance
- Newer vehicles may not easily fit in older garages limiting off-street parking options
- The preference or necessity of residents to park on the street
 - Some residents don’t have an option but to park on the street
- Insufficient parking demand management

Parking Spillover

The issue of unavailable on-street parking leads to issues of spillover when no apparent off-street parking spaces are available. Parking spillover generally refers to when parking demand for one land use spills over into the parking supply of an entirely separate use. Residents and business owners highlighted parking spillover issues in various forms.

In residential areas:

- The community noted parking spillover from car repair businesses and from auto sales businesses into residential streets.
- In the survey, employees in East LA noted that they utilize residential on-street parking when off-street parking is unavailable at their place of work.
- Community members noted that parking spillover from transit users occurs into surrounding residential streets.
- Lastly, residents complained that non-residents (i.e., people from outside of the immediate neighborhood) often park on their streets.

The impact to residents from parking spillover has increased competition for the finite parking spaces that are available on any given residential street. Thus, propagating the tendency for residents to hold onto their spaces.

In commercial areas, spillover issues were noted from:

- Catering trucks and street vendors occupying space in private off-street lots and their customers parking in those lots; thus, taking up parking allocated for patrons of adjoining shopping centers.
- Similarly, East LA business owners and tenants noted that catering trucks and their patrons occupy on-street parking along the major commercial corridors, and as a result occupy short-term spaces that are meant for patrons of commercial corridor-lining store fronts and restaurants.
- Spillover from transit users into private commercial parking lots and commercial street occurs near the transit stations.
- Walker also noted and observed residential spillover into off-street parking lots during off peak hours.

The impact that spillover has on commercial businesses is mainly highlighted by the fact that these spaces are not turning over as they should. Business owners have noted that catering trucks, street vendors, and transit users utilize parking spaces meant for their patrons often all day long. As a result, the impact to businesses is less opportunity for patronage.

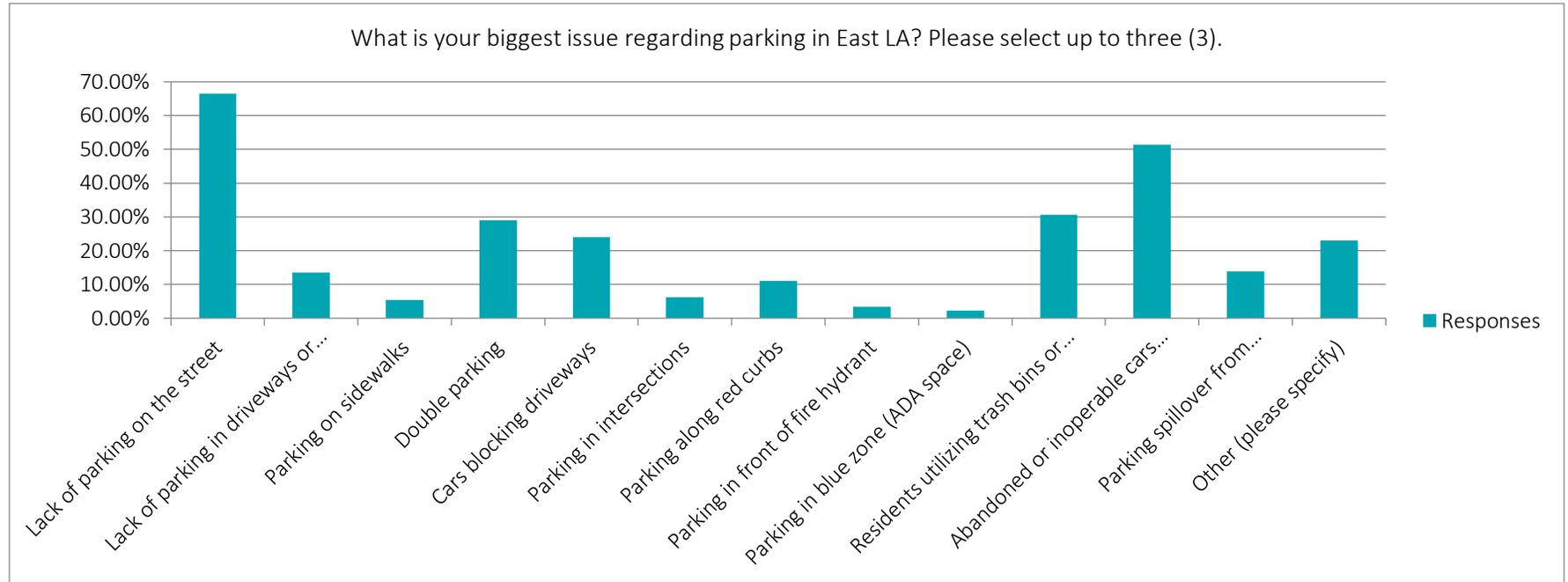
Limited Enforcement Coverage

There is a general sentiment in the community that parking enforcement is not meeting the needs of the community. Residents feel that enforcement does not do enough to address the parking issues that impact their neighborhoods outside of street sweeping hours. Business owners and merchants feel that enforcement does not do enough to ensure that short-term spaces along commercial corridors turnover to allow customers to patronize businesses.

As part of this study, Walker is conducting a thorough review of current parking restrictions and enforcement practices to identify where and how improvements to enforcement can be made. The following chapter (Task 3) provides that review.

05 Appendix

Question 3



Respondents	Other (please specify)
1	Households not utilizing their driveways for their vehicles
2	multiple cars from one house
3	residents parking their unused but operable cars out in the street because they own to many cars.
4	not enough parking at local businesses

5	Parking overnight in alleys because there are no signs posted not to park; worry about an emergency vehicle not being able to enter the alley because of all the cars parked overnight.
6	People moving trash cans on trash day to park their car on that spot and sometimes my trash doesn't get picked up because the bin is on the sidewalk
7	Parking illegally in alley
8	Overcrowded housing, apartment complexes/multi-unit housing that do not provide housing. Too many people with access to driveways in their home do not use them
9	Rent being too high, multiple families living together to afford the high rent -which means more cars.
10	The Sheriff Parking Enforcement NOT diligently doing their jobs. They drag their feet and it takes so much struggle/effort to give illegally parked cars tickets/towed. They should ticket/tow cars without having residents make a complaint. They are NOT earning their paycheck if we have to do this. They need to stop being so damn LAZY! Someone in higher position needs to pound the Sheriff Department on this. It should start with this practice until the end of the year before making drastic changes.
11	Used car salesmen that use the street as their dealership! People HAVE TO RESORT TO PUTTING TRASH CANS! I had to get an electric scooter to save my parking and a tiny car so that I can actually have a life after 2 pm.
12	Neighbors that are running a car repair business at their home & taking up car spaces!
13	Recently our residential street lost 50% of our already overcrowded parking & now people are SPEEDING thru our neighborhood.
14	Homeowners with renter not allowing them to use their parking stall, and blocking the drive ways, Homeowner; selling cars from their home created limited parking,

	apart. units on Miller St. w/no parking for their tenants. Homeowners not using their driveways to park their cars, but the street.
15	We have two neighbors, one has a washing machine repair shop, he parks his fully loaded trucks onto our streets and takes 3-5 spots, other neighbor sells cars and parks at least 6 cars which is taking useful residential parking for us that DO NOT have driveways.
16	Lack of enforcement by the sheriff's parking staff. Before the pandemic, they only came around street sweeping day or when we call to report an abandoned vehicle
17	People fighting over parking
18	Owning way to many vehicles for sales and profit.
19	Up to code commercial trucks and vehicles - air pollutant concerns
20	Some people don't use driveways and too multiple families in one household
21	On some occasions there is not enough parking do to several neighbors having 6 to 7 cars per house hold. But lately it's been ok this is for stringer ave.
22	Multi generational homes have multiple cars that take up a lot of street parking
23	I am selecting other due to the limit of only being allowed to select three, in reality all these are issues. not just three.
24	People experiencing homelessness have their cars/RVs on Alma between Whittier & Verona
25	Difficulty getting handicapped spaces
26	Used car dealerships parking their overflow inventory on the residential streets - this is MAIN reason why there is a lack of parking for streets off of Atlantic Blvd. Between the 60 f-way and 5 f-way. That is the auto squat of ELA. More than 20 dealers. It's

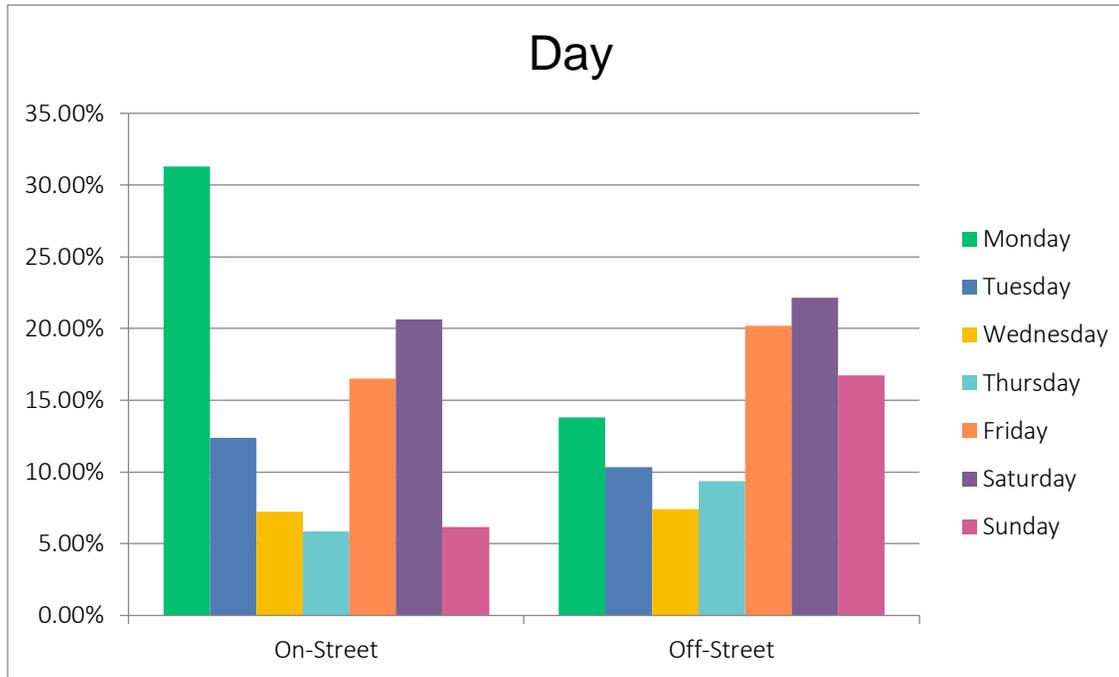
	really bad at Olympic and Atlantic because there are several down west on Olympic Blvd.
27	People selling cars on our block and taking parking spaces from residents
28	House holds have 7, 8 junk cars just parked on the street
29	Neighbor running auto repair business at home taking multiple parking spaces on street.
30	People operating a mechanic shop out of their home and using the street to park all of the cars they need to fix.
31	Having 1 neighbor have 12 none working cars parked on the street and never moving them.
32	Abandon cars, cars parked double park in my street, and cars blocking always! Only using a space for trash day but annoyed when they move them in the middle of the street and when they leave they don't put it back.
33	Too many apartments/duplex zoned and no parking for the cars so multiple families living the with multiple cars.
34	Neighbors that don't use their driveways
35	Neighbor leaving car in front of our house for over 72 hours, tires need to be chalked and enforced
36	Lots of people leave broken cars on their driveway and park their working cars on the street
37	People with more than 12 cars that park on the street and have driveways
38	only one side of our street is usable for parking.

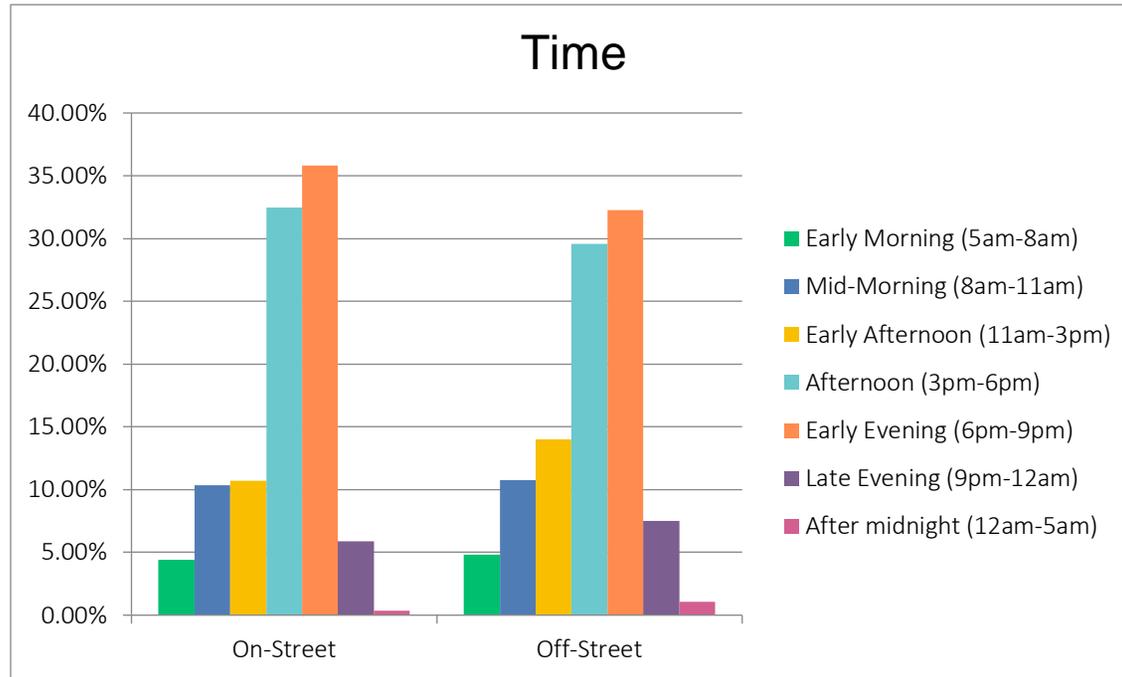
39	RVs set up as homeless encampments taking you space on street, with trash spilling over onto street and sidewalk, making me feel unsafe walking too close to it.
40	Some residents have multiple vehicles that they use to save parking, often taking up the whole space in front of a home with one car parked in the middle. This is to prevent someone else parking there so they save the space for someone else in their family. They will frequently move one car forward and park their other car behind it and wait for the street sweeper to pass by so they can move their car back there so no one else gets "their" parking spot. This is likely due to their landlord not providing them enough parking in their property.
41	People having multiple cars from another street parked on my street.
42	street cleaning tax
43	kipp school not having parking for staff and parents at there school they expanded but did not supply parking for them. Our street during school time is busier than Whittier blvd the noise level is if we lived next to a freeway then the noise from the school makes since was a quiet neighborhood at times unbearable we have 3 other schools and for over 20 years no noise until kipp opened. Neighbors trash bins are in the middle of the street due to them blocking driveways or squeezing a car that partially blocks a driveway Neighbors block their own driveway cause there is no parking.
44	People having way too many cars per house.
45	People with multiple cars!
46	Too many homeless people parking in the street and taking over parking areas.
47	Apparent Used Cars dealers take up parking in our streets
48	Too many cars due to illegal auto repair in a residential area, parking on the corners of streets

49	Apt complex don't have parking which causes the to use SfD parking a domino effect.
50	Residents not having permits to park in their neighborhood
51	cars that doesn't move more than 72 hrs; loitering while parked; trash
52	Cars using more than one space not allowing another car a slot.
53	The streets are too small and cars park on both sides- peoples cars get hit all the time.
54	Too many cars per household
55	Residents not utilizing their driveways
56	Not being able to park in front of my own house
57	The current parking situation is horrible, the housing projects residents park multi PK lenders on our street and reserve for their household members. As well as neighbors saving parking and not utilizing there driveways
58	People from the metro station parking on the street
59	Too many cars per residence.
60	Using driveways as businesses. Too many cars!!!
61	There are too many cars on the already tight streets. There have been a number of incidents in our neighbor hood. Car accidents, altercations over parking and cars blocking driveways 3 in the past month. There are houses that have 5-6 vehicles.
62	HUGE WORKING TRUCKS PARK ON RESIDENTIAL STREET BLOCK THE VIEW ONCOMING TRAFFIC COMING OUT OF DRIVE WAYS OR CROSSING INTERSECTIONS. THIS TRUCKS COLLECT METAL SCRAPS AND HAVE CARGO UP TO 10 TO 15 FEET HIGH.

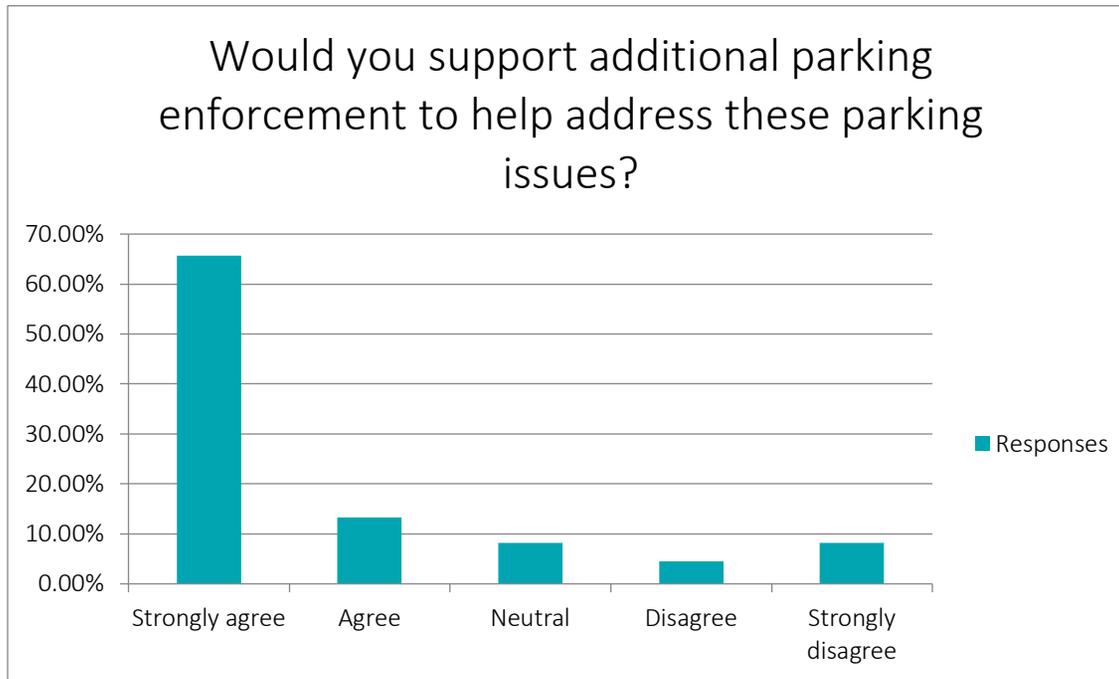
	ALSO Residents utilizing trash bins or other measures to 'reserve' parking on the street
63	People taking 2 spots to save for family members
64	People have large numbers of vehicles. My neighbors have up to 6-7 vehicles per house in a single family home. They also have vehicles that are not in use just taking up space.
65	People parking in the middle of two parking spaces
66	Large vehicles parked in corners obstructing the view of drivers trying to turn
67	Motorhomes used as dwelling.
68	Motorhomes or Business trucks parking taking up multiple spaces
69	Households with more vehicles than they have space for.
70	Large vehicles
71	People living in their cars and RVs has lead to public dedication or urination, trash being littered on the sidewalks, unwalkable sidewalks
72	I have more than three because parking is not enforced in East LA. I am adding Parking on sidewalks, Double parking, Cars blocking driveways , Parking in front of fire hydrant, Abandoned or inoperable cars parked on the street

Question 4 - What day and time is it most difficult to find parking in East LA?

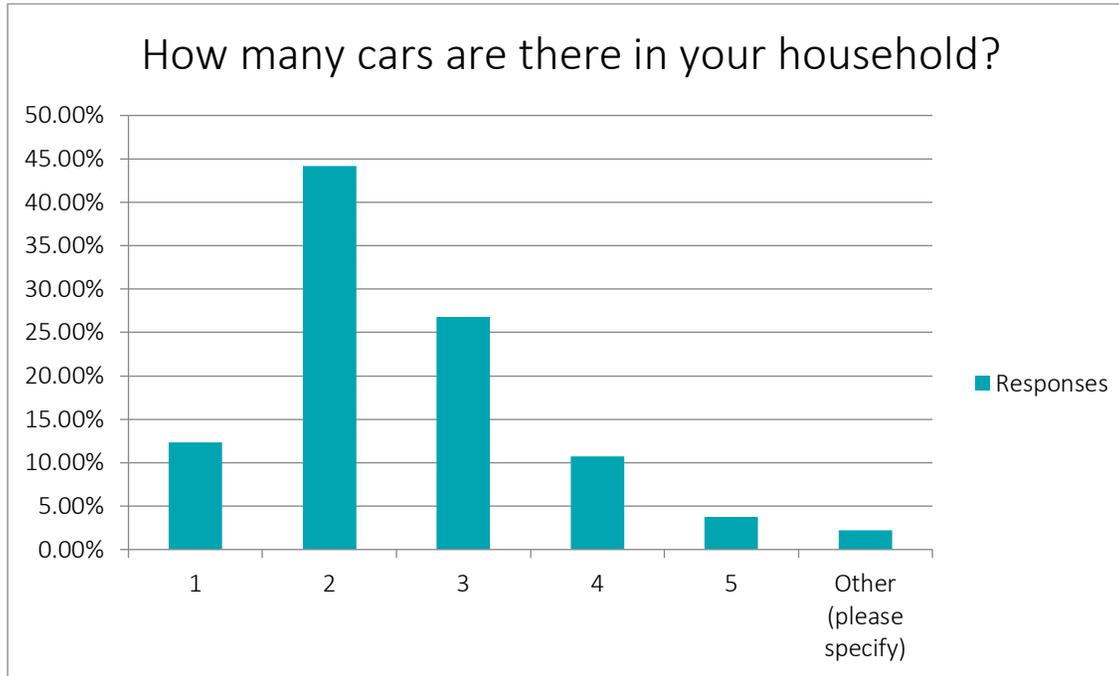




Question 5

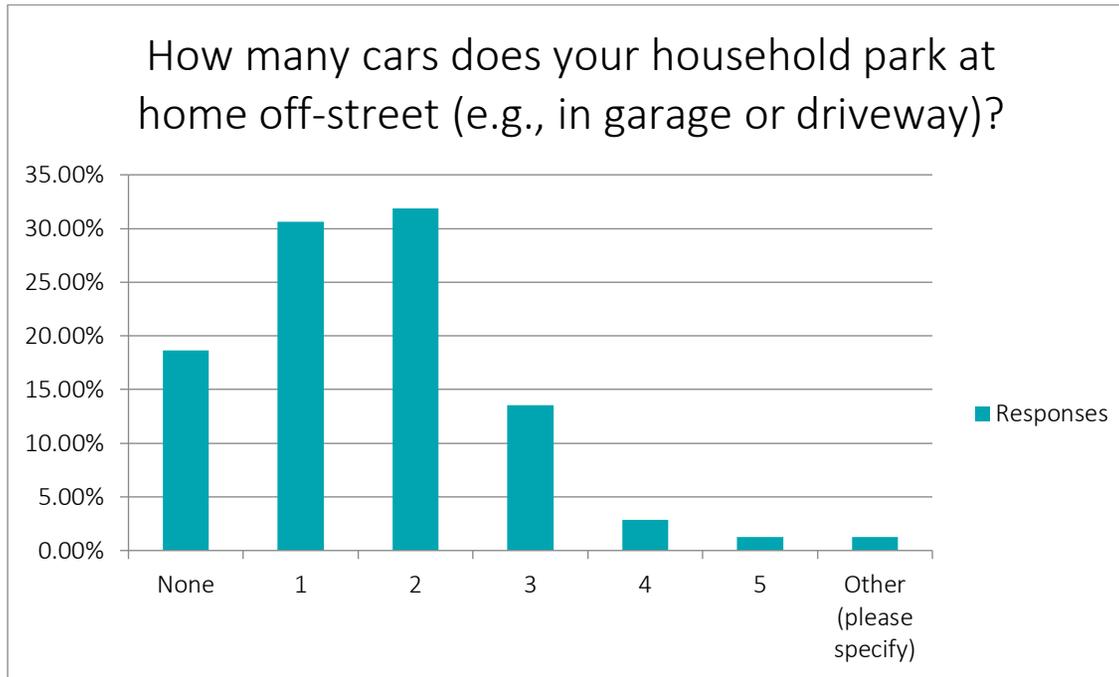


Question 6



Respondents	Other (please specify)
1	9
2	6
3	Other tenants have more than 4 cars per tenant

Question 7

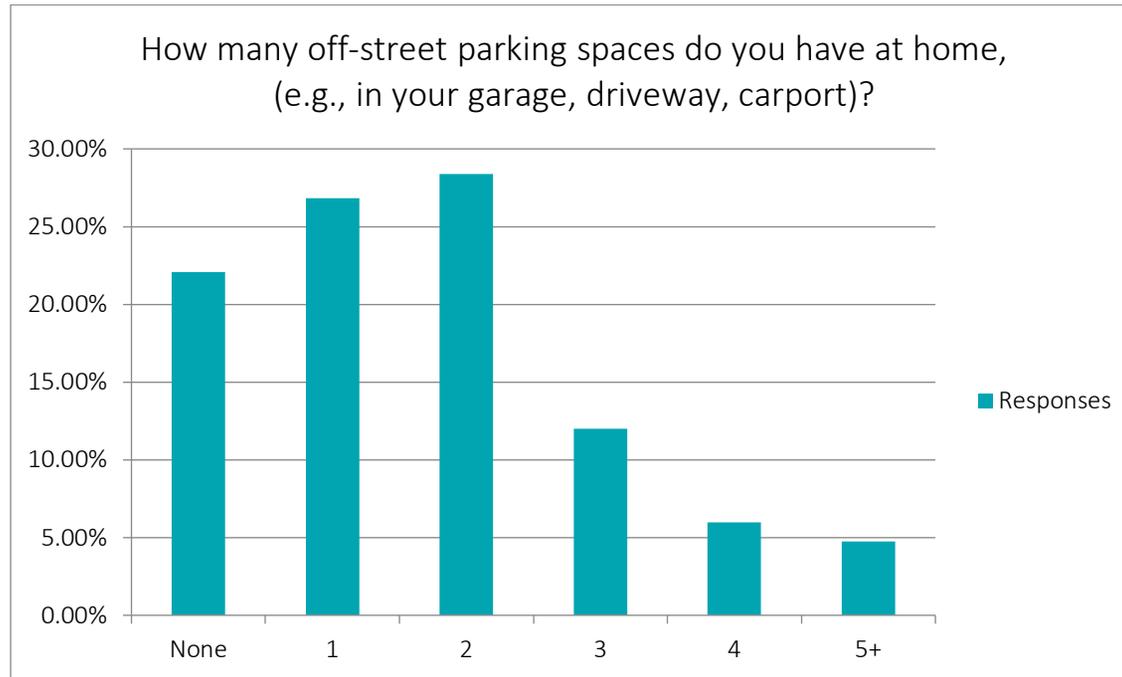


Respondents	Other (please specify)
1	We own our home and have no drive way. I park both my cars on the street
2	We have 6, only 1 parks outside but when no parking, we take it inside.
3	6
4	We have designated spaces in the Maravilla Housing but even then households with extra cars have been parking their cars inside without hav

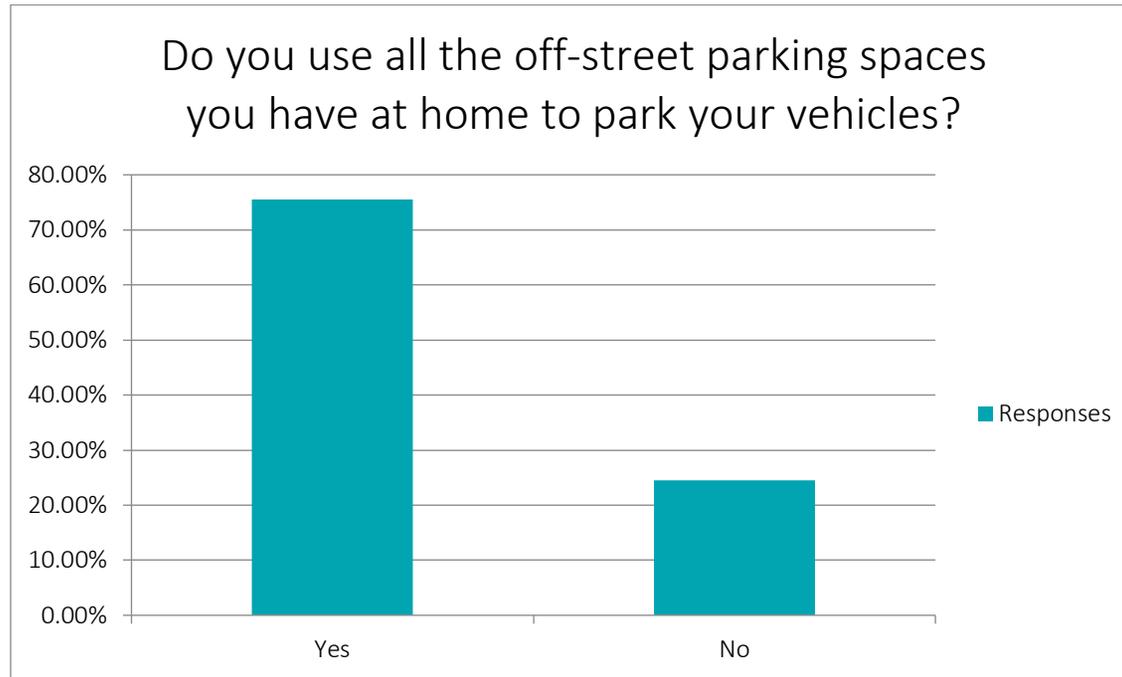


5	Friends can't visit due to no parking
6	Sometimes 2 depending on my guests.
7	Not able to park on street always occupied
8	Don't have parking soace

Question 10



Question 11



Respondents	If no, why not? (please specify)
1	I want to park my car in front of my house on street. I don't like anyone parking in front of my house. My neighbors are filthy. They leave food and trash in front of my house .
2	Not allowed to
3	Currently have a vehicle on one side of the driveway that is inoperable other vehicle I park in the driveway..husband vehicle blocks the driveway.
4	Space too tight

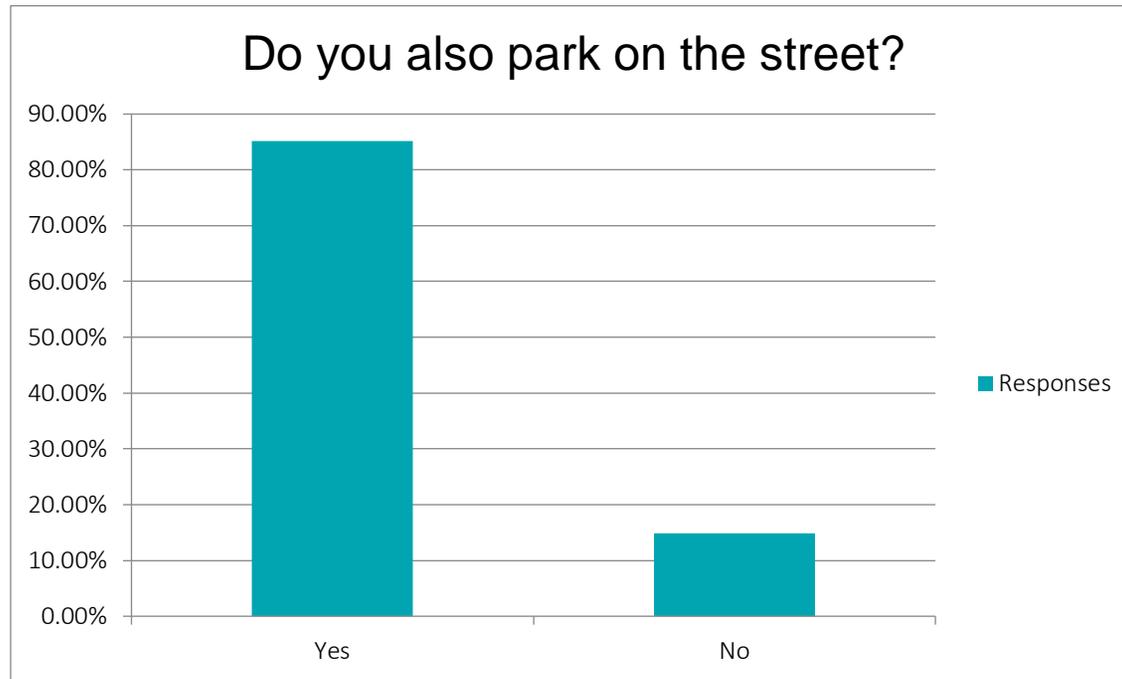
5	I don't have any.
6	Don't have a driveway
7	no off-street parking options available to us
8	I don't have any off street parking
9	No driveway.
10	there are so many young people in their 20s in the neighborhood living at home with two or more cars . I mean they own two vehicles themselves . Then they complain when there's not enough parking on the streets . It would help if we had one or two dedicated parking lots especially for residence in the neighborhood . Also It's hard to get out of my driveway... especially with so many cars parked on the street and I don't have a sliding gate.
11	We have no access to off-street parking spaces.
12	We keep one car to the front of the house because other cars will park in front of our home and leave the full week without moving it. The owners of the cars usually live an estimated 8 houses down from our home.
13	I have a driveway. If I have friends visit they park on the street - or I move my car to the street and give them my driveway.
14	I don't have a driveway or spot to park my vehicle therefore I have to park on the street
15	n/a
16	Don't have off-street parking.
17	I recently got a ticket for parking in front of my own garage! My garage blocks only my personal entrance - doesn't block a sidewalk or any other public area.
18	We dont have a driveway.

19	I park in my driveway.
20	Because having to move cars for other people who drive in the household. we all have different schedules.
21	Because I have no driveway or off-street parking
22	I rent a garage for \$75 to allow me to have a parking space. The garage is too small for my vehicle and many times people park in my spot. I leave notes and at times had to call police.
23	Garage to small
24	I don't have a driveway
25	I use all the parking slots assigned to me in my unit but due to planning codes, I must still park one of the vehicles on the street
26	do not pay for parking space
27	I do not have off-street parking available owner uses them
28	Because I have neighbors that have more than 5 cars per member they use all the parking spaces don't move cars for days and when they do they call other family members to park where they are parked makes it so hard for people to find parking they use big working trucks that occupy at least two parking spaces and don't move this cars for days
29	Garage was built in 1920, only fits 1 compact car. Front of house has no parking sign due to narrow street.
30	There's never parking so I can't never park outside my home
31	Because my driveway gets blocked and I can't get out in case of emergency. I care for an elderly person.
32	Don't have any parking

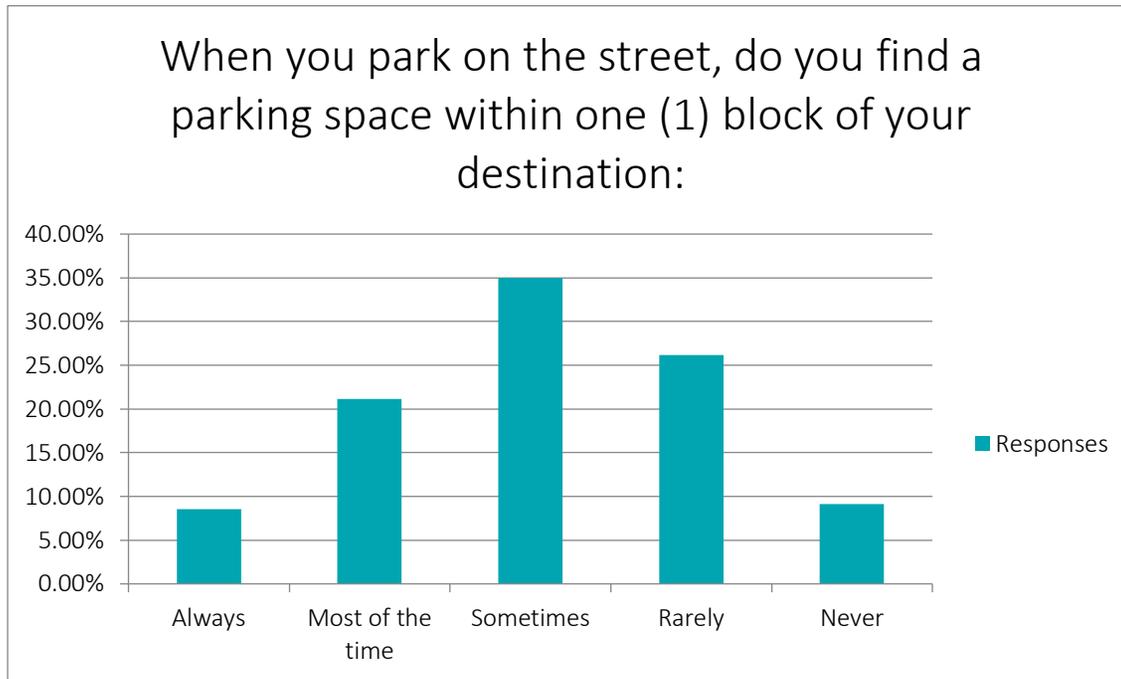
33	Unable to park
34	We leave the 1 garage spot available for guests because the parking is so difficult
35	Have to park in front of our house or people will park and block the drive way and not able to get out. Have been late for work, dr appointment, special engagements. I have almost hit cars trying to get in or out of driveway when it's blocked on both sides.
36	No space
37	garage used for storage, and play area for toddler in household
38	It makes it hard for us to move and rotate cars the driveway is straight, my landlord parks her car so when she goes out we have to move and rotate cars
39	We use our driveway for different things.
40	No off street parking is available.
41	Our driveway parks three cars but we only own 2
42	no off street parking
43	We only have 2 cars
44	Parking not available. Some residents have 9 vehicles they park on street. They leave driveways as yard space.
45	I rent an apartment
46	driveway small for handicapped persons in home total 2 handicapped persons one vehicle is to large for driveway
47	Its hard to find parking, theirs a mechanic neighbor that has all his work parked out in the street.

48	I don't have a parking spot, we have three units that have small parking garages in the back alley, but all three are used by one tenant who pays rent for them. So two of us have to park in the street, but the tenant who rents the other two garages, puts one of his cars, which is a van, in a spot in the back that was said can be used, first come first serve. The other two small garages he uses for his business and has three other cars that he parks in the street.
49	Drive way is too narrow only compact car fits
50	none available, live in apartment
51	Different work schedules
52	we live in a front house no driveway
53	We also use our driveway, sometimes one car on the lawn.
54	leave it for guest.
55	other tenants park inside
56	Cause we only have 2 vehicles
57	Cars will be left in front of my house for too long .
58	I don't have off street parking
59	Garage storage
60	We don't have that many cars
61	This is NEVER an option for us. There are way too many cars in our street. Some if not a lot don't belong in our neighborhood we need permits we need to enforce regulations
62	Only have two cars at this time

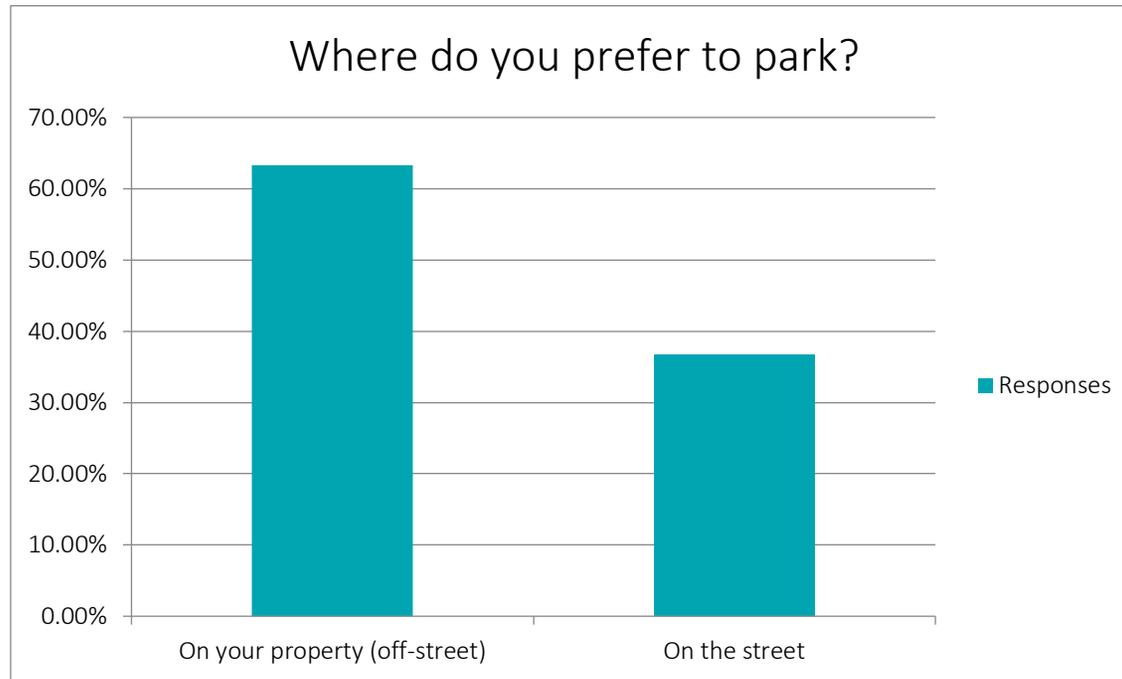
Question 12



Question 13



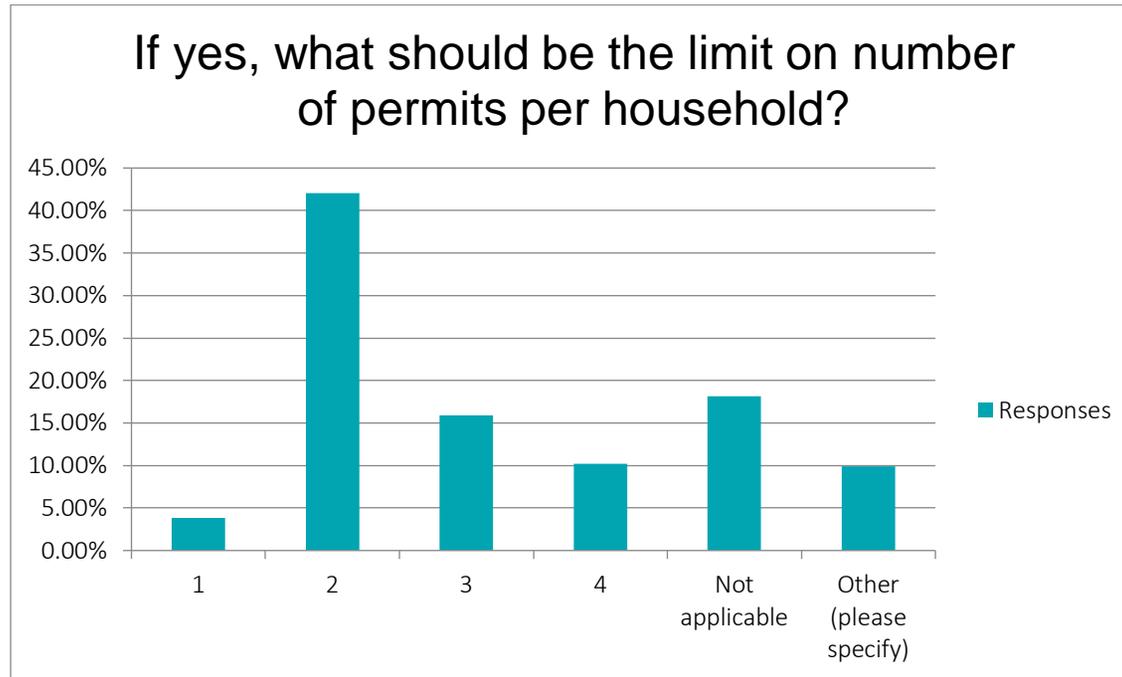
Question 14



Question 15



Question 16

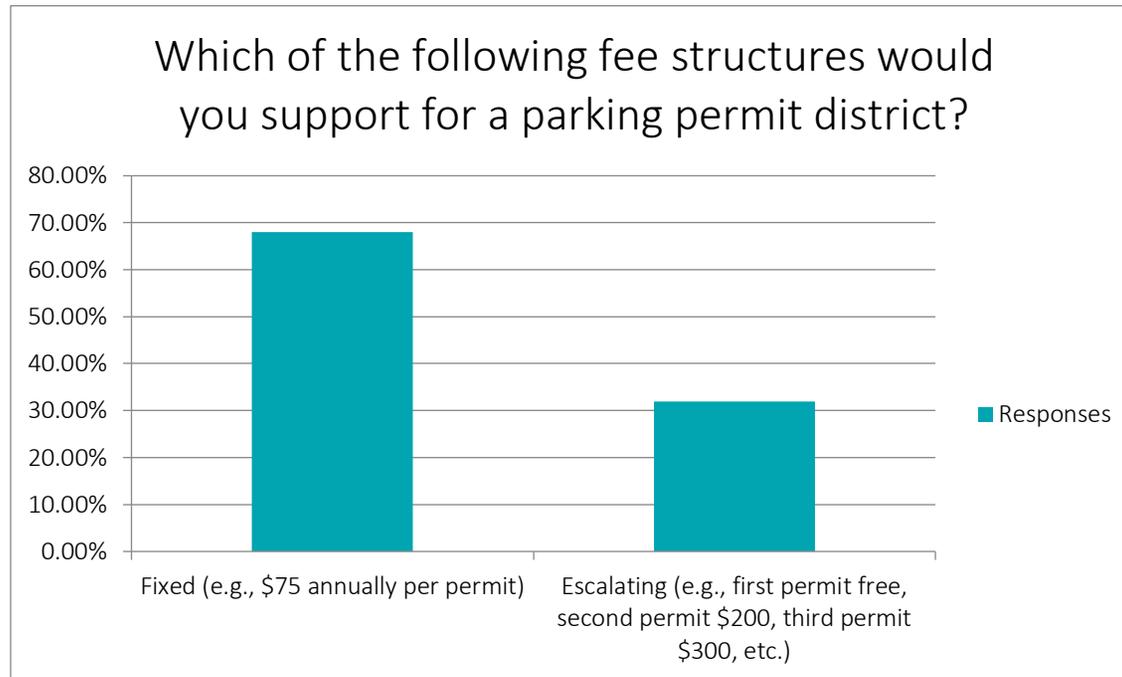


Respondents	Other (please specify)
1	Depending how many drive in the house
2	Equal the of cars parked on street only
3	In my neighborhood and the parking problem is due to a lot of young people owning more than one vehicle. It's not like they need a work truck and a car they just have the luxury of only two vehicles and still living at home with their family

4	The answer to 15 is YES and NO. It's not just residents - what about friends and although I don't have family here, but family for those that have visiting family members.
5	Have them pay for all the cars that they actually use
6	It depends on the family size within reason and how many cars each family owns; case by case bases. Any if they have driveway; it should be used.
7	Do not support parking permit district
8	I do not agree with the permit parking, I think parking enforcement should be increased in evenings and on weekends. Double parking and blocking sidewalks is a big problem. I would like to see a parking structure for resident use.
9	uit
10	At least 2-3 per household, I have 3 units and total we have 6 cars.
11	Maybe it is per driver rather than the amount of vehicles.
12	one permit per car in household
13	Unlimited
14	There should be no limit as long as it is for a resident
15	It should perhaps depend on the size of property- one or two cars per room?
16	1 permit. Houses have driveways! Leave street parking OPEN for visitors!
17	It should be according to how many residents have registered running vehicles.
18	4 for permanent homeowners or renters and availability plto purchase guest permits for family from out of town that visit

19	One fee for two permits; fee for extra up to 4, contingent on proof of current registration and insurance.
20	depending on household size
21	2 paid one free for guest (guest hours will need to have a time frame not able to use for overnight)
22	Unable to answer since household incomes and sizes vary. I would hope strong messaging incentivizes households to limit cars and donate non-functioning vehicles to make room for easy flow of traffic.
23	The amount of licensed drivers
24	1 car per driver license
25	Depends on the number of residents zoned for each building
26	one permit for each current driver's license
27	Should be number of permits based on number of bedrooms.
28	Depends on how many bedrooms are in the home. I don't think a 2 bdrm should have 5 cars because that signal overcrowding
29	Depending on number of people on a lease for the home/apartment; that should be the limit
30	It should be based on home size.
31	Based on # of bedrooms for property

Question 17



Question 18



Respondents	Other (please specify)
1	0
2	\$25
3	\$50

4	between 100 to 200- some families sell cars and take all parking spaces- on Boswell St-Downey Rd
5	50
6	I am not interested in paying for a parking permit.
7	\$50
8	\$80
9	\$20
10	\$24 per year
11	I am not in support of a permitting practice. The area is largely low to extremely low income. To impose a fee/fine is predatory. Please address the challenges with regards to overcrowded housing first.
12	None
13	The permit won't help because most of the people taking up parking in my neighborhood our residence. We recently had the city close off Herbert Circle so that city workers could get through. As a result people started parking over in my immediate street and taking parking from residents that live on that block. Another big problem is that sometimes landlords are letting large amounts of people live in one house and they're not often immediate family. So if your house has an extended family or friends renting and there are seven or eight people then they have a lot of vehicles
14	Zero if these fees will be given to the Sheriff Dept. operations budget. They don't deserve more money if they don't do their job efficiently. I can bet my life you can get rid of 3 inefficient employees and hire 1 good efficient one. They are lazy, arrogant and drag their feet when servicing public complaints on parking.

15	No permits! We already pay taxes & very high rent - do not make us pay more to live here.
16	\$50 per year per permit. Where does the money go?
17	nothing, parking is public space. you don't have to pay to go to a public park
18	0
19	0
20	\$0 - \$25
21	\$50 per year
22	0.00
23	None
24	Not willing to pay for a permit
25	none, off street parking should never be paid for. The economic structure in East LA wouldn't make sense for a low socioeconomic neighborhood
26	Don't agree with permits the issue is current residents specifically two neighbors have too many cars for their house hold and they park all their cars on the street. We also have one neighbor that has a driveway park their cars on the street while the driveway is empty. This for stringer ave and Pomeroy st.
27	Zero..we are on a fixed income and cannot afford any of the above
28	\$50 because anything above that fee would become inaccessible for working class community members.
29	\$0

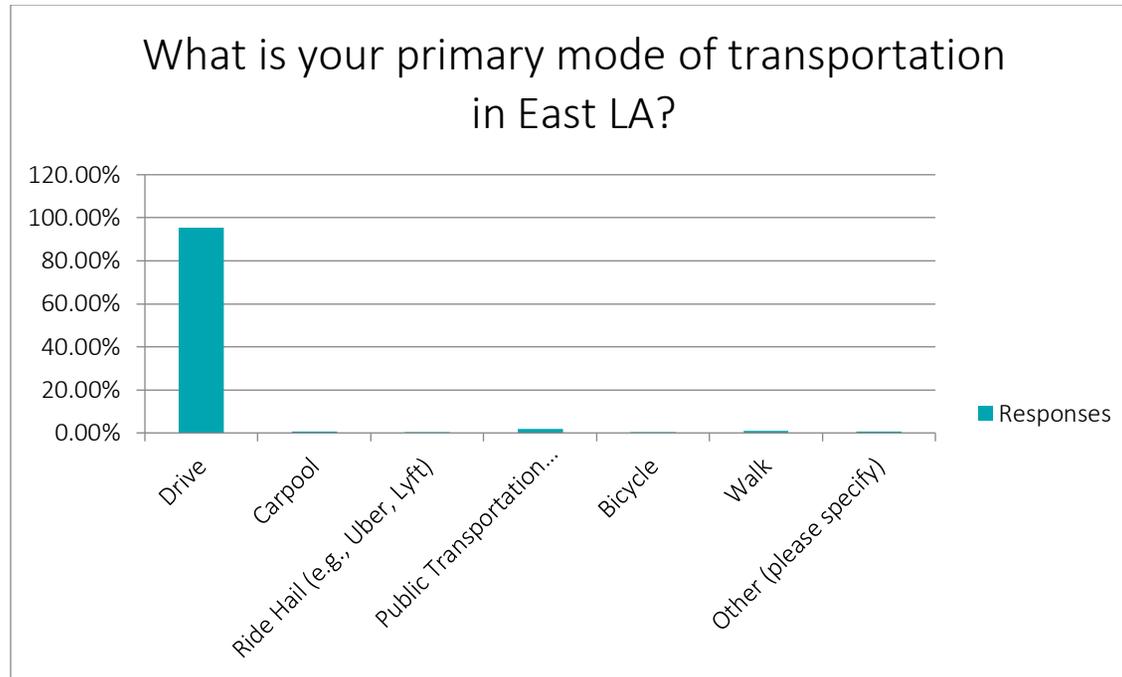
30	50.00
31	Should be included in property tax
32	Nothing!!!! We already pay enough taxes!!!!!! :O
33	50
34	As a home owner i should not be charged a fee to park on the residential streets - MY PROPERTY TAXES SHOULD COVER THST! GO AFTER THE BUSINESS THST PARK THRIR INVENTORY ON OUR STREETS!!!!!!
35	Two free permits per households
36	None
37	\$50.00
38	0
39	Can we get discounts for more than 1, \$75 is okay. As a homeowner, I would have to pay for my tenants. I would say yes! The permit would only be for cars outside.
40	I think this should be determined by the avg median salary in this area
41	I would rather not pay anything
42	Disabled \$0, one free other escalate
43	25.00
44	None
45	50.00

46	\$50 per year
47	0, I do not approve
48	Nothing
49	0.00
50	\$15
51	\$50
52	0
53	I Homeowners pay alot in taxes already we pay 00for curb and street maintence I think it would be nice 4 permits per home at 100.00 for all 4 plus visitor pass if only evening permits then less people who handicap have nurses and therapist that come throughout the day would need additional assistance if permits needed theoughout the dayt
54	\$50
55	none
56	50.00
57	50
58	First 2 should be free per household; \$100/year additional
59	0
60	1st one \$75, any more than that \$300each
61	\$40

62	\$25
63	50.00
64	Prefer no fee to park in my area
65	\$25-\$50/year. This is a low income neighborhood, I want my neighbors to be able to afford it
66	35.00 per year
67	None. Parking should be free!
68	None
69	20.00
70	If you are a property owner or lease holder it should not cost more than \$40 annually
71	0\$
72	It should be free we pay property taxes
73	\$30
74	0
75	50
76	Nothing
77	50
78	I don't support fees
79	25

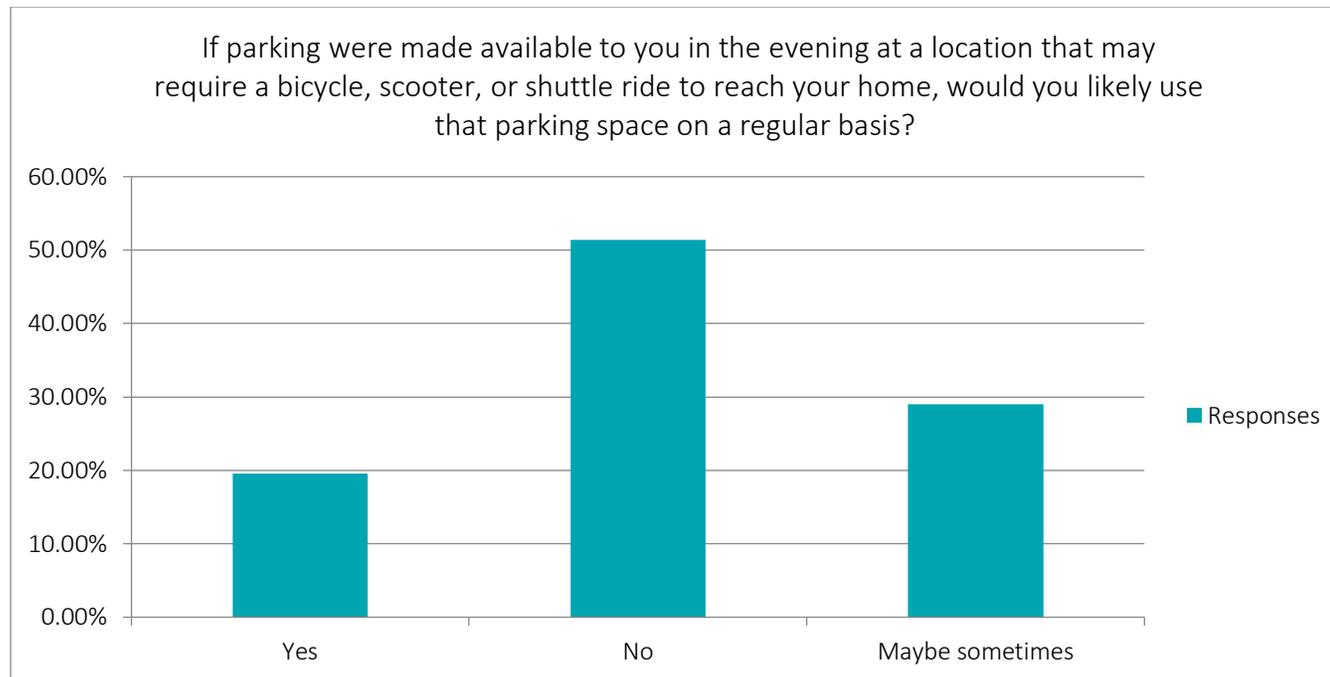
80	Sliding scale Sr. Ctzn
81	I'm not paying for parking ,my Taxes should be enough make permits available for home owners at no cost
82	None
83	\$50

Question 19

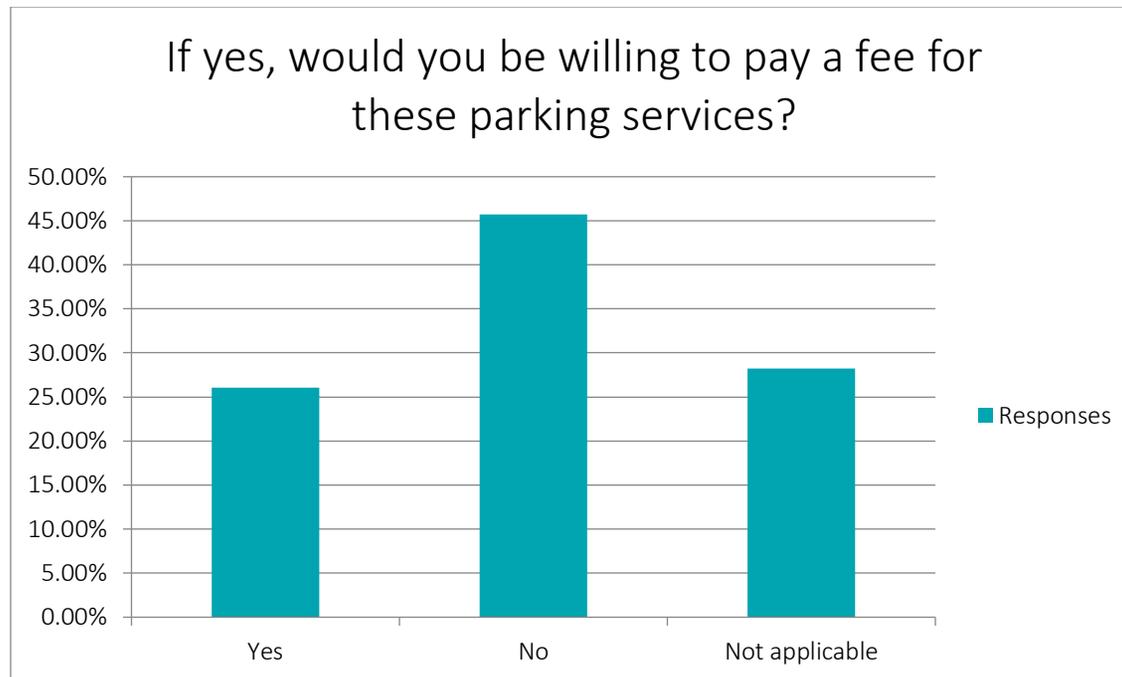


Respondents	Other (please specify)
1	I drive and take public transit interchangeably depending on the needs of my job
2	Company vehicle

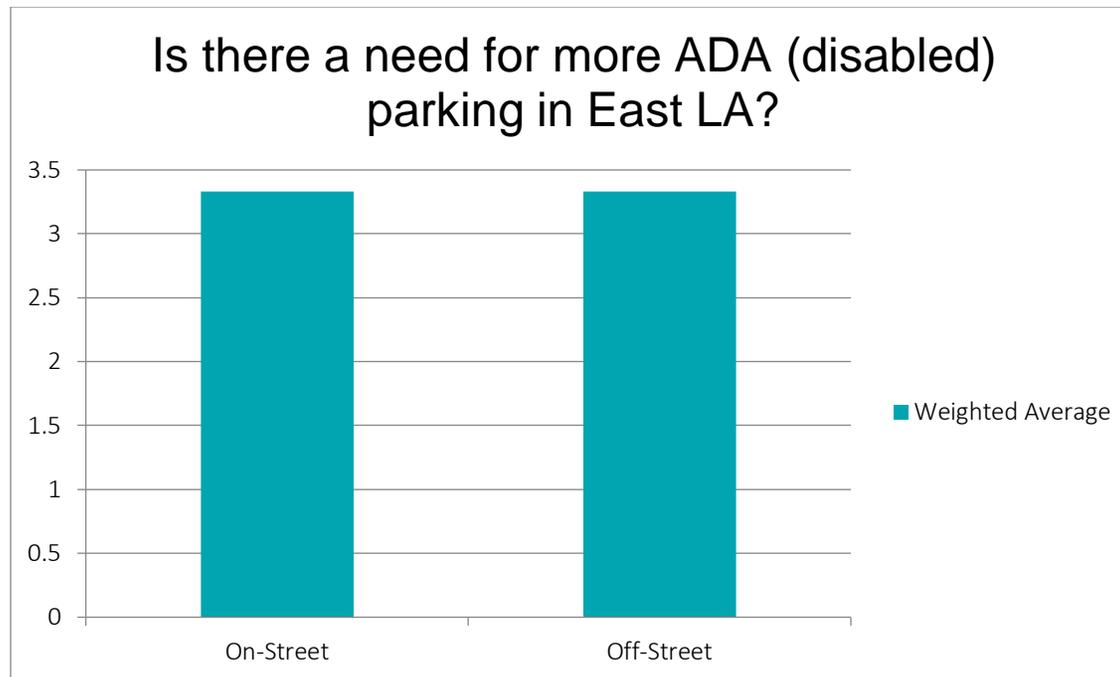
Question 20



Question 21



Question 22



Question 23 - Please provide address or closest cross-streets to your home.

Refer to Figure 20 for a reference map. Actual addresses not shown for the privacy of respondents.

Question 24 - Please provide any additional comments that you may have regarding parking in East Los Angeles.

Respondents	Responses
1	Parking was fine on woolwine till they put no parking signs on one side of the street forcing all those vehicles to find other parking alot of cars are also abandoned there never moved all this started whe. Covid started it makes it very difficult on everyone n the situation
2	Too many red and loading zones.
3	Too many cars parked on street. Some households have up to 8 cars parked on street. This should be unacceptable.
4	I have called the ELA Parking enforcement several times and can never get a hold of anyone. And leaving a message is impossible, the voice mail is always full.
5	We need help in contacting street sweeping. answers we may have .
6	They don't give tickets for expired tags or abandoned cars ... parking violations are not enforced ..
7	Cars that dont run that are left parked in one spot until it's time 2 move them for street sweeping.
8	I support parking enforcement issuing citations and tows to repeated offenders.
9	I feel that there are too many cars that are out order and are just move from side to side to prevent tickets from street cleaning. Those cars need to be removed.
10	Implement marked street parking spaces to prevent cars from parking too close to driveways and intersections.

11	Need to actively clean up and remove excess cars not operable. They are an eyesore
12	Not enough parking at businesses. 2-3 metered parking would help. Parking fines should decrease in amount. Over \$50 is too high.
13	There's neighbors that park there cars that they don't drive to save parking. They double park.
14	Too many cars per house hold and people outside the area park cars in front of my home and drive off with someone else
15	Low income families with cars that are inop leaving cars collecting webs on street
16	People in East LA sometimes space their cars too far apart and it waste space. There are also a lot of commercial trucks with junk in them taking up space on residential streets.
17	There are many households that have 3-4 cars and all of them have e expired tags/ registration and are parked on the street, therefore there is no available parking on the street, would suggest looking into that
18	Help us with this parking situation it's really bad
19	Na
20	The parking problem could be remedied if property owners are encouraged to clean up their existing garages and use these spaces for car and not for storage. Also, the city allowing people to convert their garages into living spaces is not helping matters. I have a neighbor that has 7 cars and he was allowed to convert his garage into a living space.
21	Asking supervisor solis and the planning department to issue residential parking permits. also need pay per parking space meters on whittier blvd.

22	Unless sufficient parking enforcement is maintained, parking issues will not improve only worsen.
23	I believe residents should be educated on the parking restrictions for example, can't park close to or block driveway. There are markings on the street and residents either don't know but the majority of the time don't care.
24	There are many unused vehicles taking spaces. Many vehicles belong to 1 address.
25	there are too many inoperable vehicles and campers parked illegally without valid registration and we need the street sweeper to clean the streets. our streets are filthy!
26	City help to add second driveway for 2 homes on a lot. Reserved parking I'm front home for at least 1 car
27	home parking space is used as car storages for non working cars for years. Limited number of cars per household should be implemented my neighbor has 3 parking spaces in their home whichvthey use plus have 7 cars parking on street
28	I really wish parking enforcement would do their job. There are so many cars that park on corners blocking the view of intersections and ada corner sidewalks. Cars double park over night. There really should be a night parking enforcement. There would be so many violations and you can use that money to pay for other East LA city improvements. Treat us like we live on the westside and get this situation in order.
29	Parking enforcement should cruise in the evenings also
30	There are some businesses primary from mechanics that leave the cars they're working on, on residential parking
31	People who don't live in the neighborhood park here, making it harder for the residents that live in the neighborhood to find parking once coming home. Although we do have neighbors who don't use their driveway instead they prefer to park on the street. They usually hold their most prized cars or cars they don't use in their driveway.

39	Lots of people parking Their cars in the middle of the street making it very dangerous For drivers... the round abouts took away many parking spots as well
40	There are some landlords that rent out homes to people that aren't immediate family and there may be more than five adults in a small home but everybody has cars to park . Parking was fine in my neighborhood up until a couple years ago when it started to increase and more recently when Herbert Circle was closed off, which is understandable especially when city workers need to drive through in the circle was overcrowded or double parked. also some kids are still living at home but they own more than one car at their age and it's not for work purposes. I think we need a parking lot nearby or what would really be helpful is a shuttle bus that would come up the hill by Herbert Circle if that's possible... That would make it easier to jump on the L soul bus and go downtown.
41	Feel free to call me with any questions at 626 533 0044. I have lived in City Terrace for 52 years. My name is Donna. I am glad that the County has recognized this problem. I hope it can be remedied.
42	Please do something about it. We have big metal collection trucks that are getting bigger, heavier, and unsafe taking over the streets.
43	Please do something. It feels like just talk and nothing gets done.
44	McDonnell Ave, between Telegraph Rd. and Olympic Blvd, lacks residential parking because of the car repair shops in the area take all the street parking spaces. Their cars are only moved when on street sweeping days.
45	We shouldn't have to pay for parking within our community. Please ensure there is rent control so families do not have to live together in order to afford rent in this area. Also, multiple homes in the area have been converted to apartments that has also effected our parking situation on the street. Majority of our neighbors respect one another's space in front of our homes. Also, it should be noted this area has older style homes where the driveways are too narrow for us to fit cars down them.
46	I strongly suggest Parking Enforcement pick up their slack and enforce parking restrictions. I guarantee you they would enforce it if we were in Beverly Hills or some rich neighborhood. Start with getting on the Sheriff's ass about doing a no tolerance enforcement for the rest of the year

	and see if that works. We shouldn't have to be begging our public servants (Sheriff/Parking Enforcement) to do their job. And it shouldn't be like trying to pull teeth to get complaint addressed right away. It's ridiculous! DPW also needs to update the infrastructure to fix the parking issue. This
47	<p>On the call it was mentioned that driveways were found not being used. Couldn't that be because someone was on vacation (like my roommate for 2 1/2 weeks) or they don't have a car, their car is too large to fit in their driveway, or they work later or earlier than when the observation was made?</p> <p>I think the residents with more cars than drivers in their household should be addressed. On our street one household has 7 cars and 4 drivers - unfortunately they are the most vocal when the street parking spot they claim is theirs is taken and their argument is that they pay taxes so it's their space.</p>
48	Parking becomes hard to find after 5pm, I have to plan my day to not go out after that time to avoid losing my parking spot, and at times it is inevitable that I must move my car and when I come back home I have to park 3 to 5 blocks away from home which is dangerous because I have been followed and I practically have to run home because I feel so unsafe, my son works night shift and same issue, no parking which at times we have no choice but to park on the red spots close to the intersection because of the lack of parking and for personal security
49	parking wars!!!
50	Many mechanics leaving cars out on the street to fix that take up space
51	Most households have more cars than licensed drivers.
52	It's completely unfair that so many people have cars parked on the street that are never used and or for sale as a business taking up parking on the streets. some people take advantage that street parking is free. A parking permit might be a way for people to get rid of unused cars.
53	We recently lost 50% of our street parking & our street parking was already tough. Now when I return home I regularly have to park 3 blocks or more from home. I have to walk on streets without sidewalks at night with my kids hauling groceries. I got a ticket for parking in front of my

	own garage. My neighbors car windows were broken & he was sad he was parked so far from home bc he doesn't know who did it. Now people are speeding down my street bc it's a wide hill. We want our parking back. Sending the sherriff thru at 4am to give out tickets was not OK. Permits are not going to work. We pay a lot in taxes & rent - we can't afford to pay for parking like that. Please understand. Stop ticketing us to death. It's a lot. Maximize parking & minimize excess charges, this is not Beverly Hills & these fees add up.
54	Get rid of unused vehicles
55	The infrastructure in City Terrace has not been updated since 1962; and today residents have more cars per family, apart. units, on Miller Street, have no parking and struggle everyday to fine parking. We have homeowners that prefer to park on the street and not used their driveway, homeowners that have tenants that literally block their tenants from using their parking space and last homeowner selling used cars from his house.
56	Owners are renting homes to tenants with multiple families and vehicles that causes the parking problems on the streets..
57	Our home unfortunately doesnt have a driveway, we are the only home without one. Appliance store (La Segunda) located on City Terrace Dr. takes prk from residents that live on Hazard Ave, in addition to an illegal taco stand that creates a gridlock. Also neighbor selling cars from his home easily takes parking from residents.
58	We need to hold residents accountable who have multiple cars (such as 20) that are inoperable and take up as much as two blocks of space. These are violators and they need to be prosecuted.
59	Charging should be last consideration. Some renters would have no where to go. I recommend innovative parking instead of traditional parking. How about adding marked parking spot. Horizontally and vertically
60	not enough enforcement. Cars sit for days pre and during pandemic. residential streets should not be the provider of overnight parking for businesses on Atlantic and Olympic that are lacking their own parking space on their property.

61	<p>There is an abundant parking behind dollar tree, numero uno market and 99cents store. The county should build parking structures there. There is no need to create a permit system, especially if you will be charging for it. It is the county's responsibility for the amount of development they have approved in East LA. Also, why will you be adding an extra cost to an already low-income renter community? Be considerate of the existing socio-economic conditions.</p>
62	<p>Appliance Junk Yard and Illegal taco street vendor on the corner of City Terrace Dr. and N. Hazard Ave. are a big cause of our parking situation. Also, neighbors who have car sales business and take up all the parking for their cars to be sold.</p>
63	<p>LA residents shouldn't have to pay a fee to have parking for their cars. You cannot survive in social without a car and you need parking for those cars. A parking structure is a horrible idea, this just means more cars are going to park there for shops and dining & it will not center the residents.</p>
64	<p>There is plenty of revenue being generated from citations, therefore, I see no reason to have to pay for parking. In addition, I am not a proponent of parking permit districts.</p> <p>While conducting your study, you must see that we have many businesses, schools, churches and residents, and parking is an extreme problem. I am also concerned about the cars that are parked for sale in front of Anthony Queen Library on Hazard Avenue. Another thing is NO MORE BUILDING if you cannot provide ample parking for the new building development! Thank you.</p>
65	<p>We are not sure if all of the 'ice cream trucks' are operable that are parked at what seems to be a parking lot for these suspicious vehicles that are like 'food trucks'. The trucks are not only noise nuisances and air pollutants, but they also are not up to health code and seem to be a front for other shady exchanges of 'things' in and out of the trucks. I attached a photo of one of the trucks, that very clearly has an address for an Ice Cream company (Huerta Ice Cream) based in Montebello. We saw the ice cream truck block a street for some time, as it backed up into a driveway of a residential home on Bonnie Beach Place, near the William R. Anton Elementary School, where we noticed another supposed 'ice cream truck' parked. These trucks often have very odd, creepy art and images on them, as well as graffiti. They look rusted, beat up and definitely condemned. We have also noticed neighbors of ours, visit the trucks on the street, for extended periods of time (sometimes an excess of 20 mins), not buy any ice cream, but instead exchange</p>

	something else (often bags that come from inside the homes, and the people pass off to the truck drivers).
66	We need more street parking enforcement
67	I live down around the corner from Floral Drive, and I notice many vehicles that are abandoned or inoperable. Rodents nest in these vehicles and chew the electrical wires, further detracting from the vehicle's capabilities thereby placing more financial strain on its owner.
68	make officers keep track of vehicle abandonment
69	I live in the hills and it is very difficult to navigate here due to visibility issues when making left turns. There are many accidents on both Rowan and Gage Avenues due to this problem. Cars obstruct the drivers' view and the speed at which cars are driving also impact the safety of both vehicle drivers and pedestrians alike.
70	I think before they built the new middle school on Kern/whittier blvd they should have built a parking structure. There is not enough parking and the school will really impact the parking issues. Also many cars park on the corner of a street blocking the sidewalk making it difficult to cross the street. In the evenings it is impossible to find parking. Many broken down cars are on the street and need to be towed. Landlords need to allow residents to park inside also. My landlord does not allow us to park inside, so I rent a garage for \$75. My vehicle does not fit in the garage, but it saves me a parking. At times someone would be in my parking spot, I have called the police on occasion. More parking enforcement on weekends and in the evenings is needed.
71	how to encourage those that have driveways or land on property to park there.
72	Every neighbor in this block has more than 2 vehicles per household.
73	where practical driveways can be expanded sideways to create additional parking. These are called driveway aprons. It will make the front yard lightly smaller but it week ease the parking. Perhaps the county can offer a property tax break equal to the cost of the apron.
74	I completely disagree with East LA having a parking enforcement fee. Why is this information not going around to our spanish speaking neighbors? Many of the decisions that have been taking

	place are only accounted for those that have access to internet. many of our spanish speaking community don't have access to a computer so I feel it is highly irresponsible to create a survey that is only limited to a few individuals.
75	permits won't solve the parking issue...the issue is too many cars to a home and not enough off street parking available
76	Street parking in our residential area specifically where I live 1226 Van Pelt Ave is dangerous. Cars speed down on our street, putting in danger children that live near by, cars are parked on the sidewalk, double parked next to each other, making the streets narrow with limited space for cars to drive through. My house hold as experienced two instances where our cars have been side swiped by speeding cars. In addition to a parking solution, our neighborhood/ street need speeding signs and should consider the option of speed bumps. Our neighborhood deserves a safer living environment. With our narrow streets, I don't see how emergency vehicles like ambulances or fire trucks could make it through our streets. This seems to be developing as a bigger problem than I realized. We need a solution. Thanks.
77	People aren't respecting driveways anymore, always blocking residents. I really encourage Parking Permits.
78	Permits will be the only thing that will solve parking, as well as getting junk cars off the streets, there are so many of them that haven't moved in months
79	There needs to be some sanctions for funeraria Latino Americana on Whittier Blvd/Alma Ave bc they park their funeral vehicles on my Alma between Whittier and Verona, plus tell their patrons to park at Salazar Park
80	We need parking enforcement officers to make regular rounds in the hills of City Terrace. You make great plans but people do not follow the rules after 5pm or on weekends. Also, please encourage people to clear out their garages and to park in them. Dumping is also a huge issue. People cannot park because there are mattress and dumped furniture throughout N Gage and City Terrace Dr.

81	More street cleaning.
82	None
83	Parking in East LA is an uncontrolled nightmare. Residents and visitors alike, know very well that parking enforcement is virtually non-existent and thus there is little to no regard for posted parking restrictions. Parking enforcement, itself, needs to be enforced.
84	Too many apartments are being built with not enough parking spaces. A lot of landlords do not allow their tenants to park in the property.
85	People double park, and those who have space in their driveways prefer to use street parking, cannot understand why
86	It's getting infested with unused vehicles.
87	N/a
88	To many people with to many cars that are not being used at all an don't get moved.
89	double parking is starting to occur and has been causing traffic and small accidents due to no parking
90	Too many illegal rental units that do not provide parking for their tenants. Extreme problem with double parking, literally empty cars running, while dropping off kids at a home daycare that offers no parking. People using disabled spots as reserved parking, sharing a disabled plaque, telling neighbors door to door not to park on disabled, and keying and spraying cars that park in the disabled.
91	Many homes have been converted into apartments, which now include homes holding more than three adults, and with each adult that is at least one car. Perhaps there is a way to make a rule where property owners have to provide one parking per adult living on the property. Figure out a way to reduce illegal room additions/ without permit which is probably why there is an influx of vehicles, and less parking on the streets.

92	<p>1. Owners/tenants should be enforced and encouraged to use all the available space they have within their driveways or garages to minimize the over crowded street parking for those that do not</p> <p>2. Over sized trucks such as produce, ice cream, trailers trucks should not be allowed to use regular street parking especially if it's not in use</p> <p>3. Towing should be enforced for street cars/trucks parked with expired tags</p>
93	<p>Not enough parking should do paid permit parking , fully support that as some people have way too many vehicles and constantly block driveways</p>
94	<p>Parking is really bad something needs to be done with people who have big business trucks they should find parking somewhere else as far as other tenants should only be allowed one parking space per car and not take other peoples parking space and leave car for days is ridiculous that you could not even park on your own street parking because you have tenants who have more than 6 cars per house hold member and occupied entire street</p>
95	<p>Biggest issue for me is non operating vehicles left on street and similarly, people with multiple cars leaving their excess cars outside.</p>
96	<p>Parking in East LA is bad . The cars are always blocking cross walks or sometimes even the curb ramp and that's something the city should really enforce because of a handicap person falls because the ramp was blocked that would be a lawsuit . And sometimes you can't even see on coming cars . That's why there's so many accidents now in residential streets because you can't see on coming traffic. On my street some residents just show up and double parked and leave there cars all night till next morning . And they never get ticketed. I recommendation is to implement parking permits and that will open up parking . Cuz many persons use the street parking as storage.</p>
97	<p>I believe part of the problem is multiple families living in a single family home. Also too much population density. The building of apartments and/or condos where single family homes once stood is a big part of the problem. I'm seeing three and four unit buildings in R-2 zoned areas.</p>

98	I understand it's their job but parking enforcement give out so many tickets way too often. It's dangerous for women to park so far and walk to their house if they work night shifts. I have struggled with being followed and harassed because of lack of parking
99	Many people are selfish with parking, taking up whole blocks (moving cars to tighten space for parallel parking, not allowing others to park)
100	Stop these used car dealerships from parking their cars on the Streets and you will solve a big chunk of the parking problem. CHARGE them for parking permits. And apartment renters- charge them for permits if their building doesn't have parking. 6 people in one apartment and each one has a car, and there's 25 + apartment buildings with 20+ units - you fo the math!!!! So between the apartments and the used car dealerships home owner s have no extra parking!!! I've lived here over 50 years - my mom more than 70 years so we know what its become. Check out West Hollywoods permit parking!
101	No RV parking in residential neighborhoods
102	Double parked vehicles and ice cream trucks create a hazard by forcing other cars to go around them and into on coming traffic. I would like to see CHP involved in this survey in addition to parking enforcement and LASD.
103	Paid parking
104	There's no enforcement of the no parking zones so people continually park there blocking my in my drive way
105	Most households around me have more cars than licensed drivers.
106	The City should cut down on people operating Mechanic shops out of their homes
107	The ongoing issue on parking is due to neighbors double parking. There is parking spaces that can fit up to 3 or 4 (depending on car size) cars. Instead neighbors double park in spaces purposely occupying just the right amount of space that doesnt allow another car to fit. I must add that moat of the neighbors that double park also have they're driveway unoccupied which would make more parking available.

	Also there are commercial trucks and tow trucks that are parked in residential areas. Many cars that are unused and Non Operating Vehicles have been parked for months
108	There is too many cars, too many houses/ residents in one house/ per block. I believe it's a density issue and the lack of efficient public transportation. Many residents have cars that don't operate and take up space. Many vehicles park blocking the intersections and pedestrian walkways/ curbs.
109	We limit ourselves to leaving due to losing parking, no one likes to visit due to parking, there's a lot of car non-operated parked, a lot of auto mechanic activity going on and cars left for days.
110	Painted lines on street would help with parking, so people don't park midway to "save" stops, or be in the shade.
111	People just don't care, they park in red, they block other people's driveway. They block fire hydrants, they park on sidewalks
112	Neighbors purposely park many cars on the street even when having driveway also residents from 2 blocks away park their cars and dont move them for days as well as some neighbors double park to save parking and some neighbors get upset if you park in front of their home on public street and they proceed to throw dirt or trash on your cars or stick nails in your tires.
113	I would like to have my own designated space in front of the property, I do not mind paying for my spot. This would help with trash day and provide at least 1 space for the tenant that has 3 cars. I provide my tenants at least 2 parking spaces and inform them that if they need parking, to put in their car in the property. Some of the property owners never provide their tenants parking. I fight with people that live a block away coming to our block to park their car, the issue is them moving my trash cans when I have them outside my home (1 space). This is a huge issue in our block!!
114	On my street there is a neighbor who owns an auto body shop down on Eastern & Floral but he parks all of his Vehicles that need repair on the street. He has taken up at least 5-6 spaces on the street. If he would store his vehicle that need repair at his shop there would be so much more room on the street.

115	I don't support paying for permits, the problem is the area has a lot of renters vs. homeowners now and these people have like 4-5 cars per house. It's ridiculous, especially the people who's business is metal pick up or junk removal services. They have big trucks that take up more parking space.
116	Na
117	non operational vehicles up to 5 , same spot. Doub
118	Previous tenants that have junk collecting trucks leave them parked here overnight then come and park their car during the day to take junk truck during the day.
119	Need more parking
120	too many people from other block away Park a vehicle taking 2 spaces so that they have a space for their second vehicle.
121	no permits needed, ban trash can placeholders and double parking.
122	Too much dangerous overcrowded housing causing parking wars.
123	Lots of non operational cars both on the streets and peoples driveways .i find this behavior very ignorant.
124	There should be a parking structure built on the large chunk of land that contains pure empty field. Specifically, between Hay St. and Brady St.
125	I don't understand why you think that charging me for public Street parking is the solution. You are taking away my right and charging me to take it back. Unheard of and ridiculous.
126	N/a
127	Neighbors having more than 4 vehicles and Parking them on the street when they have a driveway available to them. Local mechanics or repair business' parking their clients vehicles on the street.

128	people having multi cars that doesn't have tags. Cars not working.
129	Several RVs set up as permanent residences by Evergreen Cemetery, Superior Grocers, and one RV has been parked on Michigan & Eastman for over 15-20 years.
130	Our neighbor has two cars which he rotates in the spot in front of our home so it's never available. People double park all the time. Our driveway is blocked at least once a week. It's ridiculous! Something needs to be done about it. INSTALL SPEED BUMPS TOO! So much speeding!
131	We need something done about the motorhomes being parked on the streets in the area, they take up too much space.
132	Broken down vehicles, businesses vehicles should NOT be allowed on residential streets.
133	I really think parking permits are needed. I sometimes have RVs parked in front of my house. Also many people rent their garages and have multiple cars parked on the street when they are never driven. Or too many cars for 1 household. Parking permits should really be given based on house size. There's no need for 6 cars for a 2 bedroom house. People also need to utilise their own garages.
134	Neighbors only move car for sweep and then park the rest of week
135	Too many cars on the street
136	I do not believe that residents paying any additional fees is wanted or necessary. There is already city/county money for this. Do not make residents pay!!
137	I hope this survey actually helps and fixes all the problems that the police and parking enforcement ignore because this is not the west side
138	People have like 4 or even more cars that they never move! I don't know if the cars don't work but they've been parked in the same spot for 6 months now since this COVID situation started

139	If permit parking went into effect, I would support being able to buy an overnight pass or weekly pass.
140	Parking in East LA is horrible. There are many people living in these homes. They don't use their driveways at all.
141	Car dealers need to move there cars onto there lots homeless in tailers living at park and sce building and schools provide parking for staff and pick up students not through residential area. Residents deserve peace and quiet throughout the day. Kipp uses speaker at 745 am shouting at students have many seniors and people who sleep in the morning due to working graveyard shifts. And be woken up to hearing " Whos in the house" and kids screaming cheering the teacher on , Hear nothing from Garfield,St. Alphonus or 4th street school.
142	This issue needs to be resolve ASAP
143	It's harder for elderly because we can't be walking at night alone when we have to park a block or more away because we can't find parking on our street. Property owners should be made to supply parking spaces to all their tenants, should be a law.
144	To many families park on the street instead of in their driveways
145	Parking issue needs to be resolved ASAP
146	Need permit for gold line users park in the neighborhood to avoid parking structure fees for parking
147	To look at parking in isolation is scary. The earlier move that has allowed for increased units has resulted in tremendous paving of front yards to make parking. We cannot sustain that effect. It is ugly, bad for our neighborhood, and the environment. No one cares - we need to start educating and enforcing the code on hardscape.
148	Illegal added housing adds more cars and they do not provide on property parking
149	Parking is EXTREMELY 🗨️ we definitely need help

150	A lot of the issue in my community is homeless people who are living in their vehicles and spreading out to other parking slots and onto the street.
151	Parking closest to my residence is only option for me. If this cannot be met then I am not interested in parking permits and rather take my chances.
152	There are way to many cars on the streets. Especially at corners. Making it very difficult to see cars coming in either direction when trying to cross an intersection.
153	Parking on Sydney is way out of control ever since they started parking on both sides of Sydney.
154	For many years we have asked for permit parking and it has never been addressed. My owns a triplex that has its own driveway and at times we cannot access our own driveway since other cars will block it. We have lives here since 1962 and it is a pitty that street services are provided only with the bare minimum. We have requested speed bumps since my father was murdered in front of this residence due to a gang initiation. We were denied that since the street didn't qualify for it. A murder did not justify speed bumps. Parking is TERRIBLE on our street people stalk the street sweeper and if we wait until 3, the proper time to put a car on the street we will have no parking. Woods avenue between telegraph and Atlantic is terrible. Help us reclaim our neighborhood, the place we love and call home.
155	A lot car park on the street use them for storage or not move them for days
156	I 'm worried about the growing number of loitering on Escuela St. Cars come and go and leave food container trash, marijuana dispensary containers, alcohol bottles, used condoms, etc. My block wall gets vandalized often. Parking should be okay but not to hang around and trash the street. I once witnessed a couple park and have sex in the back of their vehicle. Grocery carts are left on the street or sidewalk.
157	house hold have 5-8 cars, some do not use driveways some hold spots. I work 8 hrs drive in some time traffic to get home and not parking

158	Although I have a driveway, I strongly feel I am entitled to street parking. As a homeowner, I pay taxes for the repair and maintenance of the street. Landlords and developers should be required to provide parking for tenants.
159	<p>Constant monitoring by Parking Services to ticket vehicles blocking Fire Hydrants, Street Corners painted red (limiting turning visibility) and double parking will make large revenue for the community if performed correctly. Part of the problem why people are inclined to repeat this behavior is most likely because there are zero consequences to this behavior.</p> <p>Also, neighboring businesses might need to allow 'permitted' parking in their parking lots if they are walking distance to nearby households that are impacted by family/car size. Permits may allow easy enforcement for after-hours monitoring.</p> <p>Thank you.</p>
160	Because there isn't any restrictions with the Parking other than during street sweeping days, people take advantage of the parking.
161	Please enforced abandoned vehicles, fixing vehicles, and RV on residential blocks. Huge problem on 400 N. Alma Ave
162	Too many run down cars and illegally parked trailers are the biggest problem.
163	It should be control as to how many vehicles are own per household not more than 3 vehicles
164	The biggest issue we have with parking is people not using their drive ways, ppl parking from other housing units and currently people home because of the pandemic and parking enforcement still issuing tickets with no place to park!!

165	I just want to be able to park in front of my own house and not have to worry about my neighbor taking my spot.
166	If permits are required, what would happen when we have family gatherings. Parking would be a nightmare and for my guest to get temporary parking permits would be a nightmare. What is suggested in those cases. I would recommend an online permitting app
167	There's way to my cars per residency !
168	People are over crowding houses with adults that drive. Adults have more than one car and use the street as a used car lot to fix, wash and store unused cars.
169	So many cars not enough parking
170	Having something like this will help fix parking issues especially because many vehicles that are parked there aren't moved at all.
171	Parking enforcement needs to remove all abandoned vehicles and give tickets for double parking. Also, there are 10 cars to a household which makes me hard for everyone to find parking. Tickets for people who double park.
172	A lot of people own more than 4 cars and only two people drive also homeowners should have more privileges than renters on the parking situation
173	we have to reduce the amount cars on streets. There are way too many families living under the same house hold so their for they all have cars and its not fair! start strict permits and fees you will see how quickly it cleans up
174	Using empty land as a parking lot
175	I think my biggest gripe is just that people will park a car for 2-3 days even more without moving it. When authorities are called...nothing gets done.
176	The parking in East LA sucks ! So after 3pm you have cars parked on red, or on fire hydrants double parked as well on some streets And on the intersection corners you sometimes can even

	turn or see on coming traffic cuz there's cars parked there as well . And seems like everyone knows that parking enforcement doesn't operate from 5pm to 4:30am everyday and off on weekends cuz that's when it's completely worse . I think 2 permits for home will be great cuz it will also get people to put there cars inside . For example there's neighbors that have like 6 cars and don't put none inside .
177	Parking permits I believe are not the answer. This will only cause financial hardship on certain residents, and with so many residents living in converted living spaces, they will only start to park on the properties lawns etc...there is just not enough space provided anymore on residential lots to park cars and precious space is taken up and cars are no longer viable to park on properties.
178	Too many people per house. Too many homeless people living in RVs.
179	It's not always safe. There isn't good lighting. Too many residents per household is the main issue. Not enough room for everyone.
180	No Rv parking
181	Crack down on people living in unpermitted garages.
182	There are cars parked on the street for month. There is no patrol of parking or enforcement.
183	enforce regulation of large vehicle parking
184	Saving parking by double parking.
185	Some people have more than 3 cars taking up street parking they never move them , or most double park
186	Too many properties with mechanic shops in their homes, taking parking spaces. My neighbor parks 4 cars in a 2 space street parking. 1 blocking sidewalk the other at the entrance to the street. Clearly a citation!!!

187	Households have plenty of parking and hardly anyone parks inside also most neighbors will double park to save a spot and only move at their convenience!!! 😡 😡
188	Something has to be done about the parking situation here. Parking enforcement is a joke. I have had problems with people parking in front of my driveway and I have had about half dozen cars towed away in the 10 years I have lived here
189	Cars parked on corners or red zones make it dangerous for cars to make right and/or left turns. Cars double parked on the street overnight
190	It is very hard to find parking at any time
191	Vehicles that are being used as a business, for example pick-up trucks that have been modified to be used as metal collecting or gardening, should not be allowed to park on residential streets.
192	The safety of our residents is vital. There are too many cars that make it very hard to enjoy the neighborhood safely.
193	I SEE A LOT OF RESIDENT THAT HAVE DRIVE WAYS AND INSTEAD OF PARKING THEIR VEHICLES IN THEIR DRIVE WAYS THEY HAVE CLUTTER OR TABLES AND THE FAMILY HAS 4 TO 6 CARS AND THEY ALL PARK IN THE STREET WHICH TAKE SPACE FROM HOMES WITH NO DRIVE WAY OR LIMITED DRIVE WAY SPACE.
194	Too many cars in one household and they take up 2 spots and don't consider for anyone. Cars are often broken into
195	Cross walks are blocked making street crossing dangerous. People double park.
196	It affects the quality of life in City Terrace. It makes our streets unsafe for pedestrians and drivers because the cars are so full of cars. On numerous occasions, the fire dept hasn't been able to get up here for emergencies. A car ran into 3 vehicles.

197	Too many disabled (ADA) parking spots not in use from no longer living residents, causes issues such as illegal use of parking spot or no use of parking at all.
198	To the planning staff, please please please recommend at the top of your recommended interventions for residential parking permits!
199	I would recommend marking out the parking spaces. Any car taken two spaces should be fined or towed.
200	Create a permit system to allow parking in Belvedere park between 8pm-8am. Charge a fee per month or per year, use the fees to pay a security person, even though its next to sheriff's Station. And use the rest of the fees to fund other parking issues
201	Mostly concerned with an unnecessary amount of street sweeping and non operational cars
202	I would love a permit based parking. Also, we should not be allowing RVs/Motorhomes to park on the street over night. They take up multiple spaces, and when parked close to an intersection makes it impossible to see oncoming traffic. Similarly, vehicles that are primarily used for business should not be allowed to park overnight. We need to save the spaces for resident and their guests.
203	To many cars per household and some are non operating. 10 plus cars per household at times. You even see people doing mechanics to cars on streets. I would be happy with permit parking and road humps. We live in the hills and people drive so fast up here. Not safe for our kids.
204	This parking situation is ridiculous. People park 5 or 6 vehicles per home. and they don't use their off site parking
205	Residential buildings should not be given a construction permit if enough parking spaces are not part of the construction. Too many apartments around my neighborhood and not enough parking.
206	Parking not the issue for me as much being able to leave in the morning and evening from my driveway. Of course once we get back to normal again it will become a problem again.
207	Parking is an ongoing and chronicle problem in Unincorporated East LA. There are several cars per household and many do no use their driveways or garages - many times because they've used it for

	<p>storage purposed. I do not believe parking permits are the answer and if selected areas opt in, it will only push the problem out to surrounding areas/neighboring blocks. I am in favor of STRICTER parking enforcement to begin setting a precedent of parking etiquette, such as NO double parking, no parking in the red zone or blocking water hydrants.</p>
208	<p>Limiting multi-car households taking all street parking is essential. Neighbors have 5 cars!</p>
209	<p>Lots of cars parking in their driveways which block pedestrian, wheelchair and stroller access to the sidewalk, you have to go into the street with your wheelchair and strollers (on trash days you have to go out more into the street) making it very dangerous but I've reported it many times and it just keeps happening. Cars are constantly in their driveway blocking pedestrian sidewalk</p>
210	<p>Red curbs are never respected.</p>
211	<p>There are too many households with multiple cars in them , and many, many people have junk cars stored on the streets (that they only move once a week for street cleaning) . This clearly shouldn't be allowed. People park illegally on corners and block sight at intersections .</p> <p>Also there are lots of abandoned vehicles.... and people living in vehicles. If everyone were made to get permits it would be a much better story for the people living and working in the area . We know of one household With 7 cars- and they don't even use their own garage because they use that for storage!!</p>
212	<p>Parking is a nightmare in our area. It's outrageously dangerous and unregulated. Parking is allowed on both sides of the street which makes the roads one way. It's so ridiculous and a obvious hazard. To get onto a Main Street we have to back up multiple times for other cars to pass. Many in the area have several cars, my neighbor has over 10. This takes up all the street parking from those who need it. There are cars sitting around that are clearly abandoned and the city does NOTHING. What do we pay taxes for exactly? Oh that's right to fund payroll for corrupt politicians. The streets are an eye sore, dangerous, and clearly neglected. We cannot even access our electrical box because the city won't designate the area no parking. Not that anyone follows the parking signs anymore I have never one seen parking enforcement or street sweeping on my block.</p>

213	There are to many cars parked on the street that are inoperable ,I received a ticket for being in the Red ,and the car in front tags were from 2018 there are work vehicles and trailers parked on the street people are starting to block spaces with cones ,and trashcans ,Hilda Solis is garbage,tell her there will be a photo op on my street if she can address this ,and I bet she will be all over this
214	A lot more has to be done with people living in their cars, I've seen many moments of public urination and defecation. It creates health hazards and public safety concerns. Perhaps create a space where folks who live in their cars can park and stay and have resources for them.
215	Not enough parking on street
216	Start regulating mechanics (home and business) that use all spaces to store their cars.
217	There are way too many "junk" trucks that park on my residential street. 5-7 each night. Full of metal and washing machines. Since Covid began, cars sit abandoned for months. Lots of inoperable cars. Lots of business on Atlantic during daytime think 1200 block of Amalia is their personal parking lot.
218	There are way too many ilegal units on properties that are being rented which creates this parking overflow onto the streets. Many many residents have enough space in their driveways but decide to saturate the street because it's easier to come and go. Also, many households have adult kids still living at home or the kid's entire family living with their parents which creates more cars on the street. I have seen many cars parked on the street that residents move back and forth to use as storage when they can park in their own property/driveway. Many are older classic cars. Time to get rid of them.
219	The parking is East LA is ridiculous. There is no enforcement and the residents know it. There are many cars parked illegally and they block driveways, sidewalks and crosswalks. This makes it impossible for people with disabilities to travel safely on sidewalks. People also park where there are clearly "NO Parking" signs, in front of fire hydrants and on the corners of intersections. It is very dangerous to drive in East LA because of the cars that are parked on the corners of intersections. You cant see cars coming or people crossing the street. People also have multiple cars with expired tags and they use these cars to save parking spots. I grew up in the city of Los Angeles and never have I been somewhere where the parking laws are ignored. It is really shocking that there is a lack of parking enforcement. When my wife and I drive in the neighborhood we play a game where we



	<p>spot illegally parked cars and they are worth \$25 dollar tickets, who ever issues the most tickets wins. Sadly there are times when one of us wins with over \$1000 dollars worth of tickets in the span of 10-15 minutes. The parking enforcement needs to be implemented in East LA and using the pandemic as an excuse is not valid because parking was not being enforced to begin with.</p>
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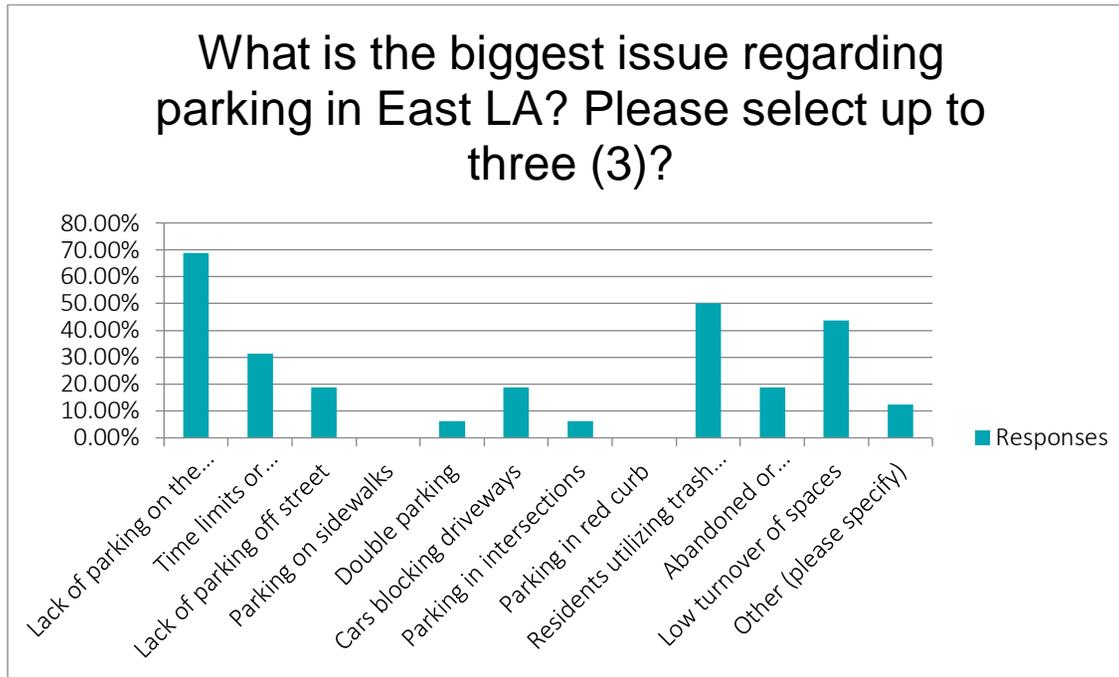
Questions 25 – 38

No charts provided as there were no respondents that answered these questions. These questions were directed toward business owners in East LA.

Question 39

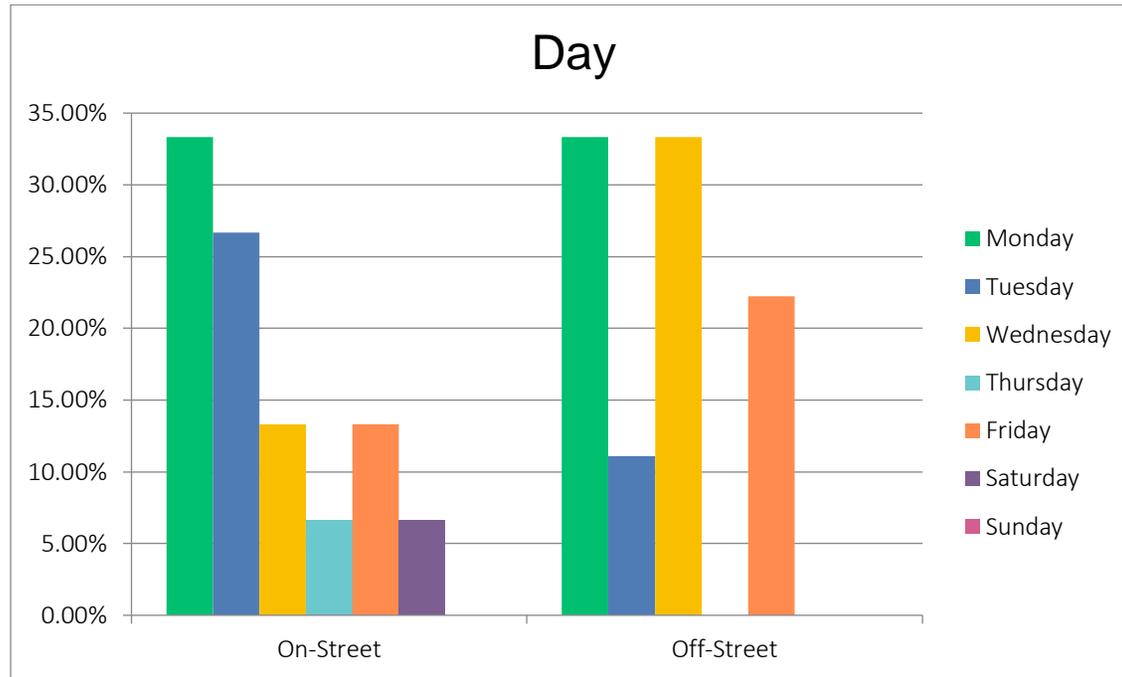


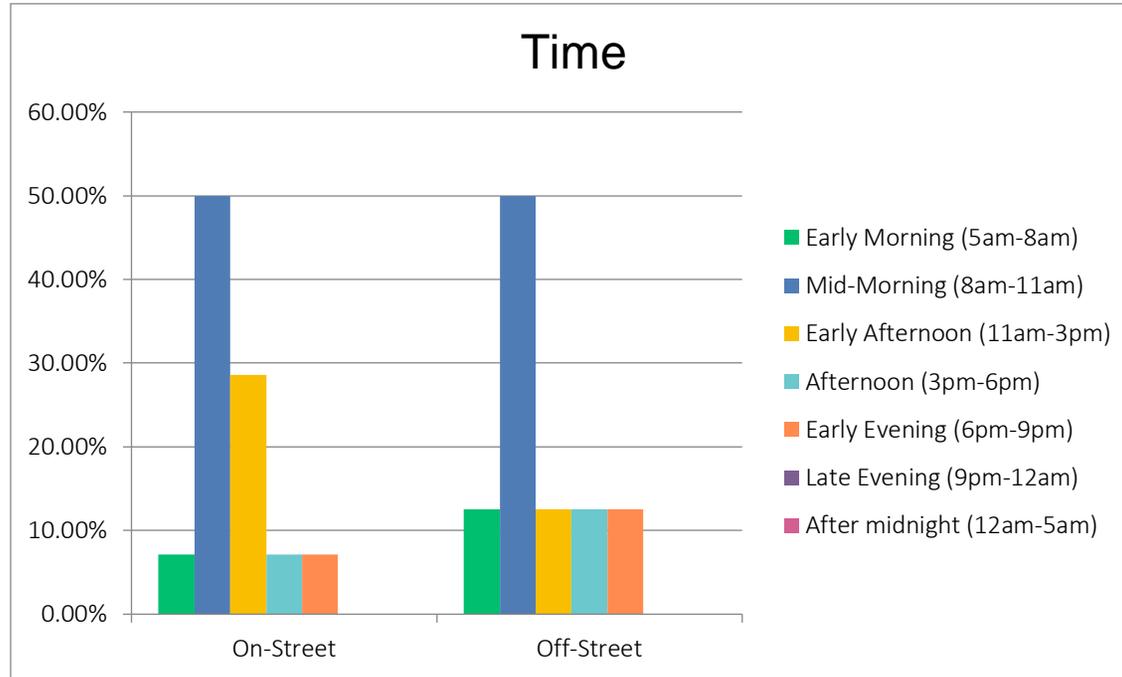
Question 40



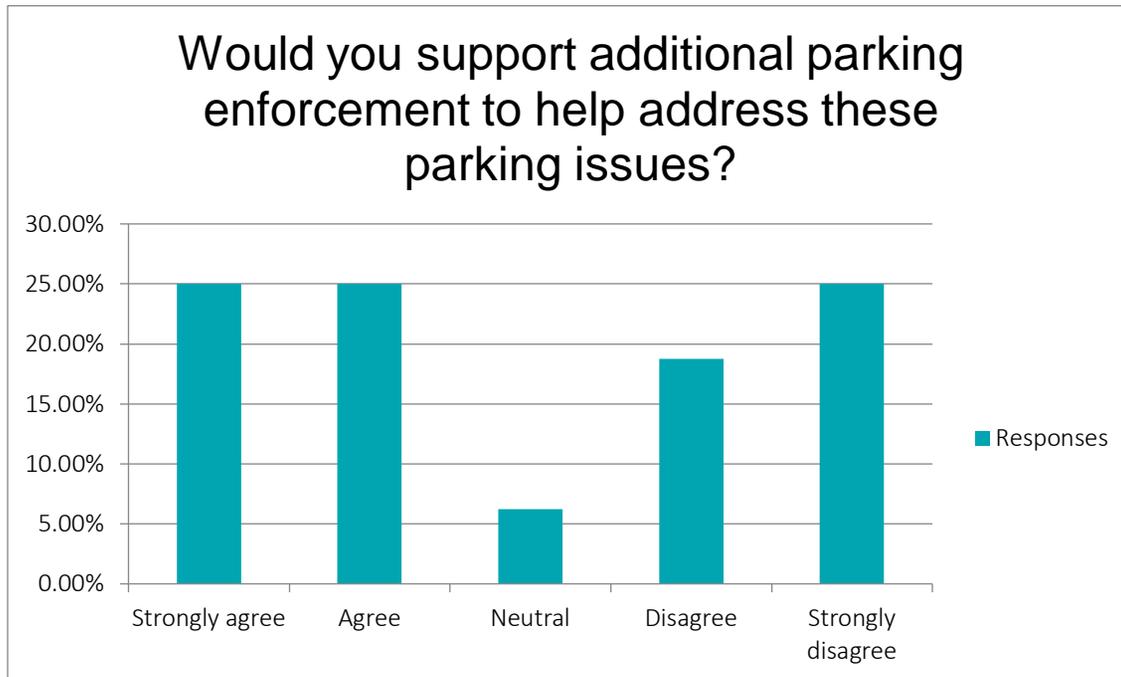
Respondents	Other (please specify)
1	Lack of available ADA parking, lack of safe sidewalks, lack of enforcement for ADA violations
2	Lack of parking on street-sweeping days

Question 41 - What day and time is it most difficult to find parking in East LA?

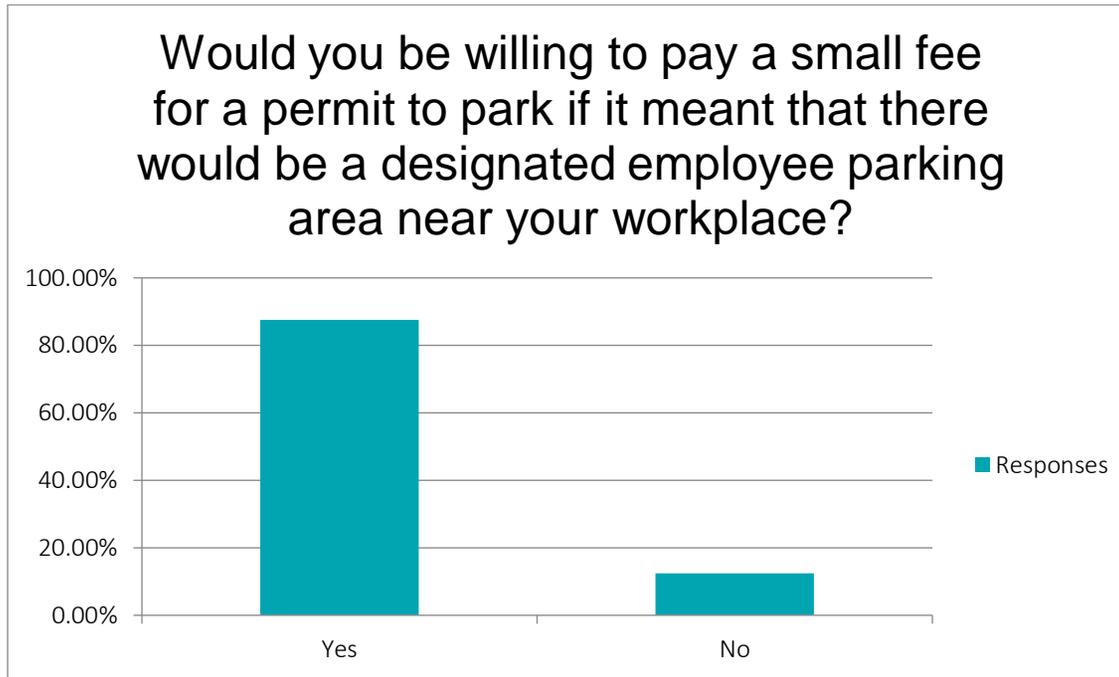




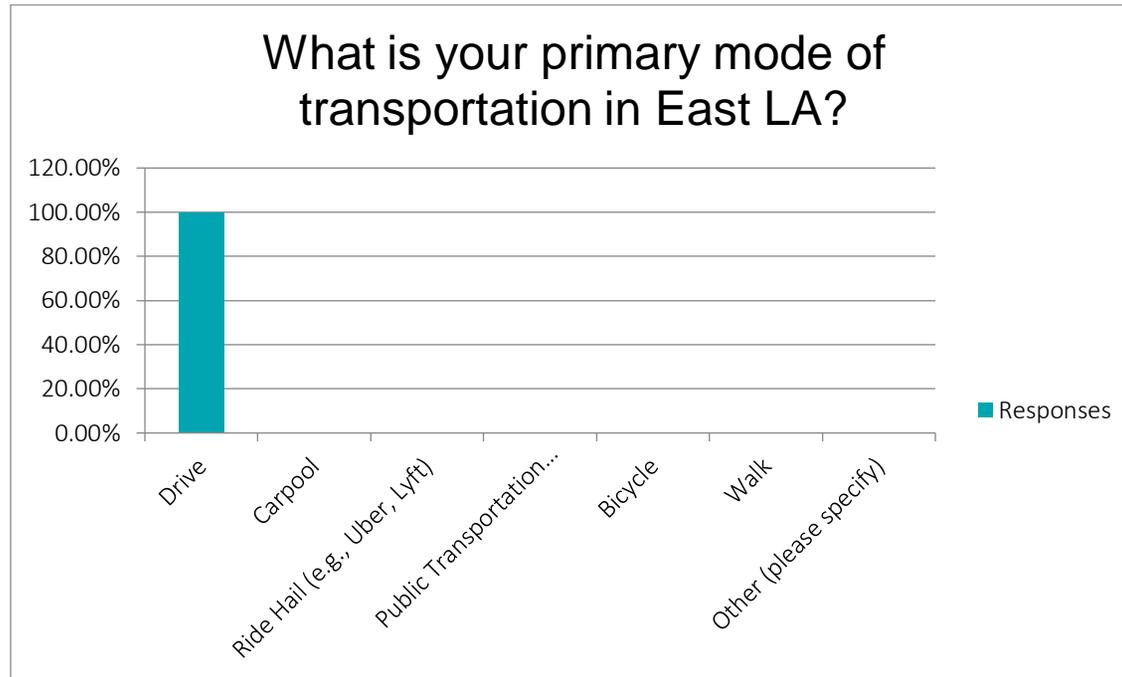
Question 42



Question 43



Question 44



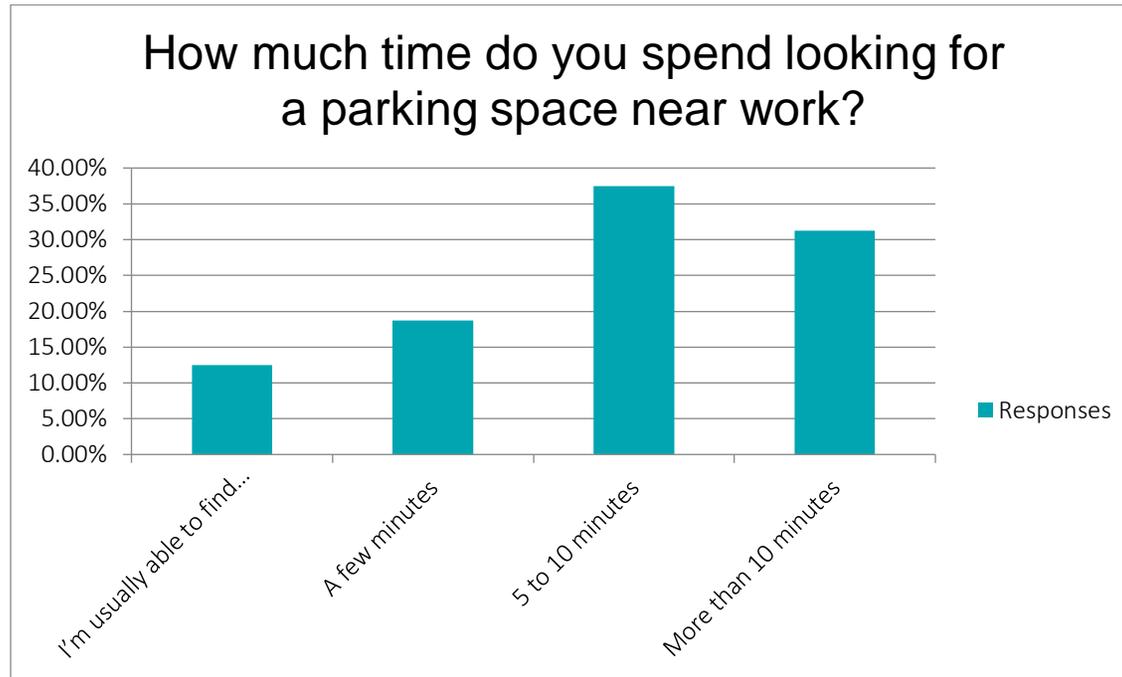
Question 45 - If you drive, where do you typically park?

Respondents	Responses
1	In the site parking lot if not full.
2	Park, street, building-specific parking
3	Street
4	On the street.
5	In residential area next to business
6	Street Parking on Amalia
7	Residential street
8	Structure
9	on-site at employment or on street
10	Street
11	Street
12	Private parking for work and family drive way parking
13	Parking lot, but when I am meeting members of the community I face the same challenges as the residents. Lack of parking is the main reason I left ELA
14	Street
15	Street



16	Street
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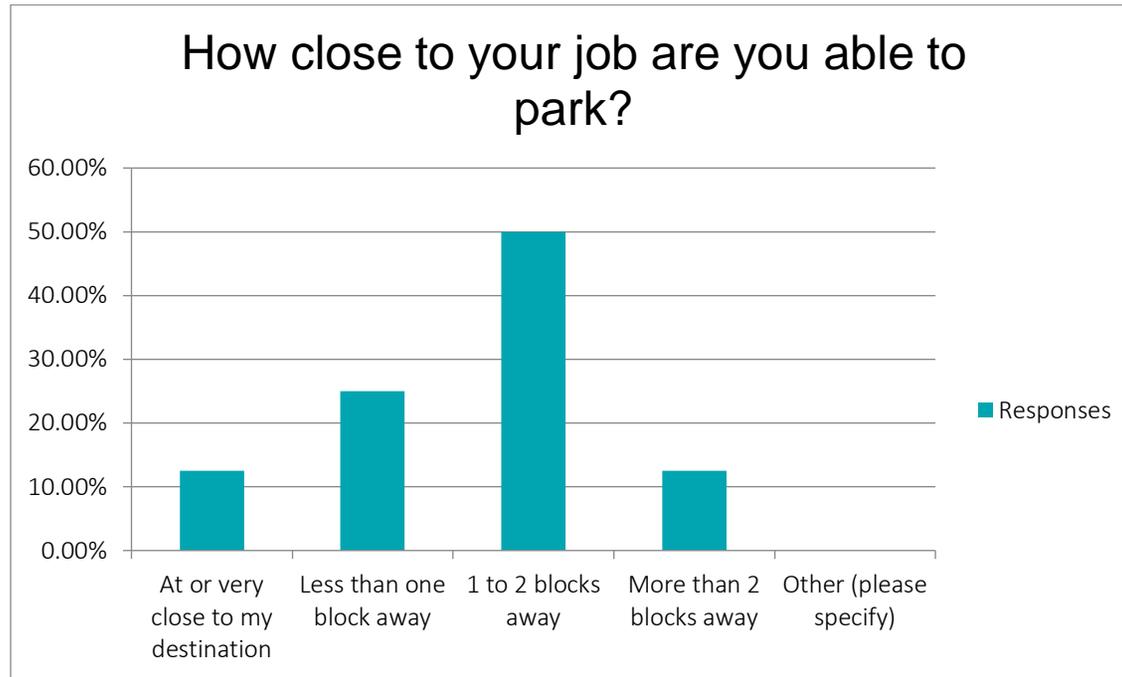
Question 46



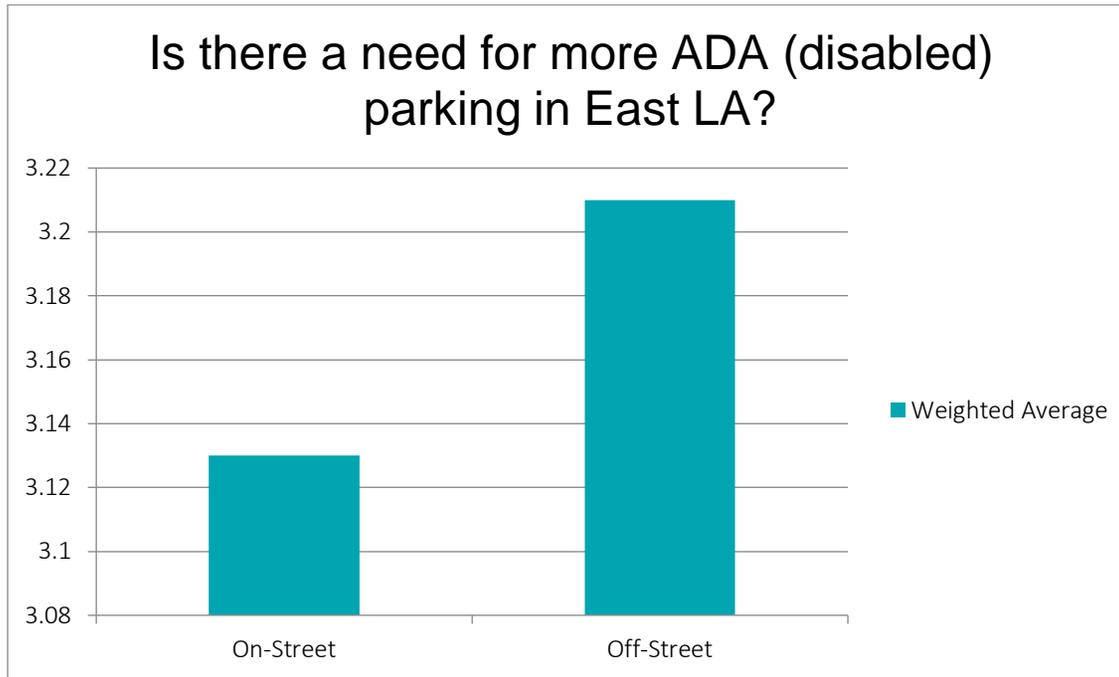
Question 47



Question 48



Question 49



Question 50 - Please provide address or closest cross-streets to your workplace.

Refer to Figure 20 for a reference map. Actual addresses not shown for the privacy of respondents.

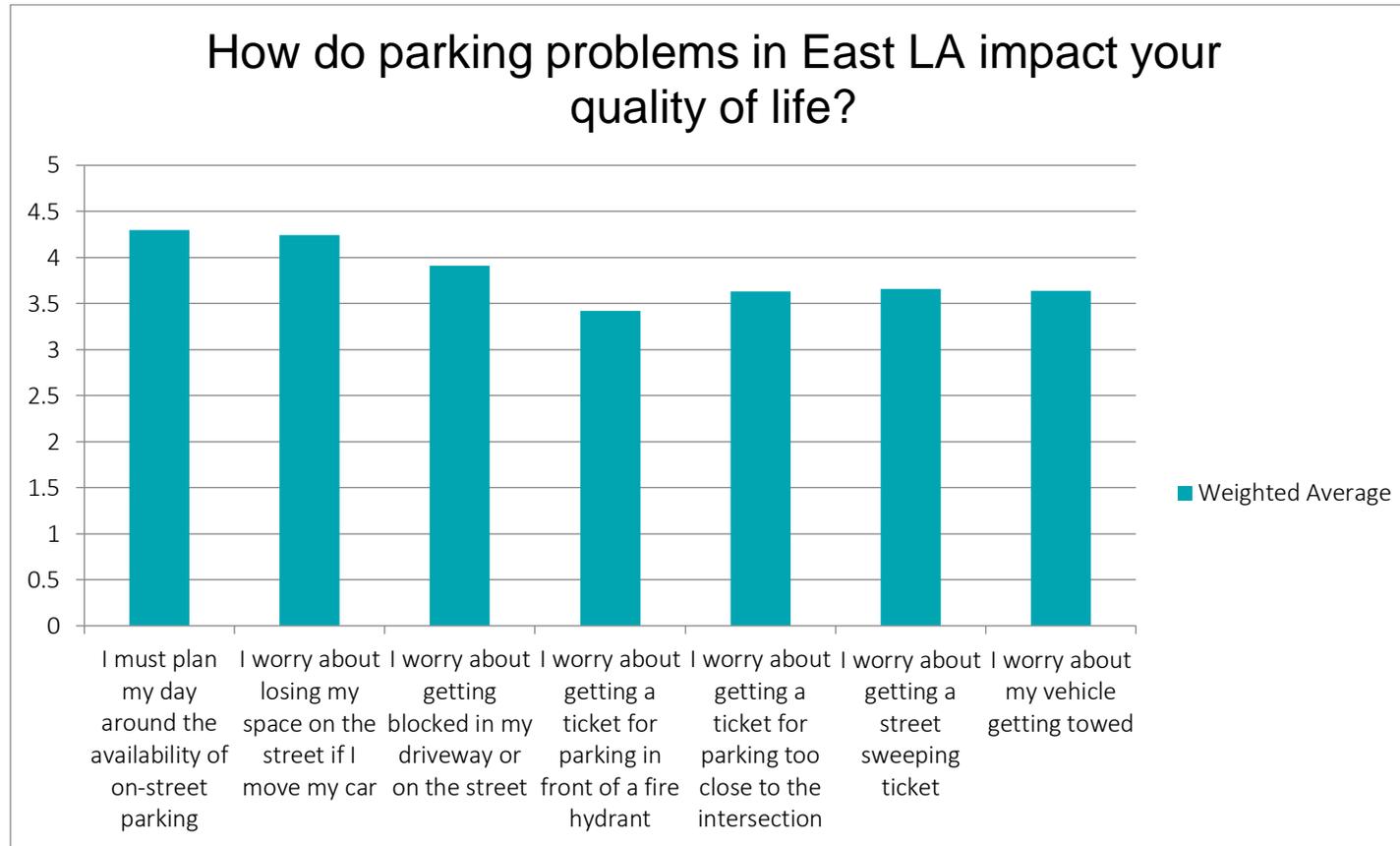
Question 51 - Please provide any additional comments that you may have regarding parking in East Los Angeles.

Respondents	Responses
1	As people are aging / acquiring disability / abuse of disabled placards, lack of ADA parking is a big concern
2	Need off-street parking.
3	Residents in the neighborhood often park in the middle of the space so that only one car may park in a space that could accommodate two cars. They also block spaces with trash bins. The street sweeping restrictions are set for the beginning and middle of the work day which make on street parking unavailable on one whole side of the block for too long a period. Other neighborhoods in LA County have no street sweeping restrictions. One hour parking limits on Whittier Boulevard are too restrictive. Parking permits would just make the parking problem more critical and would not be helpful as residents have too many cars on the street.
4	The main problem for me is the street sweeping restrictions and the 1 hour parking on busy streets (whittier and atlantic).
5	Residents try to impede parking for teaching staff by blocking spots. Parents dropping off students also take parking spots and will not leave until after school begins, making it difficult for staff to find parking.
6	<p>I believe that too many people have more than one care and they take up all the street parking... I also see people playing musical cars - might be friends of relatives, that when they move their car, they save it for that one friend or relative to get that parking.</p> <p>Currently, since the street sweeper is not actually working like before COVID-19, people are leaving their cars for a week or more and they do not get tickets when the street sweeper passes by.</p>

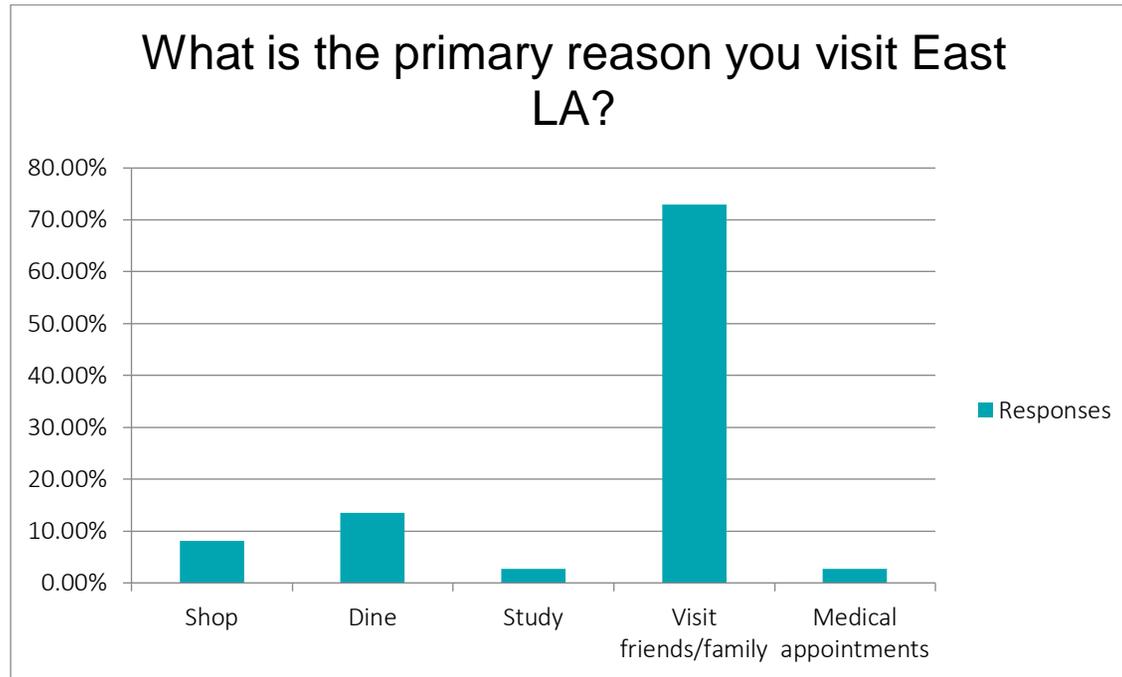


7	Again, lack of parking space is the primary reason I left ELA, had it not been for that, I would have purchased my home here
8	Hate it

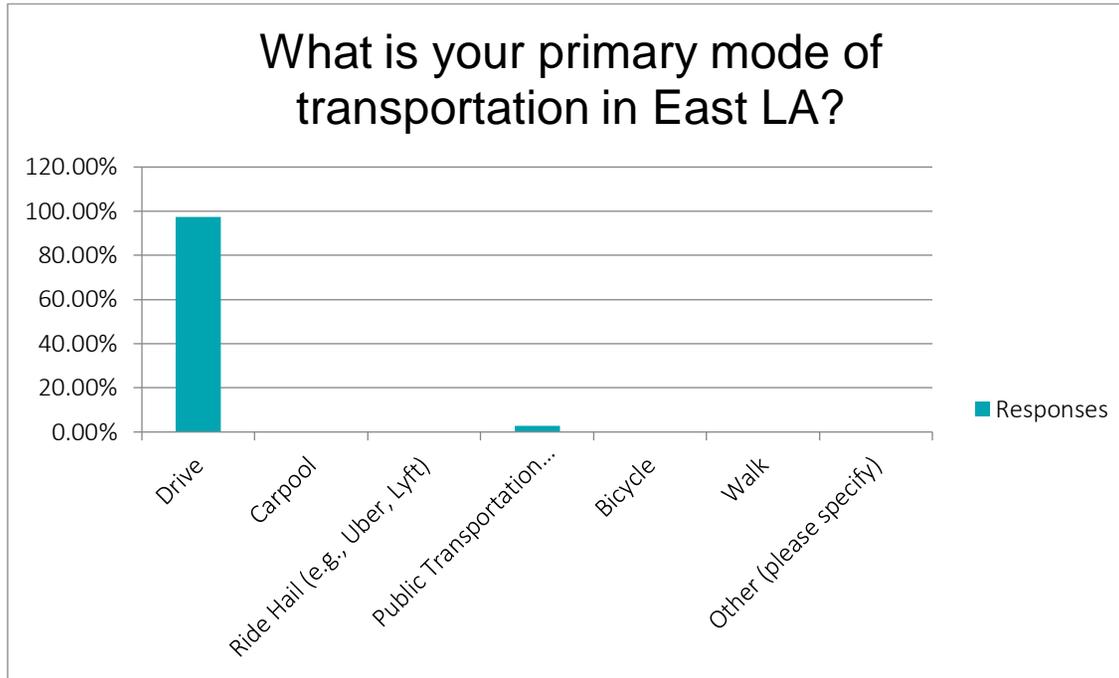
Question 52



Question 53



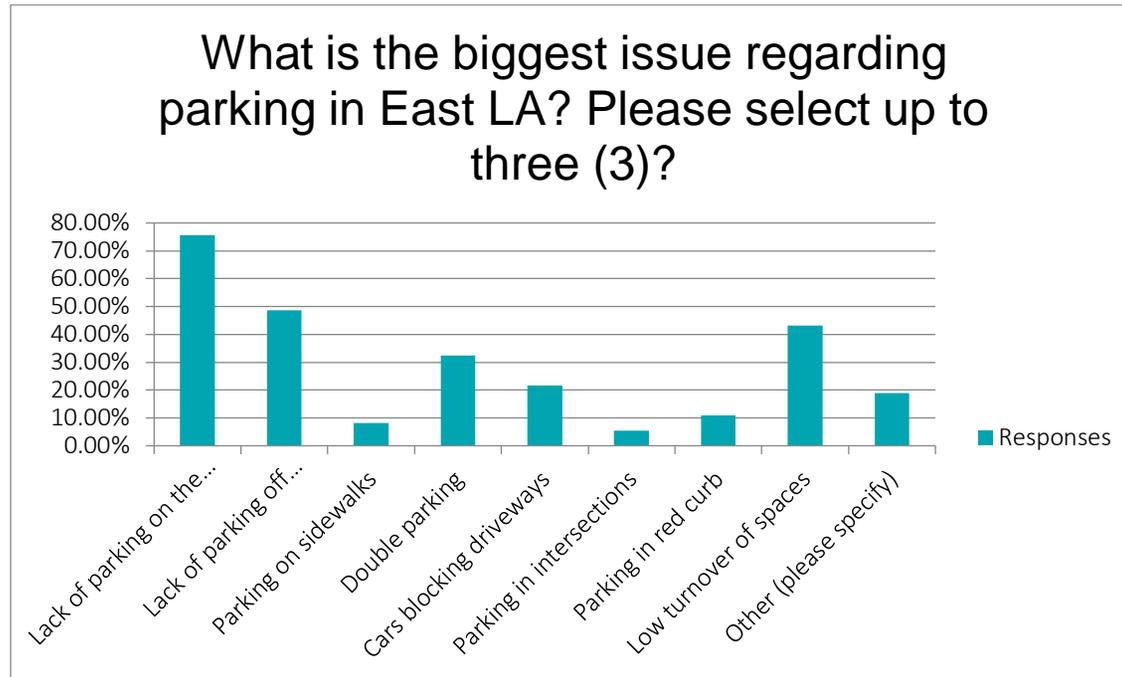
Question 54



Question 55 - Which areas of East LA do you visit most often?

Refer to Figure 20 for a reference map. Actual addresses not shown for the privacy of respondents.

Question 56

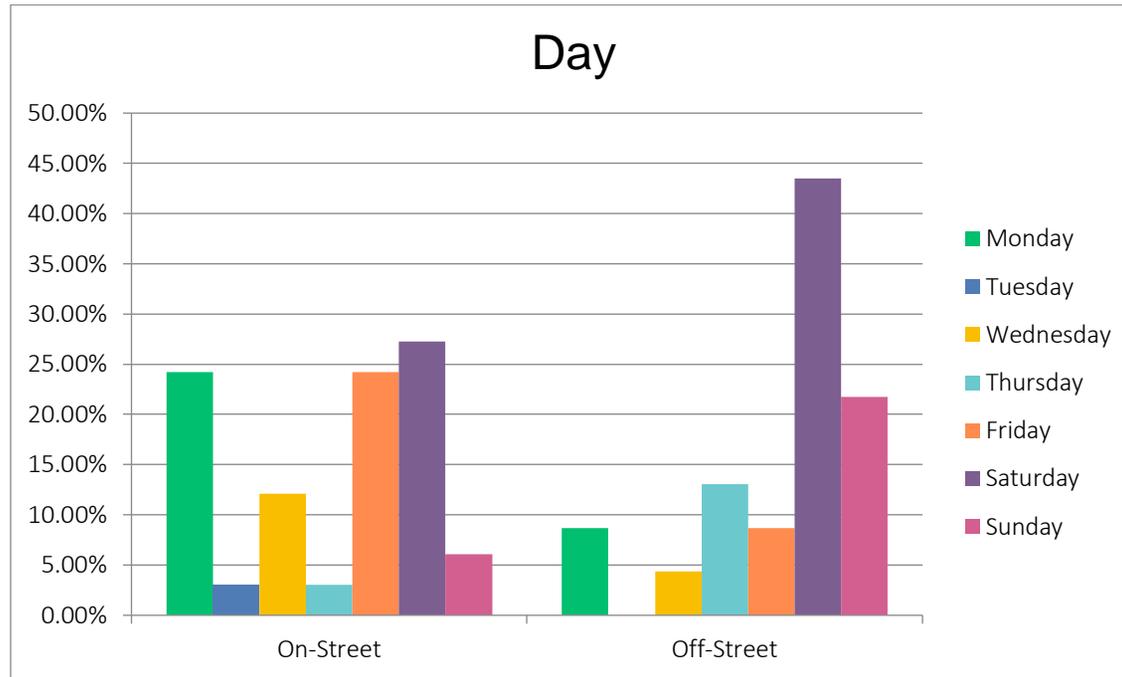


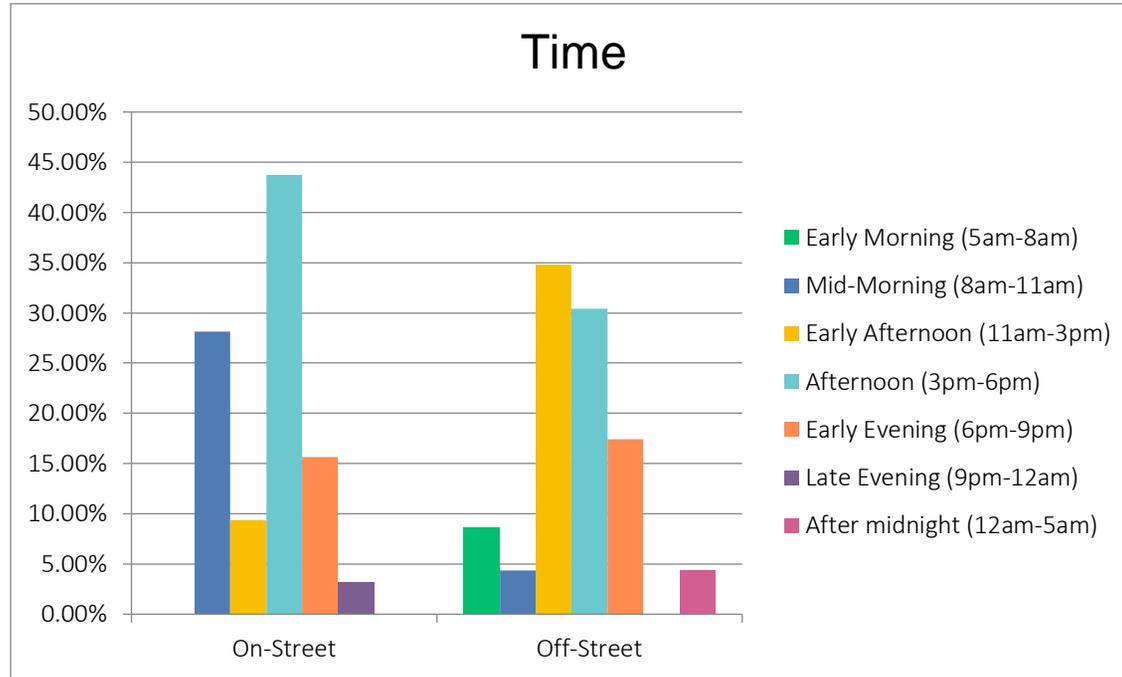
Respondents	Other (please specify)
1	people park in my parents neighborhood to take the gold line
2	Driveways don't get used for parking
3	Too many cars per household; people not leaving enough room for other cars to save space for another car in their home.
4	increase in oversized RV parking in residential areas



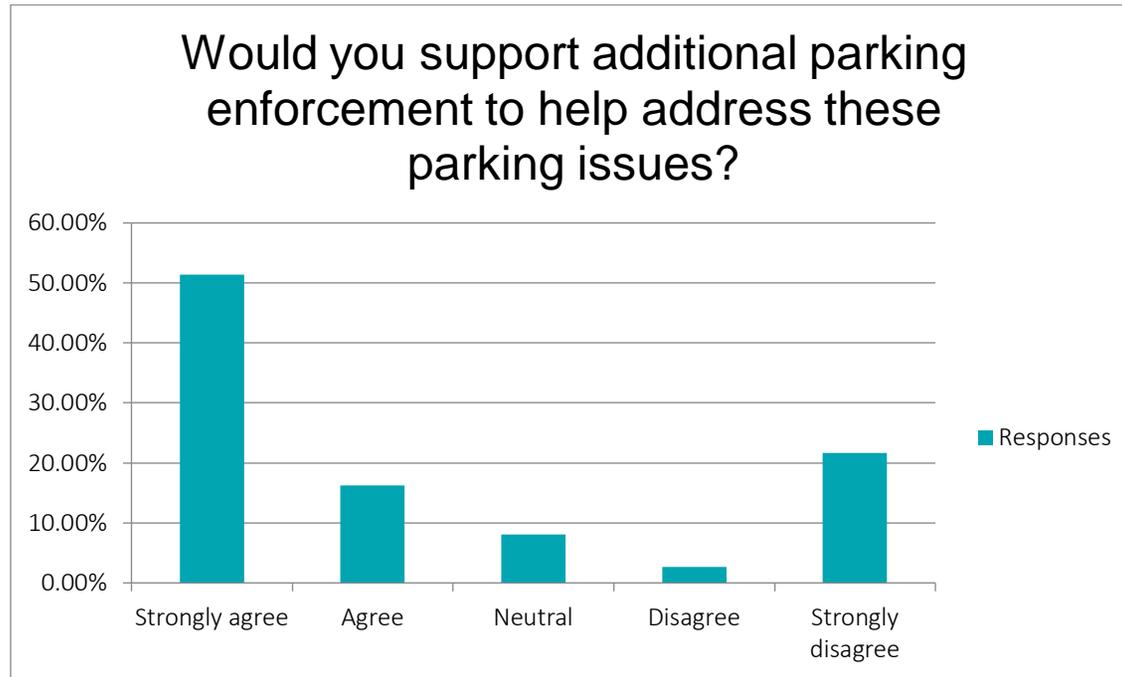
5	Oversized RV Parking in residential area
6	Mobile homes/RV of individuals who don't live in the area taking up street parking
7	Big trucks that are overloaded with junk take up all the parking and make the street dangerous

Question 57 - What day and time is it most difficult to find parking in East LA?





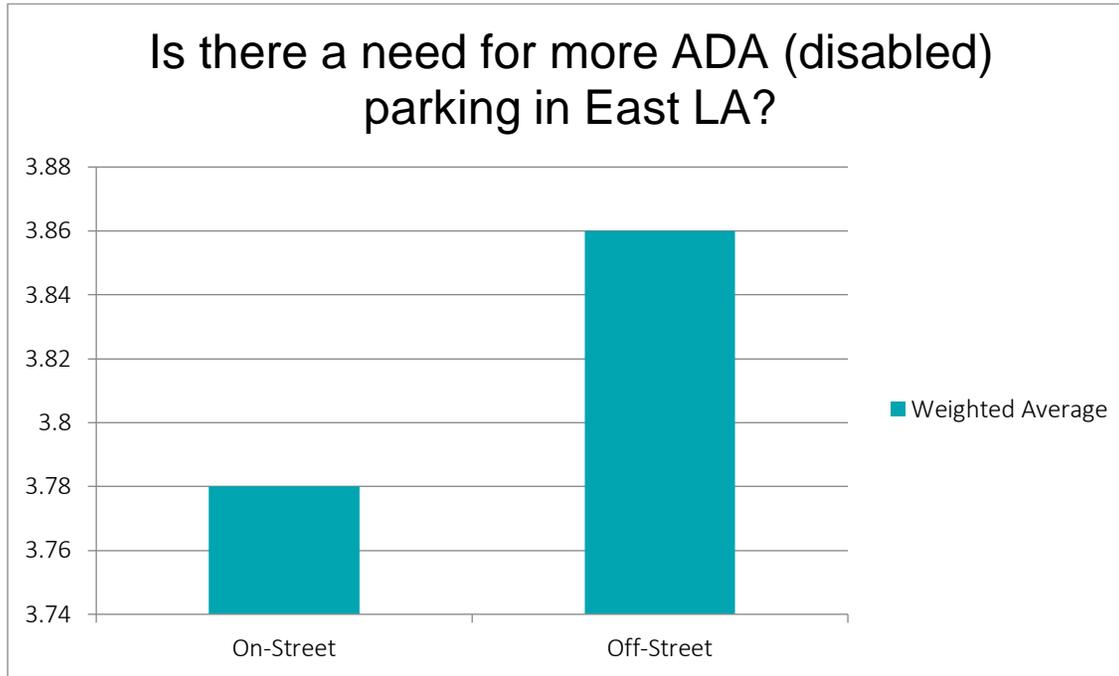
Question 58



Question 59



Question 60



Question 61

Respondents	Responses
1	Parking by permit
2	People should use their driveway instead of the spots on the street. It makes it very difficult when they park their cars on the street just to have an extra spot.
3	Mandate all housing has sufficient parking for renters
4	Looking for parking in east la is always a hassle. Makes me think of visiting family.
5	A lot of people have more than one car and it takes away the chance for other people to park
6	homes exceed occupancy limits - hence too many drivers with cars. new buildings should not be approved without 3 off street parking spaces per unit
7	What is this survey considering ELA?
8	East Los Angeles /City Terrace parking enforcement department is NOT available EVER to enforce parking and abandon car violators. Do NOT use ELA Sheriff's department for parking enforcement. They are needed for public safety NOT parking enforcement. The problem with parking is due to the LACK of Enforcement by East Los Angeles parking enforcement department. Parking supervisor needs to do the job and personally tow away all the abandoned cars. The parking enforcement supervisor does not respond to the community. Supervisor Hilda Solis' office is aware of the parking problems in East Los Angeles/City Terrace. Stop the survey & do your jobs!!! Ticket & Tow violators!!! While your add it pickup the abandon debris and dumped items at bus stops and intersections. PERMIT parking needed in City Terrace/East Los Angeles just like Pasadena, Alhambra, San Gabriel. Increased revenue for LA County.
9	Neighbors who have multiple cars and take up all street parking.

10	<p>I feel that the biggest issue about parking difficulties is caused by street sweeping.</p> <p>The street sweeper has not operated for 6 months . May i add that the streets are filthy and full if trash. Some areas of Los Angeles still has debris from 4th of july laying in the streets. When the street sweeper is operating weekly not only does it help against the pandemic but also it forces neighbors to actually move they're vehicles. Which enables all neighbors a equall chance of parking theyre vehicle. Instead of a zero chance when vehicles stay in place.</p>
11	Parking enforcement is ruthless..
12	houses using trash cans to save parking, cars parked for a long period in the middle of the street with hazard lights on
13	It's bad but there are a lot of people living in single households. The economy is not at a point where you can start charging people to park
14	to many cars per household
15	Stop ticketing low income people for parking issues.
16	My property is the only one on my block without a driveway, due to a fire hydrant placement and alleyway. My neighbors double park on street and leave their driveways empty! I'm little frustrated! It's a daily struggle that my entire family deals with.
17	Follow the example of the city of Maywood and have marked street parking.
18	Just simply congested area
19	it really bad, especially the double parking of cars
20	I support on-Street parking permits and creating preferential parking districts across East L.A.
21	Parking brackets on the street/curb would be helpful to maximize the number of cars that fit on a street. Many people park in a way as to make it impossible for another car to fit, mostly because

	they are saving space for other cars in the household and in some instances disregard for neighbors.
22	There has been an increase in oversized RV parking in residential areas which dramatically decreases the number of available spots for residents. This has caused an increase in trash dumped on the street causing a lower quality of life for residents in East LA.
23	There has been an increase in oversized RV parking in residential areas which dramatically increases the number of available spots for residents. This has caused an increase in trash dumped on the street causing a lower quality of life for residents in East LA.
24	Designated parking for RV/ mobile homes should be moved off of residential streets and into a secured structure (especially if the RV/mobile homes do not belong to the residents in the area).
25	Not sure what's the solutions to the parking issue too many people and too many cars.
26	A big problem on Humphreys and Sydney is that these trucks that collect metal and junk take up a large amount of parking on Sydney and Humphreys. A second problem is that some residents have too many cars.



East Los Angeles Parking Availability Improvement Study

Current Parking Restrictions and Enforcement Practices

County of Los Angeles, CA

September 24, 2021

Prepared for:
Chief Executive Office Budget and Operations
Community Services



WALKER
CONSULTANTS

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Executive Summary

The primary mission of Los Angeles County's ("LA County" or "County") parking enforcement program is to ensure that residents, visitors, and other community stakeholders adhere to the county's parking regulations.

The Parking Enforcement Detail (PED) of the Los Angeles County Sheriff's Department provides centralized administration of parking violation enforcement and parking citation processing in the unincorporated areas of LA County. PED also provides the administrative review of contested citations and schedules administrative hearings conducted by civilian hearing officers. The PED unit provides services for other County departments, police agencies, and some Contract Cities. PED is comprised of 1 Manager, 8 headquarters staff members, 55 Parking Control Officers, and 11 Supervisor Parking Control Officers deployed throughout 16 patrol stations. Through regular patrol, parking control officers issue citations to vehicles that are parked in violation of the law, identify abandoned vehicles, and recover stolen vehicles. They also respond to community complaints regarding parking violations.

The Parking Enforcement Detail issues over 225,000 citations annually. Once parking citations are issued, the Parking Violations Bureau handles collection management. Motorists can pay tickets online by credit card, telephone, U.S. mail, or in-person at any of the LA County payment centers. The Administrative Adjudication process provides for the hearing and disposition of all contested cases involving parking violations of the California Vehicle Code, the Los Angeles County Codes, and participating City Municipal Codes.

Unincorporated Community of East Los Angeles

In the unincorporated community of East Los Angeles (East LA), the PED is comprised of 8 Parking Control Officers, and 1 Supervisor Parking Control Officer reporting to the East Los Angeles Station.

On average, the East Los Angeles Parking Enforcement Detail issues over 49,000 citations annually, representing over \$3.25 million citation fine dollars, with an average citation fine amount of \$66.56 per citation. Only 2,500 (5%) of these citations are contested on an annual basis and approximately 13,726 (28%) of the citations issued have not been paid.

Overview of Findings

Walker reviewed the current parking restrictions and enforcement practices in unincorporated East LA. As we will discuss throughout the body of this report, we recognize that some parking restrictions may create additional challenges for parking enforcement to enforce with a high degree of consistency, such as short-term, time limited parking durations and the growing concern that food vendor trucks and mobile kitchens have taken over the valuable curbside parking inventory in many of the commercial corridors.

Additionally, East LA parking enforcement personnel resources are limited to a number of encumbered positions making it difficult to increase enforcement efforts and consistently enforce all parking related aspects of unincorporated East Los Angeles. To effectively meet the needs of the community, we believe more enforcement officer positions should be staffed throughout the day and, in the case of the residential neighborhoods, into the early evening hours and weekends.



The following details a listing of our findings of the current practices and restrictions, recommendations for organizational analysis, and best practice concepts.



Street Sweeping Hours Parking restrictions allow for street sweeping of commercial corridors during early morning hours (5:00 a.m. to 8:00 a.m.) and residential streets between the hours of 8:00 a.m. and 12:00 p.m. and from 11:00 a.m. to 3:00 p.m.



On-Street Time Limits Extend on-street parking permissions on commercial corridors to 2-hour limits to allow for maximum commercial access and appropriate enforcement behaviors. The reality of enforcing a 1-hour time limit is not conducive to commercial needs and enforcement resources.



- **Commercial and Vehicles for Sale Restrictions** Posted restrictions for parking commercial vehicles over 5 tons and vehicles for sale on commercial corridors add to additional posted regulatory information. Commercial vehicles and vehicles for sale are permissible in the areas without posted signage per County Code. Posting this regulatory information on some roadway corridors and not all corridors confuse the public.



Coin-Only Parking Meters The parking meters located in the East 1st Street neighborhood are coin-only, which limits the ability for motorists to pay for parking, creating a program whereby compliance becomes a barrier and not the solution.



Sign Restriction Conflicts Early morning street sweeping restrictions were found to conflict with time-limited parking permissions in several commercial areas on certain days of the week. A typical example of this conflict is when on-street parking is restricted between the hours of 5:00 a.m. and 8:00 a.m. while commercial on-street permissions allow for time-limited parking between the hours of 7:00 a.m. and 4:00 p.m.



Mobile Vendors During the current conditions analysis, community stakeholders expressed that food vendor trucks, mobile kitchens, and pickup trucks pulling food kitchen trailers often park longer than the posted time restriction, which limits curbside access and commercial turnover throughout the permissible parking times of day.



Parking Violation Types Walker requested and received copies of the parking citations issued in unincorporated East LA over the past three years, to include records from calendar years 2017 through 2019. On average, the PED issued sixty-four (64) different categories of parking citations. The list of most commonly issued citations represent forty-six percent (46%) of the total violation categories shown in the County's parking citation database system. As authorized by LA County parking ordinance codes and the California Vehicle Code, the PED has the ability to issue as many as 140 different types of parking violations within the County.



Parking Violation Percentages Of the sixty-four (64) violation categories, six (6) citation categories comprise ninety percent (90%) of the citations issued in unincorporated East LA. Approximately 53% of the parking citations issued in the East LA County neighborhoods are for street sweeping violations, an indication that many residents do not have options for parking their vehicle in designated off-street locations.



Enforcement Best Practice The County should have consistent enforcement practices on all violation types to include time-limited and metered parking in commercial corridors, commercial vehicle parking in residential neighborhoods, and parking vehicles for sale in commercial corridors.



Parking Enforcement Detail Allocation During the stakeholder intake interview with the Parking Enforcement Detail team, Walker learned street sweeping enforcement responsibilities determine how enforcement resources are allocated each day. Street sweeping schedules are generally Mondays through Fridays from 5:00 a.m. to 7:00 a.m., 8:00 a.m. to 12:00 p.m., and 11:00 a.m. to 3:00 p.m. To meet the scheduled enforcement times, the PED allocates a minimum of four to seven parking control officers to the designated areas each day. Current staff coverage and assigned shifts are as follows.

#	Rank	Day of Week	Time of Day	Work Cycle
1	SPCO	Monday through Friday	6: 00 AM to 2:00 PM	Five (8-hour tour)
1	PCO	Tuesday through Friday	5: 00 AM to 3:00 PM	Four (10-hour tour)
2	PCO	Tuesday through Friday	7:00 AM to 5:00 PM	Four (10-hour tour)
3	PCO	Monday through Friday	6:30 AM to 2:30 PM	Five (8-hour tour)
4	PCO	Sunday	3:00 AM to 1:00 PM	One (10-hour tour)
		Monday through Wednesday	5:00 AM to 3:00 PM	Three (10-hour tour)
5	PCO	Monday through Friday	4:00 AM to 12:00 PM	Five (8-hour tour)
6	PCO	Monday through Thursday	5:00 AM to 3:00 PM	Four (10-hour tour)
7	PCO	Monday through Friday	5:00 AM to 1:00 PM	Five (8-hour tour)
8	PCO	Thursday and Friday	9:00 AM to 7:00 PM	Two (10-hour tour)
		Saturday and Sunday	5:00 AM to 3:00 PM	Two (10-hour tour)

Source: LA County Sheriff Department; May 2020



Parking Enforcement Detail Salaries We requested and received the salary information for the PED and received the 2018-2021 salary schedule with step increases for the position of Supervisor Parking Control Officer and Parking Control Officer. The graphic below has been provided to demonstrate the salary ranges for each of these positions.

Parking Enforcement Detail 2018-2021 Salary Schedule		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Position	Year	Annual	Annual	Annual	Annual	Annual	Annual
Supervisor Parking Control Officer	10/1/18	\$46,579	\$49,155	\$51,886	\$54,785	\$57,840	\$59,424
	10/1/19	\$47,724	\$50,376	\$53,184	\$56,148	\$59,280	\$60,912
	1/1/20	\$48,199	\$50,877	\$53,716	\$56,710	\$59,873	\$61,523
	10/1/20	\$49,399	\$52,146	\$55,058	\$58,128	\$61,371	\$63,060
	1/1/21	\$49,399	\$52,146	\$55,058	\$58,128	\$61,371	\$63,060
Parking Control Officer	10/1/18	\$40,350	\$42,566	\$44,910	\$47,381	\$50,010	\$51,380
	10/1/19	\$41,340	\$43,610	\$46,019	\$48,557	\$51,255	\$52,665
	1/1/20	\$41,736	\$44,028	\$46,464	\$49,032	\$51,756	\$53,184
	10/1/20	\$44,911	\$47,381	\$50,010	\$52,795	\$55,739	\$57,267
	1/1/21	\$44,911	\$47,381	\$50,010	\$52,795	\$55,739	\$57,267

Source: LA County Sheriff; 2020



For salary comparison purpose, Walker referenced the U.S. Bureau of Labor Statistics website for parking enforcement workers. As of May 2019, the occupational employment and wages provided the following:

Percentile	(Median)				
	10%	25%	50%	75%	90%
Hourly Wage	\$12.80	\$15.48	\$19.67	\$25.50	\$30.87
Annual Wage	\$26,610	\$32,200	\$40,920	\$43,040	\$64,210

Source: www.bls.gov 33-3041 Parking Enforcement Workers; 2020



Limited Parking Enforcement Coverage As identified in the public survey responses and further supported through comments made during the community stakeholder sessions, both residents and business merchants believe enforcement coverage is not substantial or consistent enough to meet the needs of the community. A number of stakeholders shared that enforcement officers are seldom seen enforcing matters on their community streets, especially during the afternoon and early evening hours. On days when street sweeping is scheduled in specific neighborhoods, as few as 2-3 parking control officers are available to cover the non-street sweeping restricted areas of the East LA district. Considering conditions that effect scheduled and unscheduled paid time off (PTO) or medical leave of absence (MLA), it can become increasingly difficult to meet the coverage needs, not only each day, but in the early evening hours too.



Mobile LPR Enforcement Consider the use of mobile license plate recognition (LPR) to help PED maintain the timeliness of district-wide enforcement practices and discourage scofflaw behavior.



Parking Enforcement Training and Experience LA County Parking Control Officers are required to have a minimum of six months of experience in the public or private sector involving contact with the public, customer relations, or service to the community. A valid California Class C Driver License is required to perform job related essential functions. The minimum training and experience requirements for a Supervising Parking Control Officer specify at least two years' experience as a Parking Control Officer.



Enforcement Tours Establish regular enforcement tours for the assignment of Parking Control Officers each day. Require the Parking Enforcement Officers to rotate through the enforcement tours every two weeks to reduce the perception of targeting and promote best practice enforcement behaviors.



Organizational Analysis Should the PED remain an in-house service of the County, the LA County Sheriff's Department remains the clear choice to provide parking enforcement services in unincorporated East Los Angeles. The training and ability to shift personnel resources remains adequate to provide minimal coverage in the event of temporary employment vacancies.



Parking District Programs Best Practices Residential Parking Permit (RPP) programs or Preferential Parking District (PPD) programs are tools that help communities manage on-street parking in residential areas by limiting spillover of non-residential parking in residential areas.

- When RPP or PPD permits are free of charge, cities are not generating fee revenue from the programs, thus limiting funding available for administering the programs.
- For RPP and PPD programs, cities need to provide consistent enforcement, which in turn requires sufficient staffing, which can be costly.



- When RPP or PPD programs allow for an unlimited or large number of permits to be issued to each resident, the programs do not necessarily manage parking demand, as there can be numerous resident or guest vehicles parked on the street.
- When RPPs or PPDs have varying hours of enforcement or time restrictions throughout a community, it can be difficult for cities to administer the program. An alternative approach is to designate an entire community as an RPP or PPD and allow for areas to opt-in to the program, if desired.

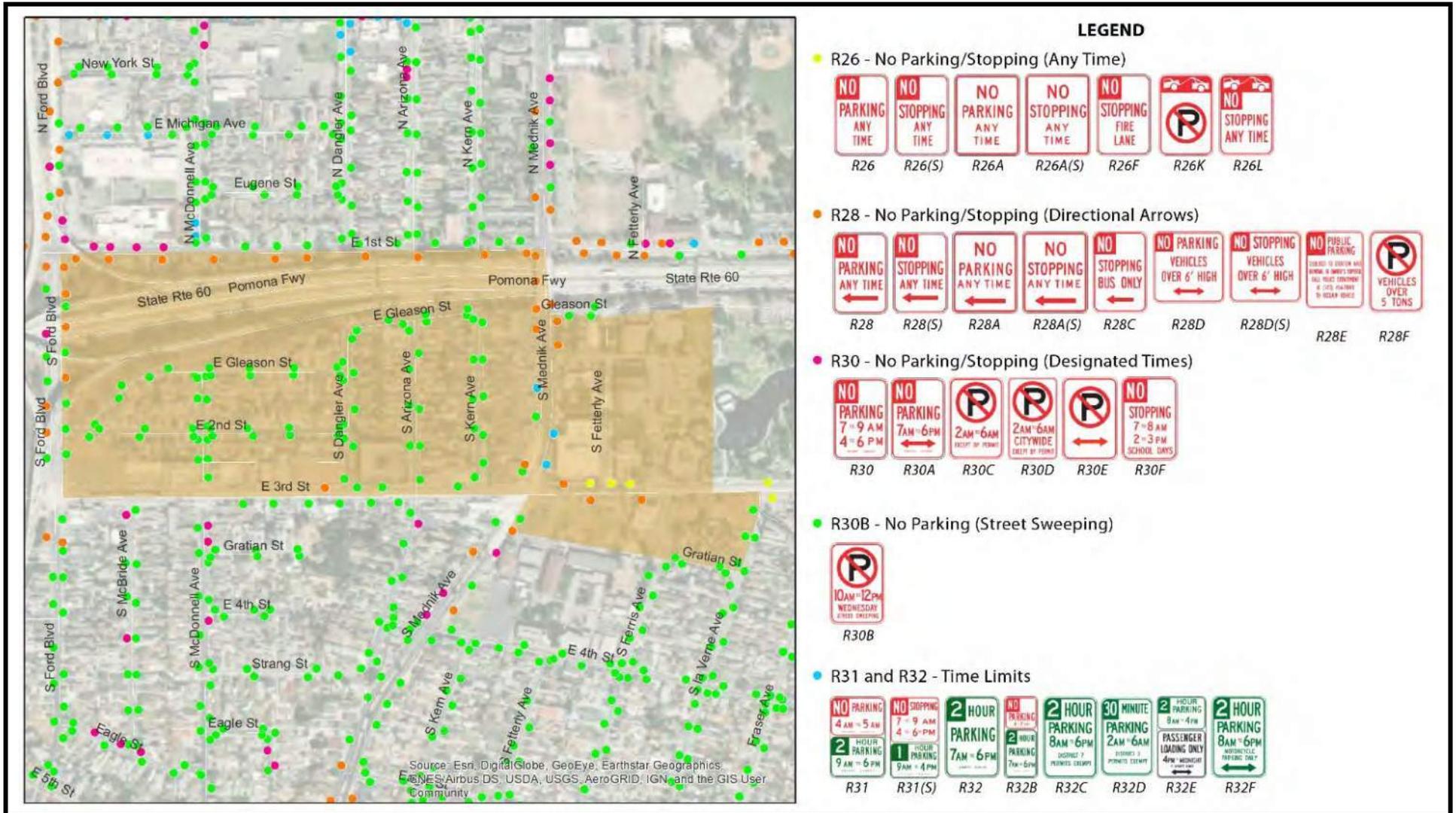
01 Current Parking Restrictions and Enforcement Practices

Current Parking Restrictions

Walker received parking restriction data from the County's Department of Public Works. Upon initial review of the data, Walker determined that the East Los Angeles study area has 11,929± street signs designed to permit and restrict parking on neighborhood streets and alleys. To analyze the data, Walker created the following exhibits using a geographic information system (GIS) framework designed to visualize the location of parking signs throughout the East Los Angeles neighborhoods. A brief analysis of the restriction data is provided before each exhibit.

Exhibit 1. The majority of the parking restriction signs in this neighborhood have been designed to restrict parking between 10:00 a.m. and 12:00 p.m. on Wednesdays for street sweeping purposes. Signs posted along primary roadway corridors to include East 3rd Street and South Mednik Avenue appear to be more restrictive with permissible limited duration parking along portions of South Mednik, north of East 3rd Street. Signs permitting 2-hour parking are acceptable for commercial business patrons in this neighborhood. The Metro Gold Line is supported by the Maravilla Station and the East LA Civic Center Station located along the East 3rd Street corridor of this area.

Exhibit 1: East 3rd Street/South Ford Boulevard/South Mednik Avenue and Dangler



*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

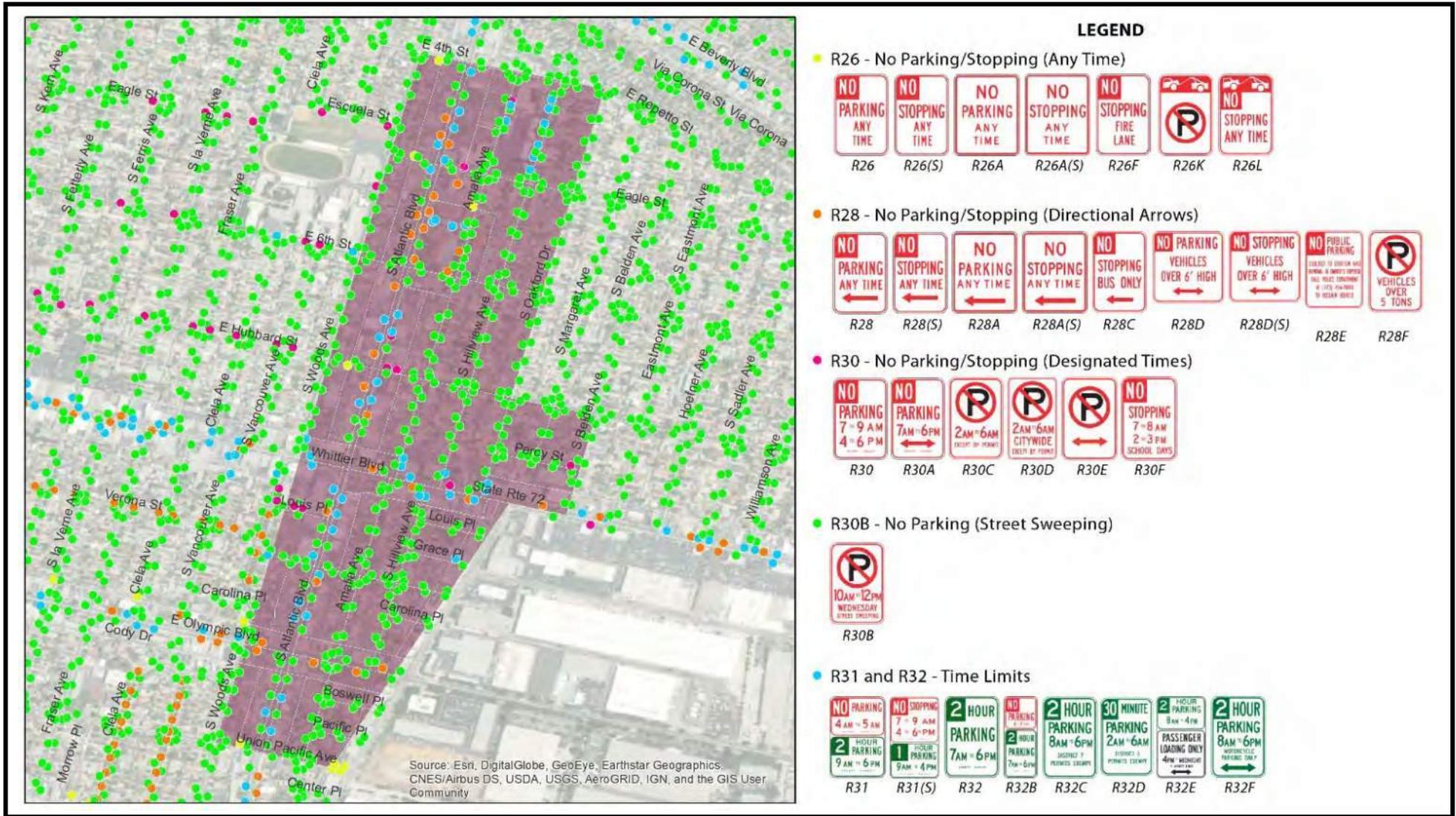
Source: Public Works Department and Walker Consultants; 2020

Exhibit 2. Similar to the previous exhibit, the vast majority of the signs for this neighborhood restrict parking from 10:00 a.m. to 12:00 p.m. on Wednesdays for street sweeping purposes. Street sweeping times for commercial corridors, to include Whittier Boulevard/SR 72, restrict all parking from 5:00 a.m. to 8:00 a.m. on designated days.

A number of designated areas throughout the Whittier/SR 72 and South Atlantic corridors have multiple restrictive signs, to include “no parking commercial vehicles over 5 tons” and “no parking of vehicles for sale entire block”. The addition of these restrictive signs to commercial areas tend to create unnecessary sign clutter and potential confusion, often creating a menu of signs on a single light pole. These restrictive signs should be removed and remain a function of County ordinance and enforced district wide. During field observations, Walker observed that food vendor trucks, mobile kitchens, and pickup trucks pulling food kitchen trailers often parked longer than the posted time restriction, which limits curbside access and commercial turnover throughout the permissible parking times of day. The County should work with food truck and mobile kitchen vendors to create designated areas where these services may be offered to the public without affecting commercial access and traffic conflicts.

Overnight and weekend parking in this area could be supported by the parking structure serving the LA County Department of Social Services. The facility is located at 759 South Belden Avenue.

Exhibit 2: South Atlantic Boulevard



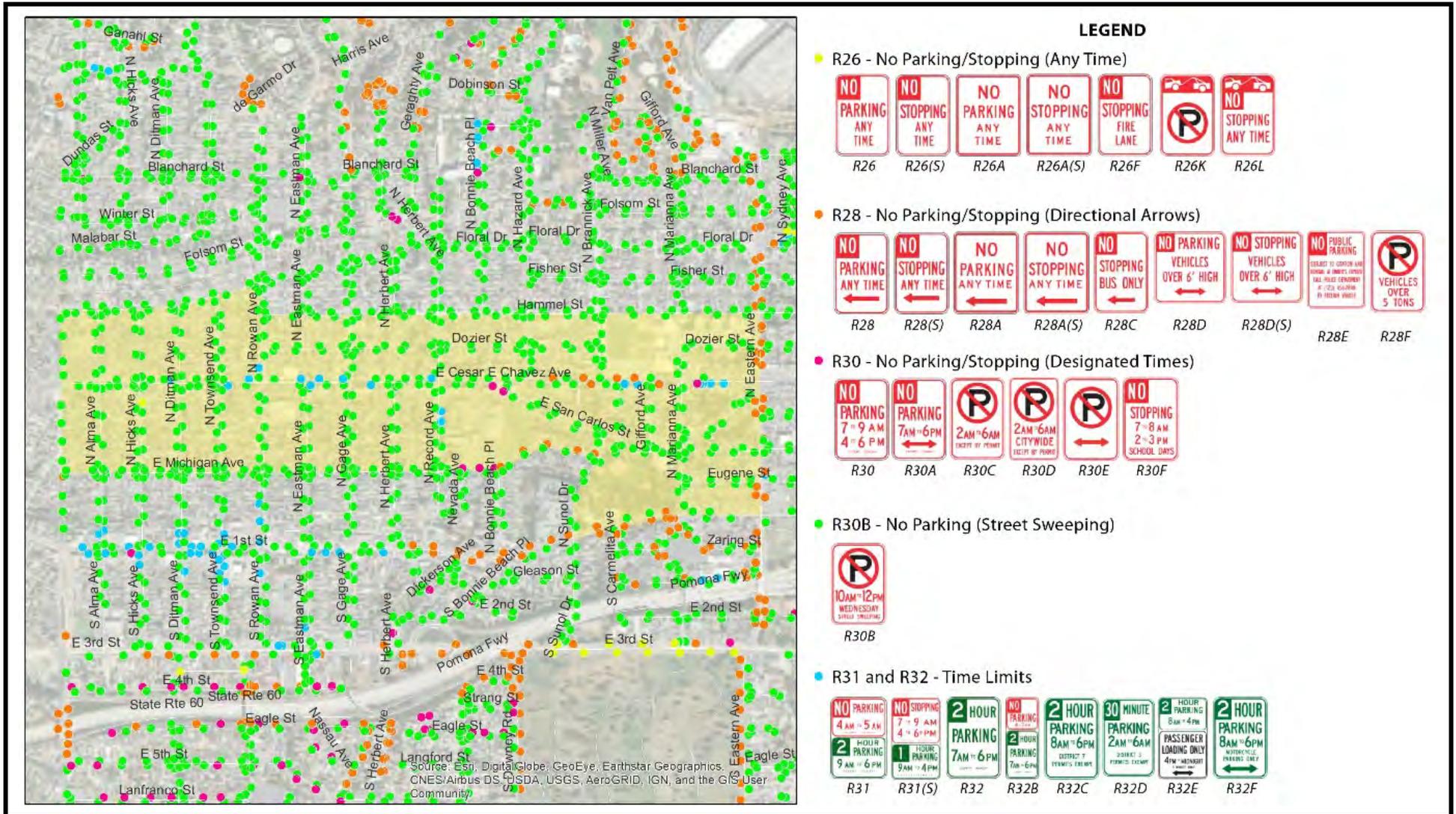
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020



Exhibit 3. East Cesar Chavez Avenue corridor operates in much of the same way as the other commercial corridors within the district, permitting short-term parking and restricting parking for early morning street sweeping on certain days.

Exhibit 3: East Cesar E. Chavez Avenue



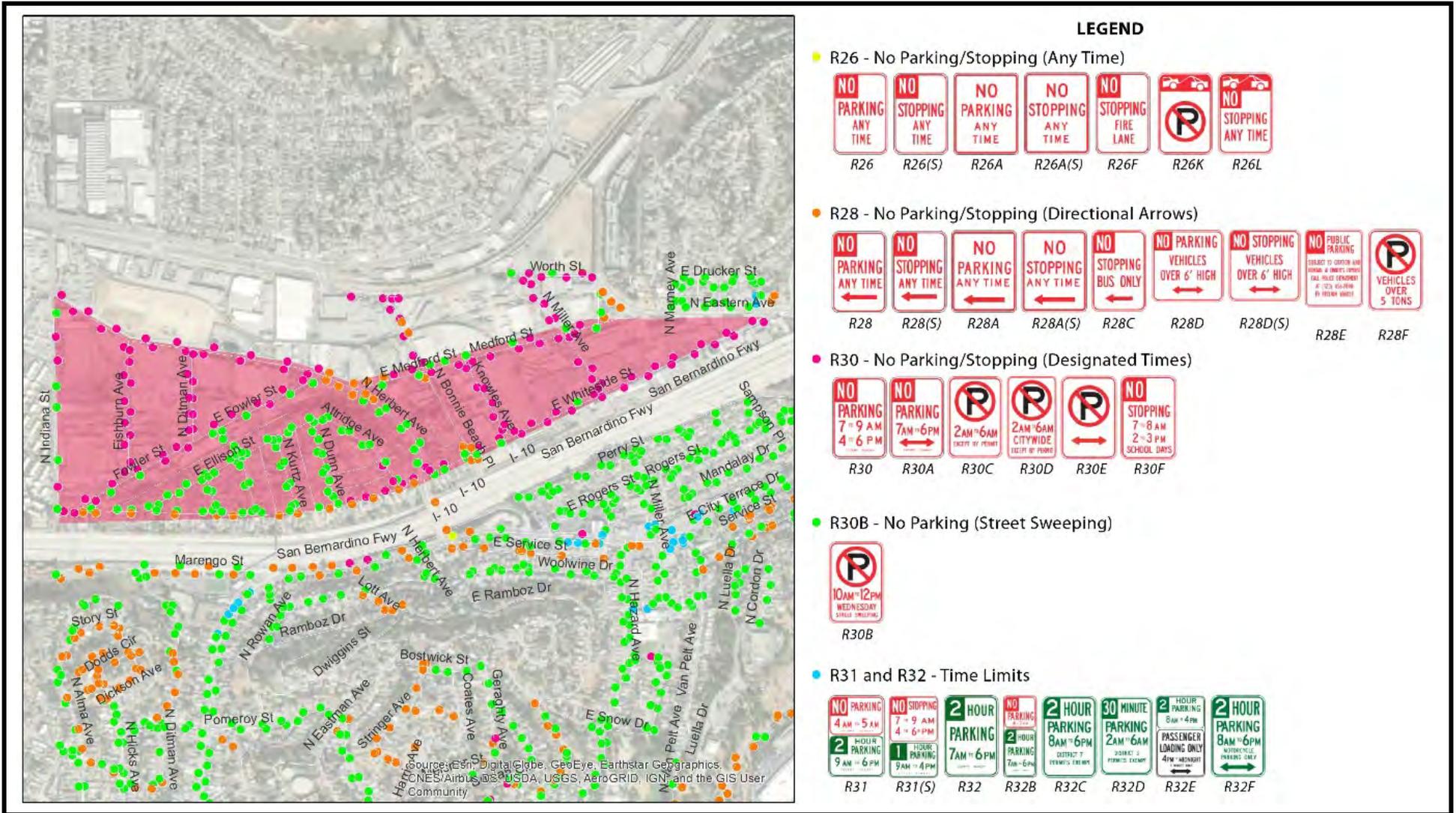
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020



Exhibit 4. Much of the light industrial portions of this City Terrace neighborhood have signs restricting parking from 7:00 p.m. to 5:00 a.m. each day with street sweeping restrictions on Mondays from 11:00 a.m. to 3:00 p.m. There are no commercial corridors or need to limit curbside parking to short-term duration limits.

Exhibit 4: City Terrace North



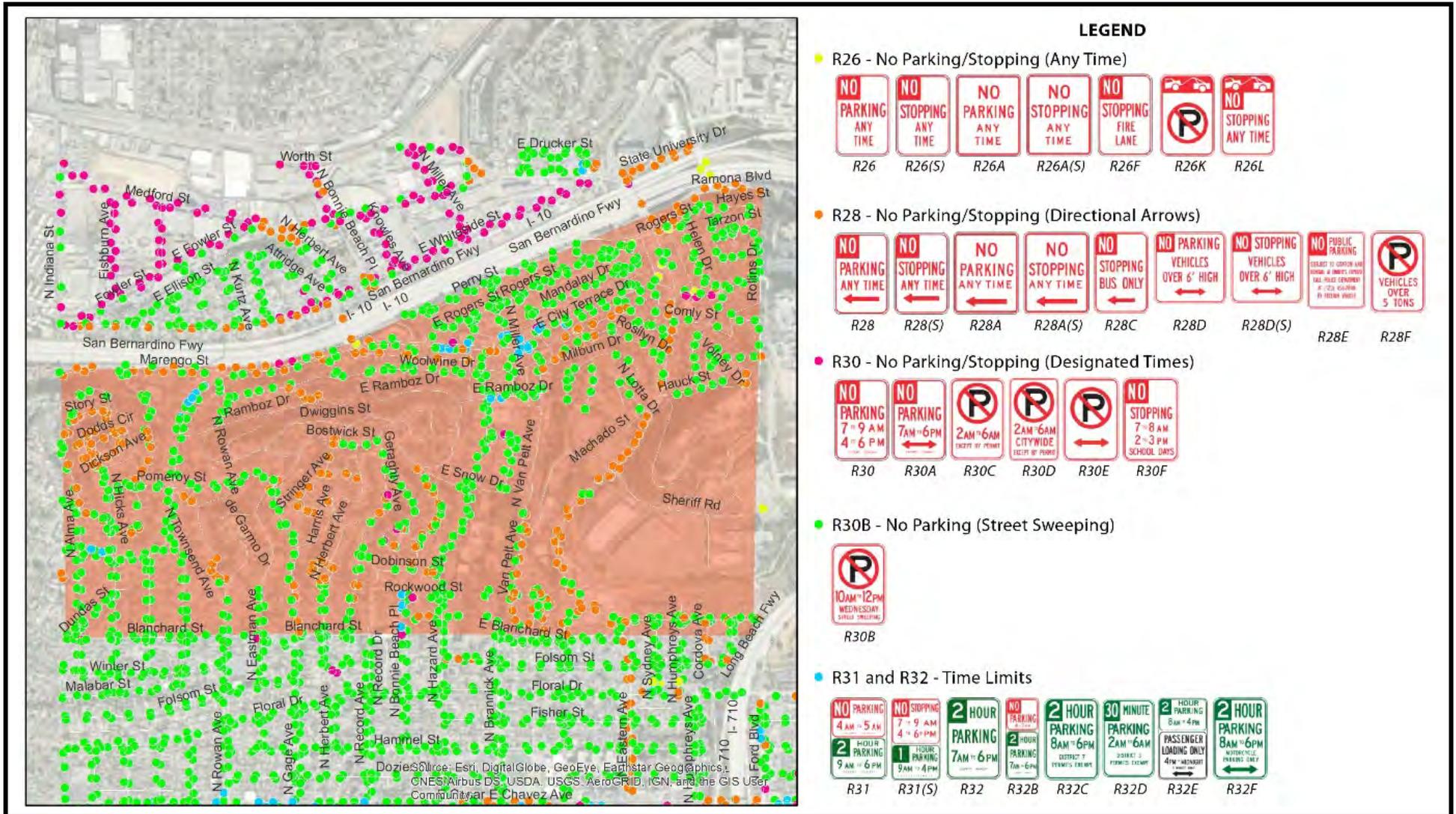
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020



Exhibit 5. Residential dwellings within the City Terrace South designation must adhere to Monday and Tuesday street sweeping schedules requiring the removal of vehicles from 11:00 a.m. to 3:00 p.m. each week. Parking restrictions are generally located around the elementary schools and residential roadways where on-street parking is limited to one side of the street. To accommodate passenger loading around the schools, early morning and afternoon loading signs restrict on-street parking, however, time limited parking is permitted between the two loading periods.

Exhibit 5: City Terrace South



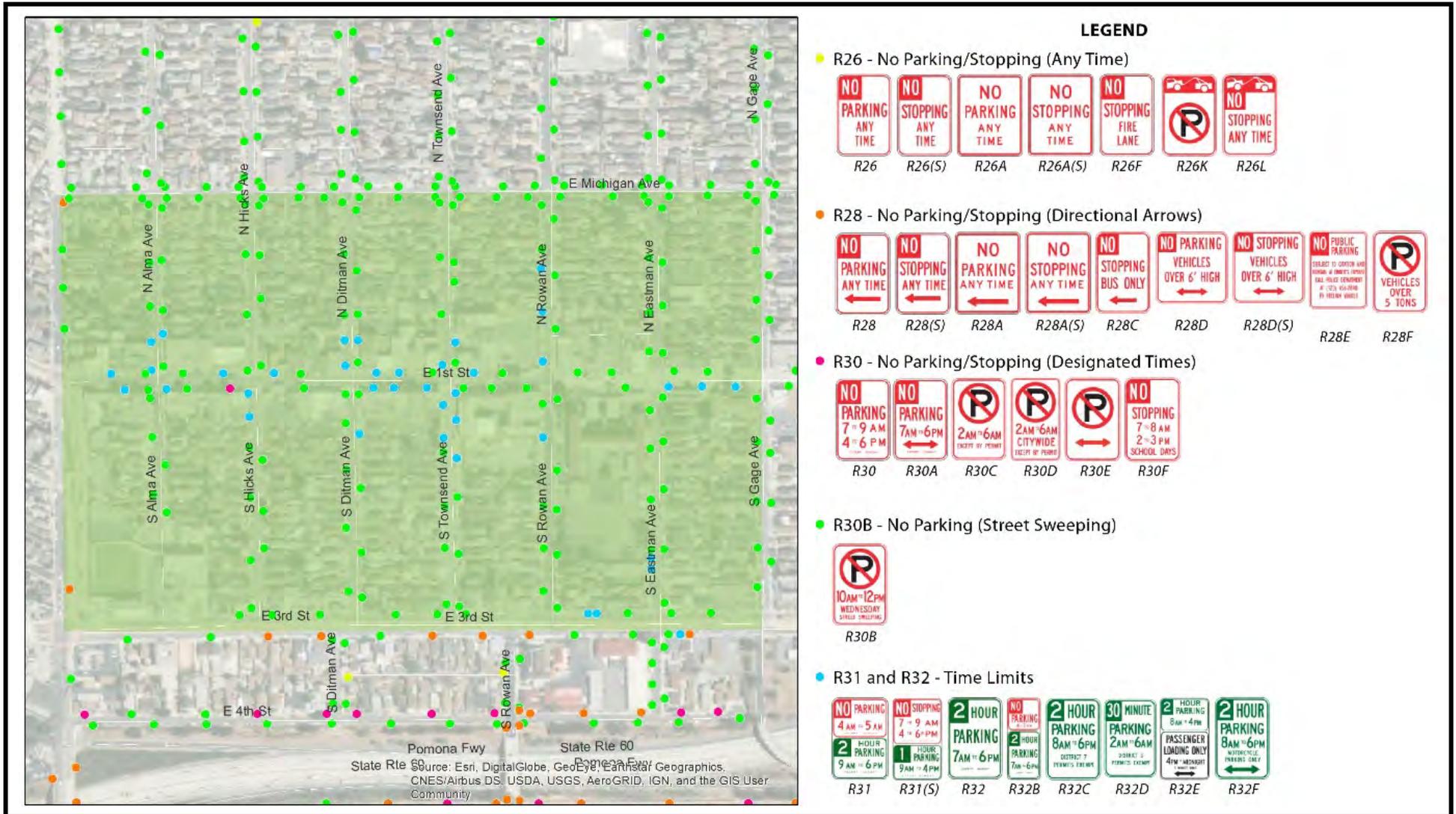
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020



Exhibit 6. Time limited and metered parking is prevalent throughout this area from 7:00 a.m. to 6:00 p.m. daily. Coin only, single space meters limit payment methods for motorists. Commercial parking restrictions on 1st Street from 5:00 a.m. through 8:00 a.m. on Mondays and Fridays conflict with one hour parking permissions from 7:00 a.m. to 6:00 p.m. Street sweeping restrictions prohibit on-street parking on Wednesdays and Thursdays from 8:00 a.m. to 12:00 p.m. The Metro Gold Line is supported by the Indiana Station located at the western end of this area on South Indianan Street.

There is one off-street parking facility located in this area at 124 North Ditman Avenue. The location is secured by a gated system and supports administrative parking privileges for the KIPP (Knowledge is Power Program) SoCal Public Schools. KIPP SoCal Public Schools is an independent nonprofit organization that operates 20 tuition-free, open-enrollment charter public schools educating more than 8,800 students and supporting 5,100 alumni to and through college.

Exhibit 6: East 1st Street


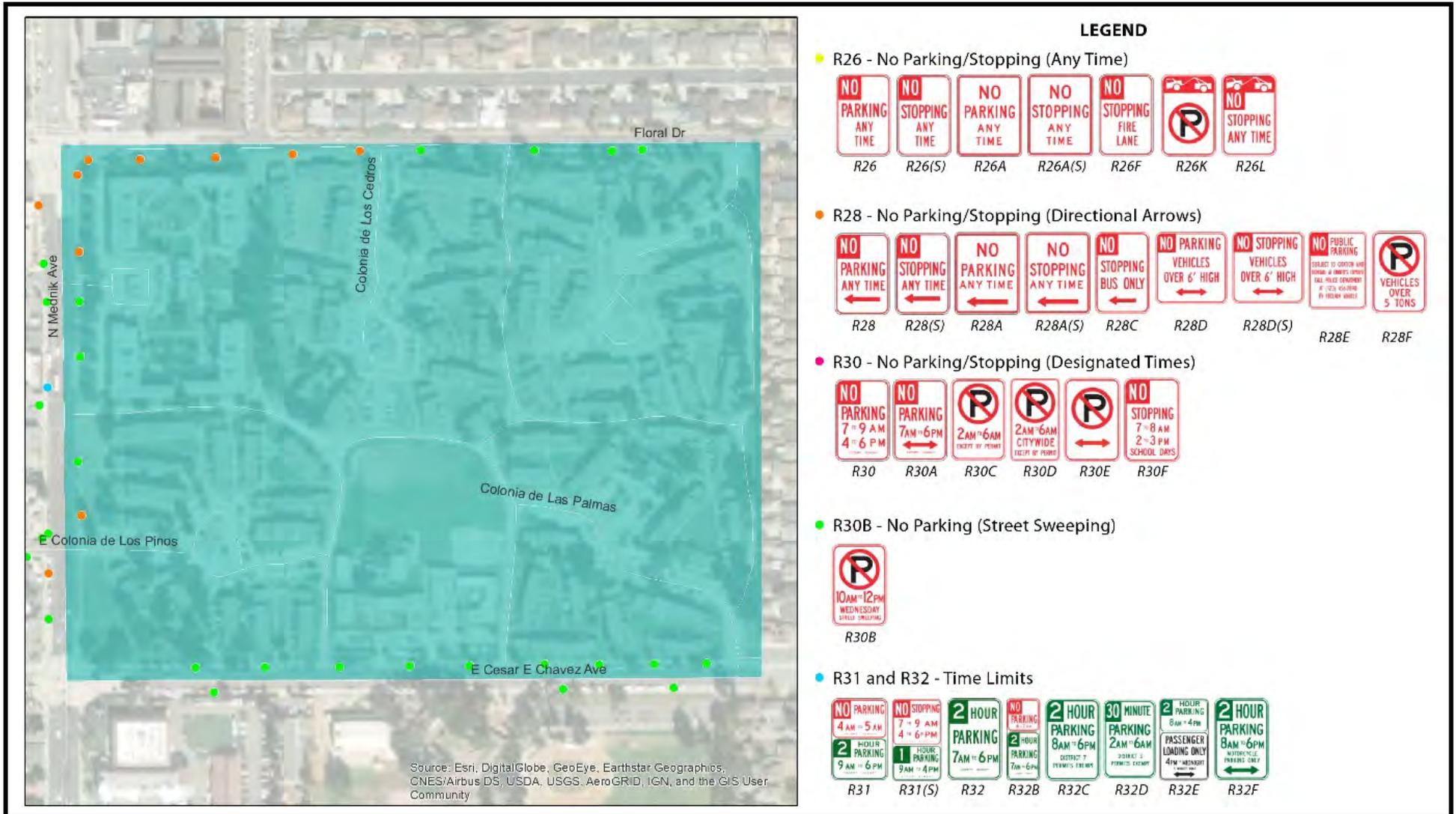
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020



Exhibit 7. Parking restrictions around the Nueva Maravilla Community appear to be the least restrictive with the exception of early morning Friday street sweeping restrictions from 5:00 a.m. to 8:00 a.m. Parking restrictions appear most prevalent along the Floral Drive corridor to the north of the area. There are no designated off-street county parking facilities in this area.

Exhibit 7: Nueva Maravilla



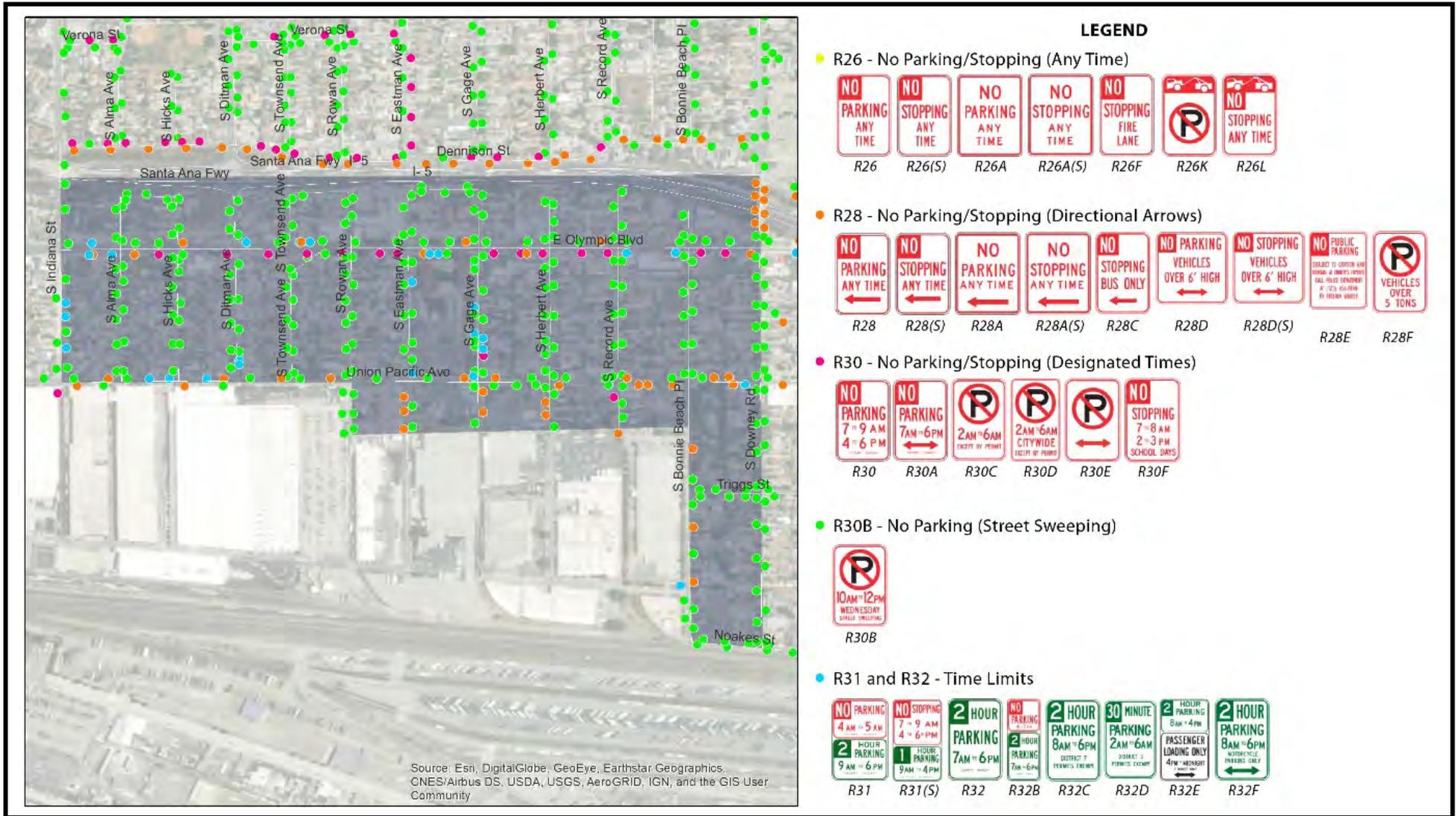
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020



Exhibit 8. The East Olympic Boulevard corridor operates in much of the same fashion as the Whittier/SR 72 and South Atlantic Boulevard corridors. Street sweeping restrictions occur in the early morning hours and no parking signs are posted restricting vehicles for sale within entire blocks and restricting commercial vehicles over 5 tons from 10:00 p.m. to 6:00 a.m. Typical restrictions are found to be prevalent around the Eastman Avenue elementary school. Residential street sweeping areas restrict parking on Thursday mornings from 8:00 a.m. to 12:00 p.m. and Friday afternoons from 11:00 a.m. to 3:00 p.m. There are no designated off-street county parking facilities in this area.

Exhibit 8: East Olympic Boulevard



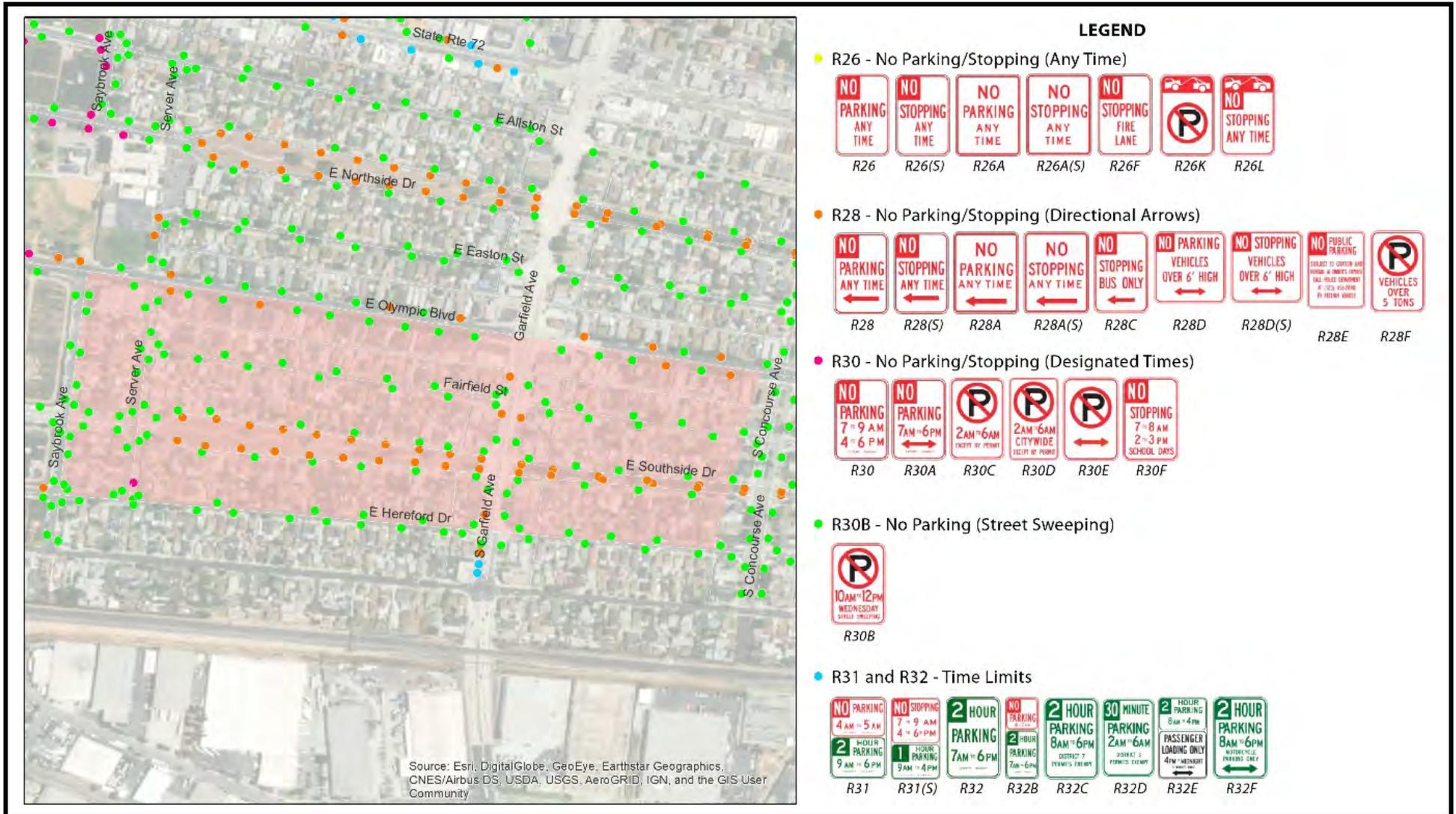
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020



Exhibit 9. The Saybrook neighborhood is just south of East Olympic Boulevard and runs from Saybrook Avenue on the west to Garfield Avenue on the east. The East Southside Drive corridor runs through the center of the residential area, restricting parking to only one side of the roadway. Residential street sweeping occurs on Tuesdays and Wednesdays from 11:00 a.m. to 3:00 p.m. There are no designated off-street county parking facilities in this area.

Exhibit 9: Saybrook Avenue



*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

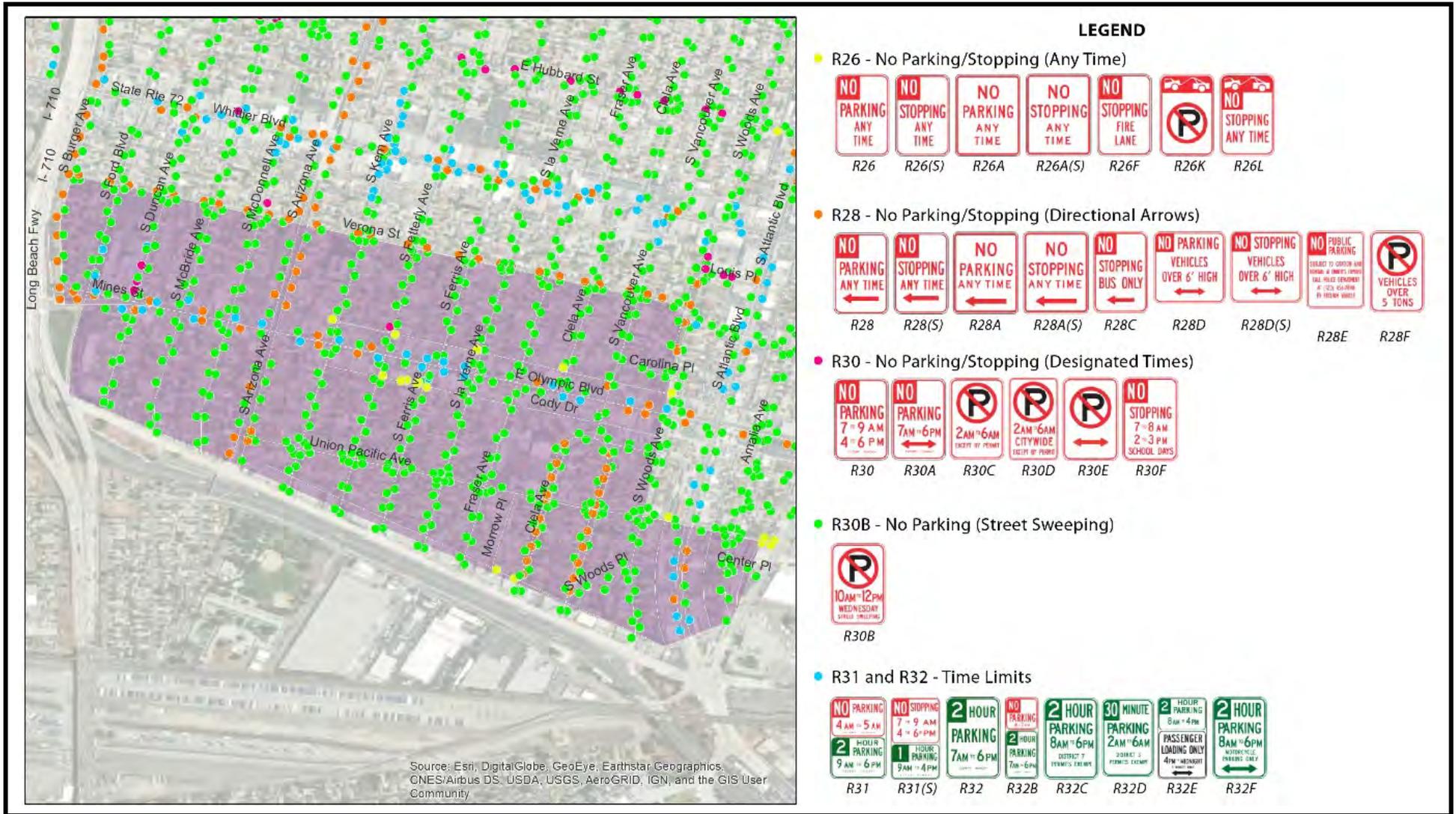
Source: Public Works Department and Walker Consultants; 2020



Exhibit 10. The Telegraph and East Olympic Boulevard area is defined by each of these commercial corridors, although the neighborhood actually extends north to Verona Street. Areas east of South Woods Avenue and South Woods Place support extensions of the South Atlantic Boulevard commercial corridor. Winter Gardens Elementary School and Ford Boulevard Elementary School restrict street parking during early morning and afternoon passenger loading times. Neighborhood street sweeping occurs on Monday and Friday afternoons from 11:00 a.m. to 3:00 p.m. Parking along South Vancouver Avenue and Clela Avenue is limited to the residential sides of the roads and not permitted along the median.

Commercial vehicle parking over 5 tons is restricted along primary commercial corridors. As previously recognized, East Olympic Boulevard has a conflicting message for permissible and restrictive parking between 7:00 a.m. and 8:00 a.m. on street sweeping days. There are no designated off-street county parking facilities in this area.

Exhibit 10: Telegraph and East Olympic Boulevard



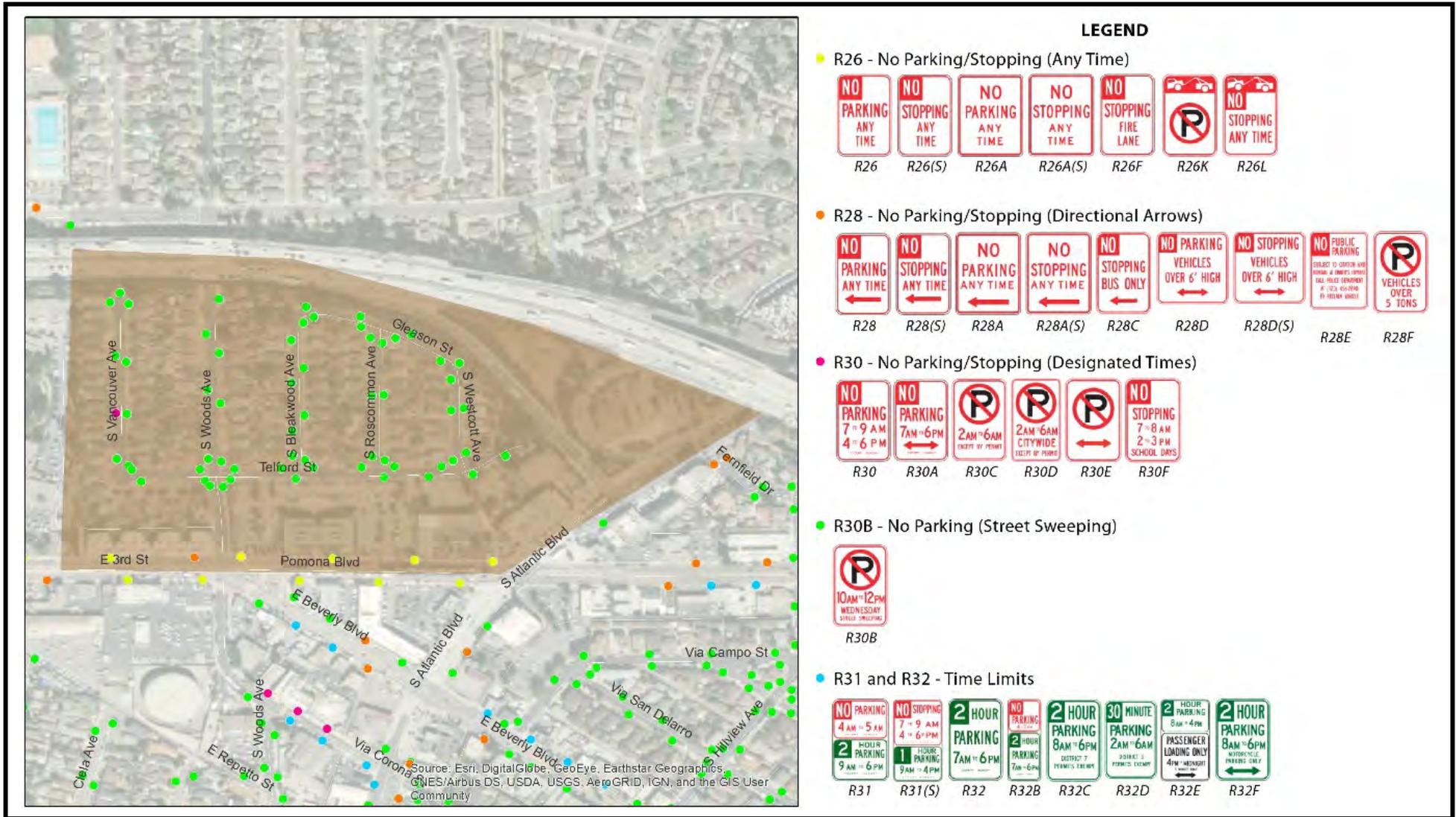
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020



Exhibit 11. The Telford Street area is bordered by East 3rd Street/Pomona Boulevard and the Pomona Freeway with limited access to the neighborhood from South Woods Avenue. Unique to this neighborhood is the Kaiser Permanente East Los Angeles Medical Offices. Parking during weekday business hours and Saturday mornings is limited to the needs of the medical offices, primarily restricting park and ride needs of the Metro Gold Line Atlantic Station. The nearby Atlantic Station Metro Gold Line parking facility restricts public parking from 4:00 a.m. to 11:00 a.m. each day and permits public parking after 11:00 a.m. for \$3 for 3 hours. 24-hour transit parking is available for \$2 per day. Neighborhood street sweeping occurs on Thursdays and Fridays.

Exhibit 11: Telford Street



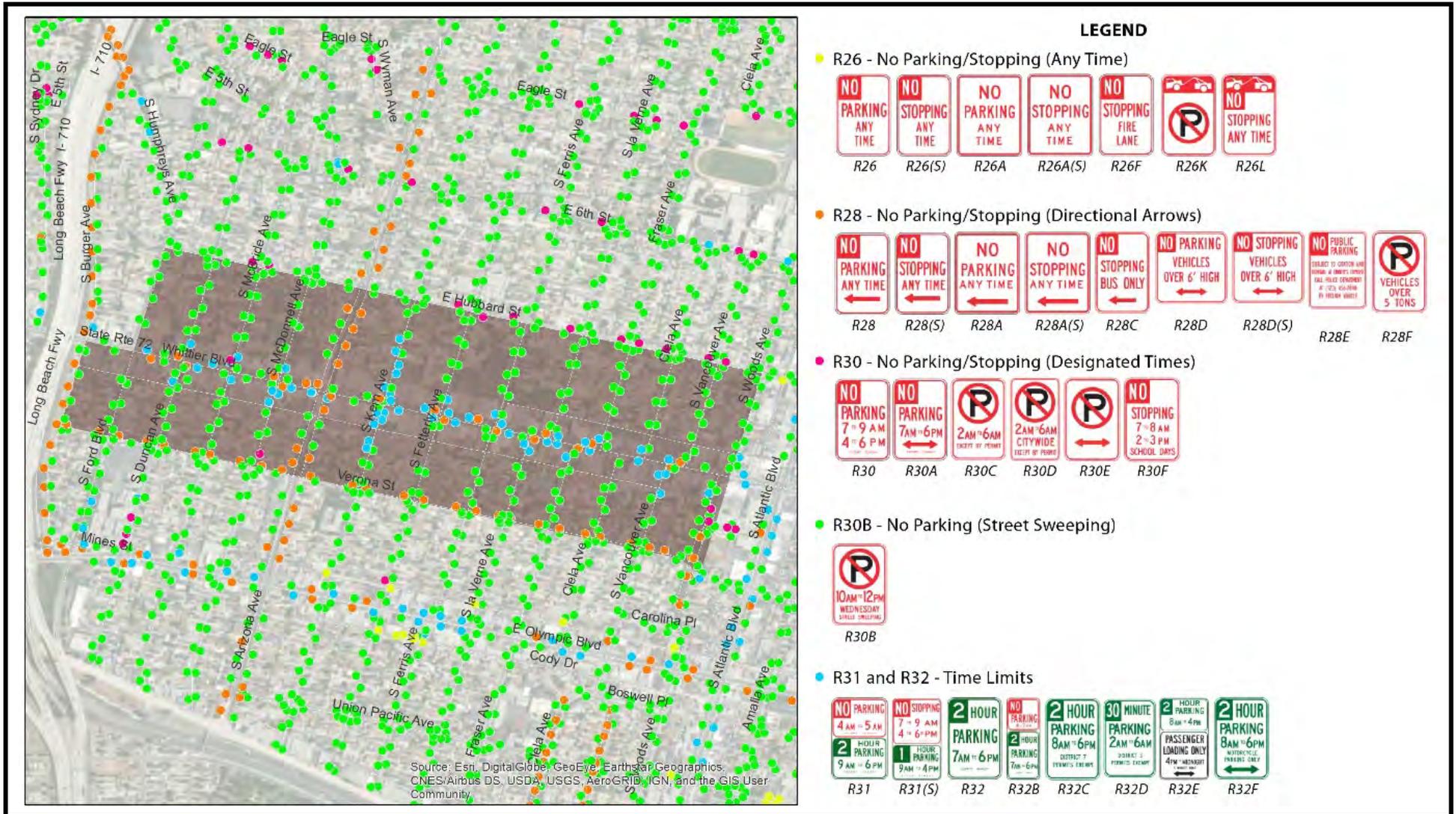
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 12. The Whittier Boulevard/SR 72 serves a significant level of commercial activity between East Hubbard Street on the north and Verona Street on the south. Street sweeping on Whittier Boulevard has a similar conflicting message for permissible and restrictive parking between 7:00 a.m. and 8:00 a.m. on street sweeping days. Parking along Verona Street is limited to one side of the street due to the limited rights of way along this corridor.

The County offers off-street public parking inventory at 922 South Fetterly Avenue, which prohibits parking from midnight to 6:00 a.m. and public parking inventory at 753 South La Verne Avenue. Parking is free of charge at these locations.

Exhibit 12: Whittier Boulevard/SR 72 East of I-710

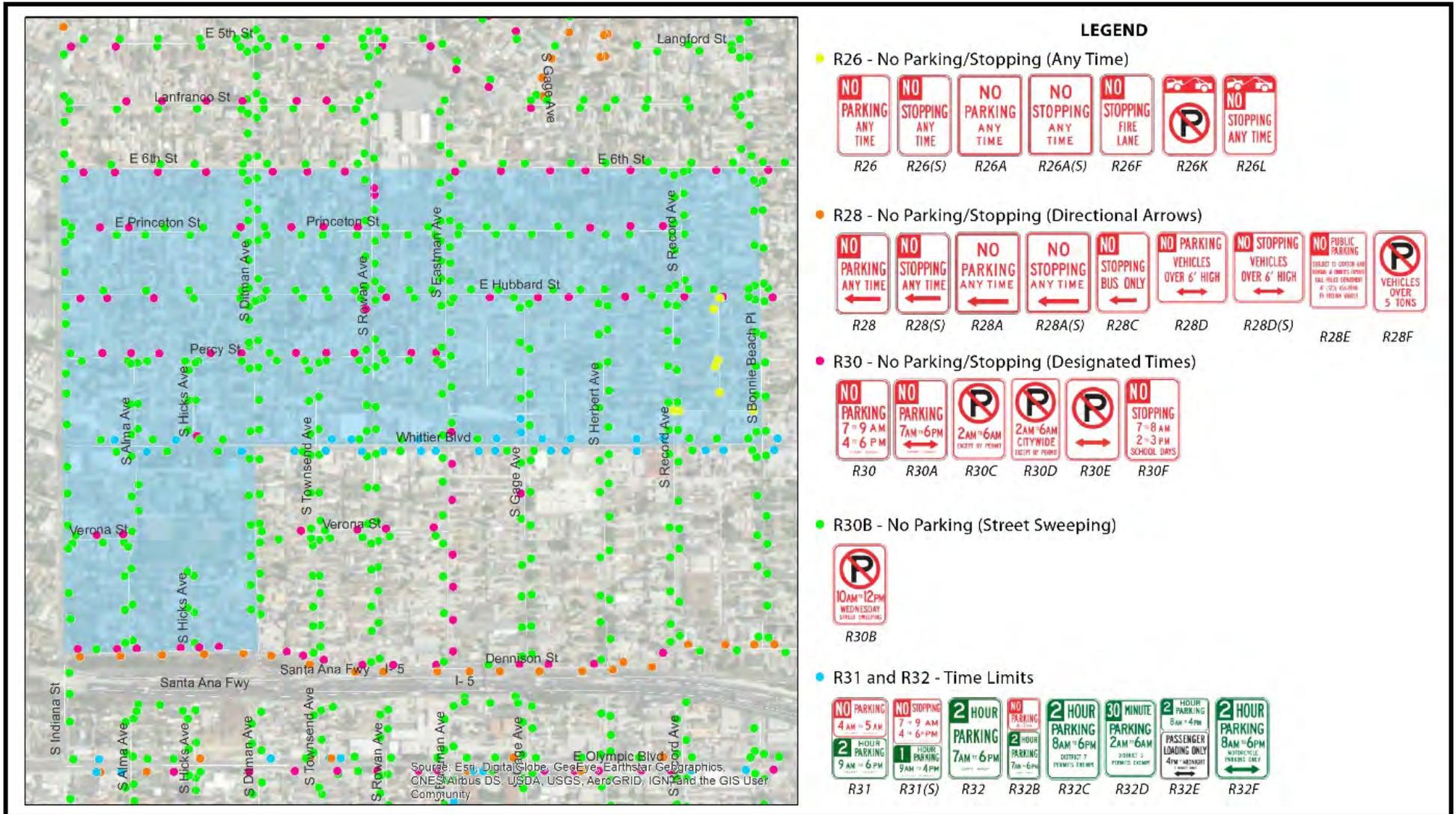


*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 13. Whittier Boulevard/SR 72, west of the I-710 supports additional commercial activity between South Downey Road and South Indiana Street. County provided parking at Salazar Park suggests the only county-owned public parking in the neighborhood. Residential street sweeping restrictions limit parking in neighborhoods on Thursdays between 8:00 a.m. and 12:00 p.m. and Fridays between 11:00 a.m. and 3:00 p.m. Parking along the Dennison Street corridor to the south is limited to parking on the residential side of the street only.

Exhibit 13: Whittier Boulevard West



*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Walker Recommendation

Based on our general observations of the parking restrictions in East Los Angeles, Walker recommends that the County continue to focus on the following areas:

- Street sweeping of commercial corridors should remain the focus during the early morning hours before 7:00 a.m. Neighborhood street sweeping in residential corridors should continue to allow for street sweeping restrictions on one side of the street during opposing and separate days of the week.
- Consider extending on-street parking permissions on commercial corridors from a 1-hour limit to a 2-hour limit to allow for maximum commercial access and appropriate enforcement behaviors. The reality of enforcing a 1-hour time limit is not conducive to commercial needs and enforcement resources.
- The removal of multiple restrictive signs, to include “no parking commercial vehicles over 5 tons” and “no parking of vehicles for sale entire block.” These restrictions should remain a function of County ordinance and enforced district wide.
- During the current conditions analysis, community stakeholders expressed that food vendor trucks, mobile kitchens, and pickup trucks pulling food kitchen trailers often park longer than the posted time restriction, which limits curbside access and commercial turnover throughout the permissible parking times of day. The County should work with food truck and mobile kitchen vendors to create designated areas where these services may be offered to the public without affecting commercial access and traffic conflicts.

Parking Violation Categories

Los Angeles County is a legal subdivision of the state of California charged with governmental powers. Under the powers established within the county’s charter, Title 15 – VEHICLES AND TRAFFIC provides three specific divisions defining 1) traffic, 2) miscellaneous traffic regulations, and 3) penalties and fees related to violations of standing and parking laws. Within the three divisions, specific ordinances have been developed for laws governing traffic signs and signals; stopping, standing, and parking; abandoned and inoperable vehicles; and a schedule of civil penalties and additional assessments for parking violations.

Walker requested and received copies of the parking citations issued in Unincorporated East LA over the past three years, including records from calendar years 2017 through 2019. On average, the Parking Enforcement Detail issued sixty-four (64) different categories of parking citations. The citation categories and fines are as follows:

Exhibit 14: Unincorporated East LA Most Common Parking Citation Categories

#	Parking Citation	California Vehicle Code	LA County Ordinance	Fine Amount
1	Abandonment Prohibited	22523 (a)(b)		\$100
2	Parking in Fire lane	22500.1		\$65
3	Parking Disabled Access Ramp	22500(l)		\$250
4	Blocking Street		15.64.300	\$40
5	Parking in Bus Loading Zone		15.64.110	\$250

#	Parking Citation	California Vehicle Code	LA County Ordinance	Fine Amount
6	Double Parking	22500(h)		\$40
7	Failure to Apply for Registration	4152.5		\$25
8	Failure to Obey Sign/Curb Markings		15.200.703	\$50
9	Failure to Obey Sign/Curb Markings		15.200.70	\$50
10	Failure to Obey Sign/Curb Markings		15.200.701	\$50
11	Parks - Unauthorized Parking		17.04.370M	\$40
12	Parking in Front Yard		15.64.271	\$55
13	Disabled Parking	22507.8		
14	Disabled No Visible Placard or Plate	22507.8(a)		\$330
15	Obstruction of Disabled Parking Space	22507.8(b)		\$330
16	Parking Disabled Crosshatched Boundary Lines	22507.8(c)		\$330
17	Identification Plate	5017		
18	Key in Ignition, Unattended Vehicle		15.64.210	\$35
19	Position of License Plate	5201		\$25
20	Mutilated of Illegal License Plate	4457		\$25
21	No Commercial Parking, Residential District (more than 10,000lbs.)		15.64.052	\$65
22	Commercial Vehicle (More than 6,000 lbs.) Parked in Violation of Posted Limits		15.64.055	\$65
23	Display of License Plate	5200		\$25
24	No Front Plates	5200(a)		\$25
25	Period of Display	5202		\$25
26	No Parking at Anytime		15.64.260	\$40
27	No Violation Code		No VIOL	
28	Parking in Intersection	22500(a)		\$40
29	Parked on Lawn	2220025		
30	Parked over 18" from Curb		15.76.230	\$40
31	Parking in Alley	1048060		\$40
32	Parking/Safety and Curb	22500(c)		\$40
33	Parking Commercial Vehicle		15.64.050	
34	Parking, Disconnected Trailer		15.64.100	\$40
35	Parking - Fire Hydrant		15.64.370	\$55
36	No Parking – Alleys		15.64.130	\$40
37	Parking in Bus Zone	22500(i)		\$250
38	Housing Authority - Occupying More than One Parking Space		15.44.140	\$35
39	Blocking Driveway	22500(e)		\$40
40	Parking on Grades		15.64.220	\$35
41	Unlawful Parking - Public Grounds	21113(a)		\$40
42	Parking in Private or Public Property without Consent		15.64.270	\$40
43	Parking Time Limits		15.200.10	\$35

#	Parking Citation	California Vehicle Code	LA County Ordinance	Fine Amount
44	Parking in Intersection	22500(a)		\$40
45	Parking on Wrong Side of Street		15.64.280	\$40
46	Parking Near (3') Sidewalk Access Ramp	22522		\$280
47	Blocking Driveway on Private Street		15.64.320	\$40
48	Plate Clearly Visible	5201(f)		\$25
49	With Proof of Correction	5201(g)		\$10
50	Preferential Parking District-Unauthorized Parking		15.64.700	\$40
51	15' of Fire Hydrants	22514		\$55
52	Parking 18" from Curb	22502(a)		\$40
53	Parking Fire Station Entrance	22500(d)		\$55
54	Parking on Crosswalk	22500(b)		\$40
55	Parking on Sidewalk	22500(f)		\$40
56	Parking Lot - Street and Alley Parking	22951		\$35
57	Repairing Vehicles on Street		15.76.120	\$40
58	Stopping Prohibited		15.64.180	
59	Street Sweeping		15.200.702	\$50
60	No Tabs Displayed	5204		\$60
61	No Tabs Displayed	5204(a)		\$60
62	Temporary No Parking		15.64.140	\$40
63	Registration Required	4000(a)		\$60
64	Registration Required	4000(a)1		\$60

Source: LA County Sheriff; Conduent; 2020

The list of most commonly issued citations shown above represent forty-six percent (46%) of the total violation categories shown in the County's parking citation database system. Between LA County parking ordinance codes and the California Vehicle Code, the Parking Enforcement Detail has the ability to issue as many as 140 different types of parking violations within the county. A complete list of LA County parking violation descriptions with violation code and fine amount has been provided in the Appendix section at the end of this report. The violation list includes applicable California Vehicle Code and LA County Ordinance descriptions.

Of the sixty-four (64) violation categories shown in the previous exhibit, six (6) citation categories comprise ninety percent (90%) of the citations issued in East LA County. This data for these six categories are shown in **Exhibit 15**.

Approximately 53% of the parking citations issued in the East LA County neighborhoods are for street sweeping violations, an indication that many residents do not have options for parking their vehicle in designated off-street locations or other on-street locations.

Exhibit 15: Unincorporated East LA Top Six Citation Categories

Top Six (6) Citation Categories	Calendar Year			Average
	2017	2018	2019	
Street Sweeping (\$63)	27,292	24,641	26,101	26,011
\$ Value of Citations Issued	\$1,719,396	\$1,552,383	\$1,644,363	\$1,638,714
Percentage of Annual Citations Issued	53.77%	51.38%	54.54%	53.24%
Unregistered Vehicle (\$73)	5,627	5,540	6,219	5,795
\$ Value of Citations Issued	\$410,771	\$404,420	\$453,987	\$423,059
Percentage of Annual Citations Issued	11.09%	11.55%	12.99%	11.86%
Failure to Obey Sign (\$63)	5,526	5,474	3,834	4,945
\$ Value of Citations Issued	\$348,138	\$344,862	\$241,542	\$311,514
Percentage of Annual Citations Issued	10.89%	11.41%	8.01%	10.12%
Failure to Obey Marking (\$63)	2,773	2,913	3,454	3,047
\$ Value of Citations Issued	\$174,699	\$183,519	\$217,602	\$191,940
Percentage of Annual Citations Issued	5.46%	6.07%	7.22%	6.24%
Parking in Alley (\$53)	2,230	2,279	2,051	2,187
\$ Value of Citations Issued	\$118,190	\$120,787	\$108,703	\$115,893
Percentage of Annual Citations Issued	4.39%	4.75%	4.29%	4.48%
Parking 15' of Fire Hydrant (\$68)	2,203	2,344	1,758	2,102
\$ Value of Citations Issued	\$149,804	\$159,392	\$119,544	\$142,913
Percentage of Annual Citations Issued	4.34%	4.89%	3.67%	4.30%
			Total	90.23%

Source: LA County Sheriff Department; 2020 (Fine amounts include additional penalties and related costs)

Walker Recommendation

Based on our general observation notes of the parking violation categories for unincorporated East Los Angeles, Walker recommends that the Parking Enforcement Detail focus on the following areas:

- Focus consistent enforcement practices on all violation types to include time-limited and metered parking in commercial corridors, commercial vehicle parking in residential neighborhoods, and parking vehicles for sale in commercial corridors.

Enforcement Practices

Walker evaluated a number of parking enforcement data outputs including citations issued, cost of citations, fees and penalties, average cost of citation, annual revenue collected, annual delinquency rates, average total cost of outstanding citations, as well as total number and amount of outstanding citations. A summary of this information has been provided in this section with our evaluation comments provided accordingly.

Parking Enforcement Data

Through a data request to the Parking Enforcement Detail, Walker received the following parking enforcement data from Conduent, the agency’s parking citation management vendor. The data provided in the following exhibit details the number of citations issued and paid with their associated dollar amount. The exhibit also reflects the number of unpaid citations with the associated revenues for the amount of outstanding citations. Lastly, a percentage of calendar year paid versus issued citations is reflected in the last line.

Exhibit 16: East Los Angeles Parking Citation Data – Recent Three-Year Historical

	CY2017	CY2018	CY2019
Citations Issued	50,757	47,690	47,860
Citations Paid*	34,868	35,515	35,015
Total PAID AMT	\$3,390,374	\$3,300,673	\$2,918,807
Citations Unpaid	15,889	12,175	12,845
Total AMT Due (Unpaid)	\$2,363,122	\$2,196,682	\$2,566,571
Percentage Paid	68.70%	74.50%	73.20%

*By Process Date

Source: Conduent; August 2020

Countywide, Conduent’s records reflect a three-year average of 239,236± citations issued. Of the issued citations, an average of 84,028± were paid without collection measures, while an additional 79,686± (approximately 50% of the total citations noticed) citations were paid through collection efforts. Countywide citation payment percentages average 68.43% per year. By comparison of the same three-year period, annual citations solely issued in East Los Angeles have a slightly greater percentage (72.13%) of payment on record.¹

There are two types of citations of parking citations that are uploaded into Conduent’s citation database.

1. Electronic – Citation issued via parking control officer handheld docked at the individual Sheriff’s stations and uploaded to the database in a nightly batch process.
2. Handwritten – Batched by County Parking Enforcement Detail and sent to Conduent via third party courier services for data entry and also uploaded to the database in a nightly batch process. These may take a little

¹ Conduent Business Services, LLC; LA County Grand Totals Extract Report; July 2020

longer to update depending on the time it takes for Conduent to receive citations from Parking Enforcement Detail (currently it's estimated Conduent is receiving a few 100 handwritten citations daily).

The timeline and communication to the violator is dictated by a pre-programmed citation lifecycle shown in **Exhibit 17**. The citation database is programmed with next action logic so that each citation follows this flow from issuance through closure via dismissal or payment. When a citation is contested the lifecycle stops (is suspended) while the citation is under review.

The primary issue when paying a citation in-person relates to the violator's need to pay the citation immediately after issuance. Electronic citations generally get uploaded quicker; however there is still a potential for delay depending on the day and specific time the citation was issued. Handwritten citations may take as many as 4 to 6 calendar days for the citation record to appear in the database if the citation was issued on a Friday.

Conduent has recommended a conversion to real-time upload and processing using one of their newer proprietary enforcement applications to address this issue. The following exhibit has been provided to detail the digitized rules governing the County's citation lifecycle.

Exhibit 17: LA County Parking Citation Lifecycle

Date	Action/Event	Description
Day 0	Issue Date	Citation issued to citizen
Day 1	Registered Owner Update	Name/address requested from DMV: requests done (INSTATE 4 times every 30 days OUT of STATE 4 times every 90 days)
Day 21	Notice 1	Notice of Delinquent Parking: mailed 21 days after issue date
Day 36	Penalty 1	Assessed 15 days after Notice 1 mail date
Day 51	Penalty 2	Assessed 15 days after Penalty 1 is added
	Penalty 4	Assessed 15 days after Penalty 1 is added: Penalty 4 is Special Collection Fee, assessed at 30% of amount due as of January 2010 and 21% of amount due before January 2010
	Penalty 5	Assessed 15 days after Penalty 1 is added: Penalty 5 is \$3 California DMV Fee for DMV hold, INSTATE only
	Notice 21	1st Special Collection Notice: mailed as soon as Penalties 2, 4, and 5 are assessed
Day 56	Registration Hold Request	California DMV hold is requested 5 days from Notice 21 mail date
Day 66	Notice 22	2nd Special Collection Notice: mailed 15 days after Notice 21 mail date
Day 96	Notice 25	3rd Special Collection Notice: mailed 30 days after Notice 22 mail date

Source: Conduent; August 2020

Allowing a DMV hold to be placed on a vehicle registration within 60-days of an unpaid citation is an ideal best practice measure for citation collection. Some states require three or more outstanding citations, or in some cases, a significant dollar amount threshold to place a vehicle registration on hold. Introducing a graduating penalty schedule every 15 days is also considered a best practice measure for encouraging payment of an outstanding citation.

Parking Restrictions and Enforcement Mapping

Parking enforcement throughout East LA County is designed by time of day and day of week. During our stakeholder interview with the Parking Enforcement Detail team we learned street sweeping enforcement responsibilities determine how enforcement resources are allocated each day. Street sweeping schedules are generally designated on Mondays through Fridays from 5:00 a.m. to 7:00 a.m., 8:00 a.m. to 12:00 p.m., and 11:00 a.m. to 3:00 p.m. To meet the scheduled enforcement times, the Parking Enforcement Detail allocates a minimum of four to seven parking control officers to the designated areas each day. The following exhibit has been provided to demonstrate the coverage areas on street sweeping days.

Exhibit 18: Parking Enforcement Detail Coverage by Time of Day and Day of Week

		Day of Week						
	Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	3:00 AM	0	0	0	0	0	0	1
	4:00 AM	1	1	1	1	1	0	1
	5:00 AM	4	5	5	4	4	1	2
	6:00 AM	4	6	5	4	4	1	2
	7:00 AM	5	7	7	6	6	1	2
	8:00 AM	5	7	7	6	6	1	2
	9:00 AM	5	7	7	7	7	1	2
	10:00 AM	5	7	7	7	7	1	2
	11:00 AM	5	7	7	7	7	1	2
	12:00 PM	4	6	6	6	6	1	2
	1:00 PM	3	5	5	5	4	1	1
	2:00 PM	3	5	5	5	4	1	1
	3:00 PM	0	2	2	3	3	0	0
	4:00 PM	0	1	1	2	2	0	0
	5:00 PM	0	0	0	1	1	0	0
	6:00 PM	0	0	0	1	1	0	0
	7:00 PM	0	0	0	1	1	0	0
Coverage Hours		44	66	65	66	64	10	19

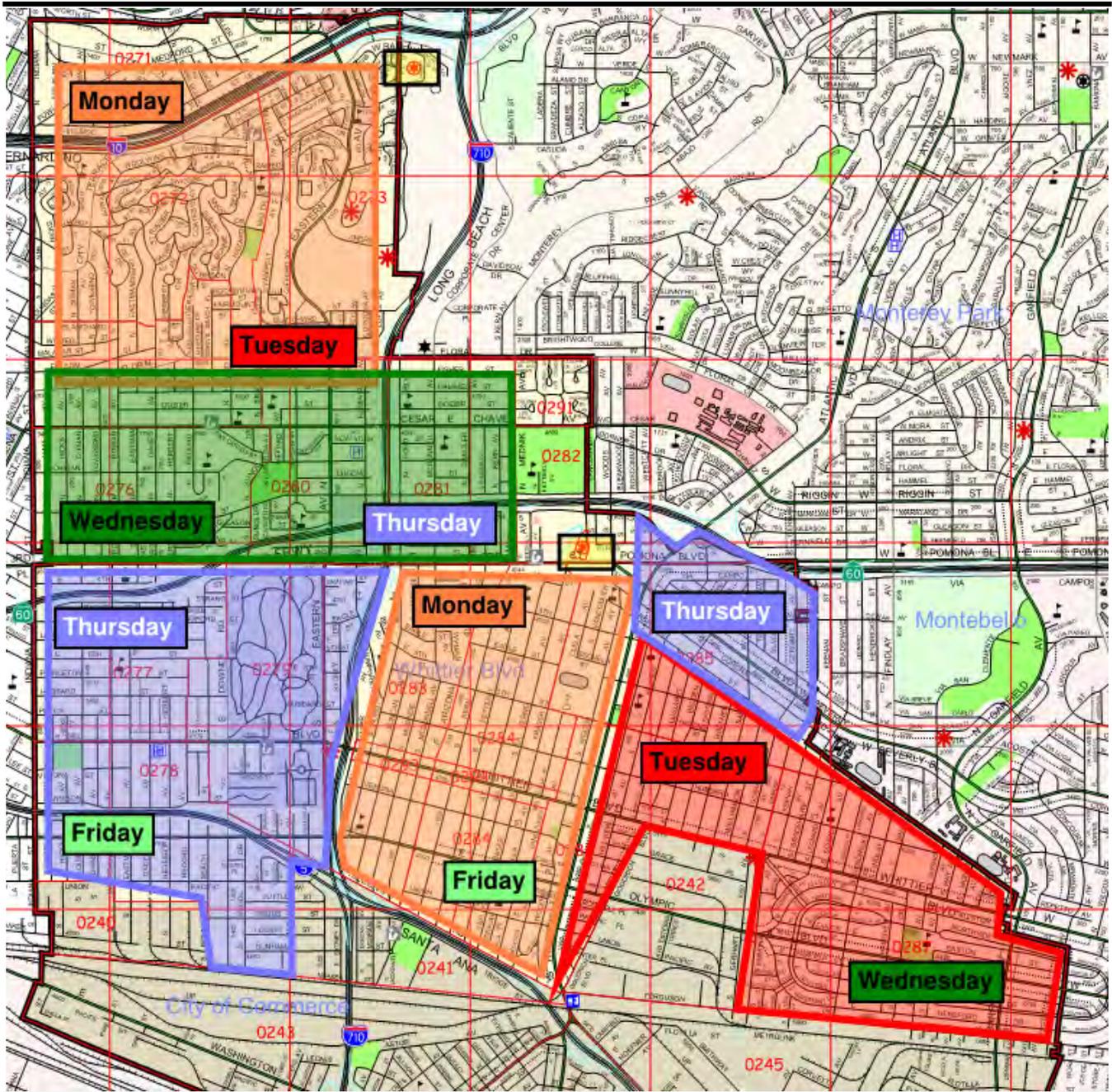
Source: LA County Sheriff Department, LA County Public Works Department and Walker Consultants; 2020

In this exhibit, each day of the week has been color coded with a color that identifies the scheduled streets within the county boundaries. For a detailed description of the street sweeping schedules by day of the week, please refer to the Appendix section at the end of this report. As shared above, street sweeping responsibilities begin at 5:00 a.m. each day and run through 3:00 p.m. A total of eight (8) parking control officers are assigned to the East LA Station, reporting to one (1) supervisor. As evidenced by the number of enforcement officers assigned to weekday enforcement times, we learned three to four officers are assigned to street sweeping responsibilities each weekday, while the remaining two to three officers handle enforcement of abandoned vehicles and neighborhood calls made to enforcement dispatch.

Mapping

To help visualize the street sweeping restrictions and the assigned allocation of parking control officers by day of the week, we designed the following exhibit to show how concentrated coverage occurs within certain areas of the community each day, while other areas may receive negligible coverage outside of their street sweeping schedule times.

Exhibit 19: Parking Enforcement Detail Coverage by Street Sweeping Schedule



Source: LA County Sheriff Department, LA County Public Works Department and Walker Consultants; 2020

As shown in the exhibit, most street sweeping areas do experience enforcement coverage more than one day of the week as street sweeping schedules provide sweeping on opposite sides of the street on different days. The exhibit has been color coded to highlight the areas where street sweeping occurs on a second day of the week. It is believed the assigned street sweeping parking control officers remain in these areas during their scheduled shift to accommodate the various street sweeping times throughout the early morning, late morning, and early afternoon. Tuesday through Friday, between 3:00 p.m. and 7:00 p.m., as few as one to three parking control officers are assigned to cover the entire community. On Mondays, Saturdays and Sundays, no enforcement coverage is provided between 3:00 p.m. and 7:00 p.m.

Walker Recommendation

Based on our general observation notes of the parking enforcement practices for unincorporated East Los Angeles, Walker recommends that the County focus on the following areas:

- Demonstrate consistent enforcement practices in all areas of unincorporated East Los Angeles County to increase parking compliance and encourage vehicle owners to take greater responsibility for their parking behavior.
- Continue to promote payment options and encourage the practice of citation payment within the first 21 days of issuance to avoid subsequent penalties.
- Consider the use of license plate recognition (LPR) for the Parking Enforcement Detail to maintain the timeliness of district-wide enforcement practices and discourage scofflaw behavior.
- Add the best practice of immobilizing vehicles for non-payment of multiple outstanding violations. Upon immobilization, vehicles should be towed at the end of the day if immobilization practice is not addressed by vehicle owner in the same day. Immobilized vehicles left on street overnight may encourage tampering of immobilization devices.

02 Parking Enforcement Operations

Parking Enforcement Operations

Walker conducted a comprehensive review of the Sheriff’s Department Parking Enforcement Detail. The review included the number of staff assigned to the Parking Enforcement Detail, encumbered versus vacant positions, funding and staffing cost analysis, scheduling, workload GAP analysis, and hiring practices. The following information has been provided to demonstrate the challenges and opportunities within each of these review items. Where appropriate, we have provided best practice recommendations for improving efficiencies and maximizing the customer service experience.

Organization

The Parking Enforcement Detail remains the responsibility of the Civil Management Bureau of the Los Angeles County Sheriff’s Department. Within the Bureau’s organization, a Captain position oversees a Manager position, which is responsible for the oversight of sixteen (16) enforcement detail stations throughout the entire county. A single headquarter location provides administrative and technical support to the remote stations.

Staffing levels at each station range from as few as one (1) Parking Control Officer at the Santa Clara Station, to as many as eight (8) Parking Control Officers at the East Los Angeles and the Century stations. As many as eleven (11) Supervisor Parking Control Officers are responsible for overseeing enforcement activity at some individual stations. Not all stations have a dedicated supervisor. As of May 12, 2020, the Parking Enforcement Detail organization chart reflected a total of fifty-five (55) encumbered Parking Control Officer positions out of a budgeted fifty-five positions; a total of ten (10) encumbered Supervisor Parking Control Officer positions out of a budgeted eleven positions; and seven (7) encumbered office and technical support positions out of a budgeted eight positions. (See Exhibit 21 on the following page)

East Los Angeles Station

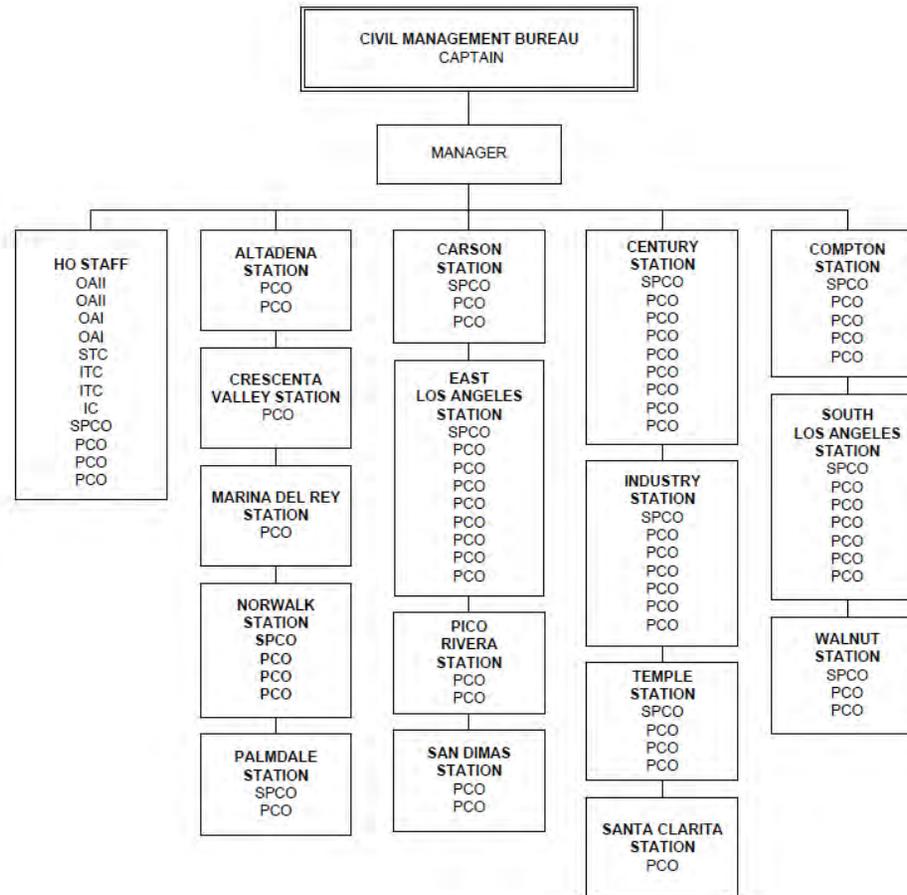
The East Los Angeles Parking Enforcement Detail station is staffed with eight Parking Control Officers (PCO) and supervised with one Supervisor Parking Control Officer (SPCO). The following exhibit has been provided to demonstrate current staff coverage and assigned shifts.

Exhibit 20: East Los Angeles Parking Enforcement Detail Staff and Assigned Shifts

#	Rank	Day of Week	Time of Day	Number of Staff (Shift Length)
1	SPCO	Monday through Friday	6:00 AM to 2:00 PM	Five (8-hour tour)
1	PCO	Tuesday through Friday	5:00 AM to 3:00 PM	Four (10-hour tour)
2	PCO	Tuesday through Friday	7:00 AM to 5:00 PM	Four (10-hour tour)
3	PCO	Monday through Friday	6:30 AM to 2:30 PM	Five (8-hour tour)
4	PCO	Sunday	3:00 AM to 1:00 PM	One (10-hour tour)
		Monday through Wednesday	5:00 AM to 3:00 PM	Three (10-hour tour)
5	PCO	Monday through Friday	4:00 AM to 12:00 PM	Five (8-hour tour)
6	PCO	Monday through Thursday	5:00 AM to 3:00 PM	Four (10-hour tour)
7	PCO	Monday through Friday	5:00 AM to 1:00 PM	Five (8-hour tour)
8	PCO	Thursday and Friday	9:00 AM to 7:00 PM	Two (10-hour tour)
		Saturday and Sunday	5:00 AM to 3:00 PM	Two (10-hour tour)

Source: LA County Sheriff Department; May 2020

Exhibit 21: East Los Angeles Parking Enforcement Detail – Organization Chart



Source: LA County Sheriff Department; May 2020

Encumbered Versus Budgeted Positions

As of May 2020, the Civil Management Bureau has seventy-four (74) encumbered positions of seventy-six (76) budgeted positions for a ninety-seven (97%) encumbrance rate. Only one headquarter support position and one Supervisor Parking Control Officer position are shown as unencumbered or vacant. According to these staffing metrics, the Bureau appears to be experiencing minimal vacancies and recruiting challenges.

Funding and Staffing Cost Analysis

We requested and received the salary information for the Parking Enforcement Detail and the 2018-2021 salary schedule with step increases for the position of Supervisor Parking Control Officer and Parking Control Officer. The following exhibit has been provided to demonstrate the salary ranges for each of these positions.

Exhibit 22: East Los Angeles Parking Enforcement Detail – Salary Schedule

Parking Enforcement Detail 2018-2021 Salary Schedule		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Position	Year	Annual	Annual	Annual	Annual	Annual	Annual
Supervisor Parking Control Officer	10/1/18	\$46,579	\$49,155	\$51,886	\$54,785	\$57,840	\$59,424
	10/1/19	\$47,724	\$50,376	\$53,184	\$56,148	\$59,280	\$60,912
	1/1/20	\$48,199	\$50,877	\$53,716	\$56,710	\$59,873	\$61,523
	10/1/20	\$49,399	\$52,146	\$55,058	\$58,128	\$61,371	\$63,060
	1/1/21	\$49,399	\$52,146	\$55,058	\$58,128	\$61,371	\$63,060
Parking Control Officer	10/1/18	\$40,350	\$42,566	\$44,910	\$47,381	\$50,010	\$51,380
	10/1/19	\$41,340	\$43,610	\$46,019	\$48,557	\$51,255	\$52,665
	1/1/20	\$41,736	\$44,028	\$46,464	\$49,032	\$51,756	\$53,184
	10/1/20	\$44,911	\$47,381	\$50,010	\$52,795	\$55,739	\$57,267
	1/1/21	\$44,911	\$47,381	\$50,010	\$52,795	\$55,739	\$57,267

Source: LA County Sheriff; 2020

As shown in red highlight and effective October 1, 2020, Supervisor Parking Control Officers are eligible for a Step 1 base salary amount of \$49,399 and Parking Control Officers are eligible for a Step 1 base salary amount of \$44,911. The salary amounts shown in this exhibit do not include amounts for benefits and pension contributions, nor does the amount reflect any overtime compensation or other pay amounts. The step increases provide a measure of merit pay increases dependent upon annual performance evaluation. For salary comparison purpose, the U.S. Bureau of Labor Statistics website was referenced for parking enforcement workers. As of May 2019, the occupational employment and wages provided the following breakdown:

Exhibit 23: U.S. Bureau of Labor Statistics for Parking Enforcement Workers

Percentile	(Median)				
	10%	25%	50%	75%	90%
Hourly Wage	\$12.80	\$15.48	\$19.67	\$25.50	\$30.87
Annual Wage	\$26,610	\$32,200	\$40,920	\$43,040	\$64,210

Source: www.bls.gov 33-3041 Parking Enforcement Workers; 2020

When compared to these national wage percentages, the Los Angeles County Parking Enforcement Detail employees fall under the 75% to 90% salary earnings range for parking enforcement workers.

Additional geographic research from this same website revealed California as the state with the highest level of employment in this position, representing 7% employment per thousand jobs. On average, California has a location quotient of 1.28, representing the ratio of the area concentration of occupational employment to the national average concentration. A location quotient greater than one indicates the occupation has a higher share of employment than average. Additionally, California has an hourly mean wage amount of \$27.81 per hour and an annual mean wage amount of \$57,850 per year before benefits and pension contributions. Each of these wage amounts continue to fall between the 75th and 90th percentile of the national average.

Workload Gap Analysis

As identified in the public survey responses and further supported through comments made during the community stakeholder sessions, both residents and business merchants believe enforcement coverage is not substantial or consistent enough to meet the needs of the community. A number of stakeholders shared that enforcement officers are seldom seen enforcing matters on their community streets, especially during the afternoon and early evening hours. On days when street sweeping is scheduled in specific neighborhoods, as few as 2-3 parking control officers are available to cover the remainder of the East LA district. Considering conditions that effect scheduled and unscheduled paid time off (PTO) or medical leave of absence (MLA), the challenge becomes increasingly difficult to meet the coverage needs, not only each day, but in the early evening hours as well.

Hiring Practices

During the scheduled stakeholder intake session with the management and supervision of the East LA Parking Enforcement Station, information was requested and shared with respect to the department's hiring practices. The minimum training and experience requirements for a Parking Control Officer specify six months of experience in the public or private sector involving contact with the public, customer relations, or service to the community. A valid California Class C Driver License is required to perform job related essential functions. The minimum training and experience requirements for a Supervising Parking Control Officer specify at least two years' experience as a Parking Control Officer.

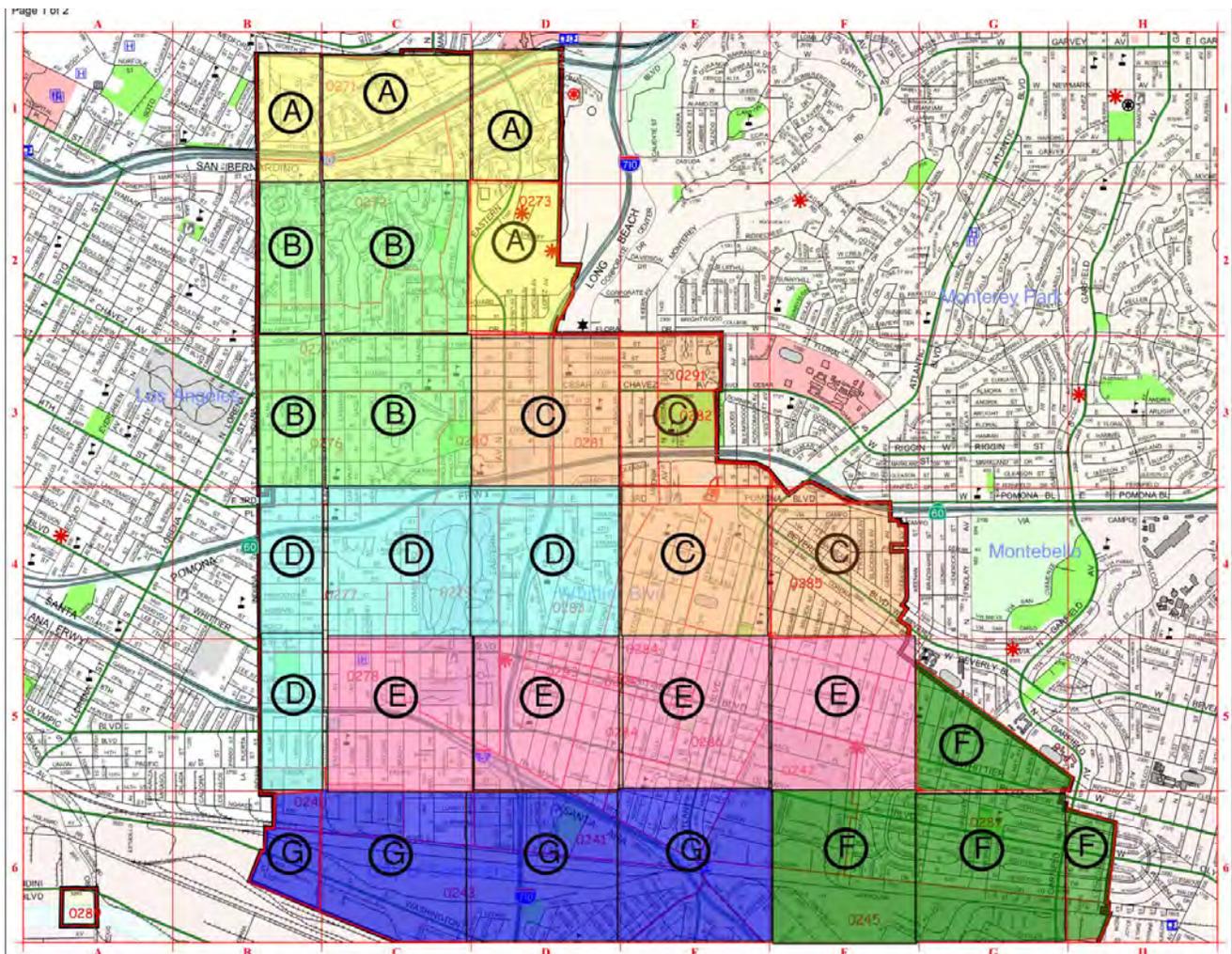
When a Parking Control Officer position becomes vacant, the manager and supervisor verify permission to request an advertisement of the Class Specification Bulletin. Once permission to advertise has been granted, the Bulletin is posted for internal and external view for a minimum advertisement period. Once the Bulletin advertisement is closed, the County's Human Resource Department will begin the process of certifying the applicants to see which applicants meet the minimum training and experience requirements. The certification list is then valid for a minimum three-year period, regardless of how many positions must be filled or how many applicants are interviewed to fill the vacant positions.

One example was provided where the manager requested a certification list of 39 applicants. 24 interviews were conducted for 15 vacancies. Of the 24 interviews, they may only have 2 pass the background check investigation. Some, which pass the background check investigation, may find they do not care for the work duties once they have been trained and spend time in the field with a Parking Control Officer. Essentially, the process must start all over.

Staffing

To better serve the enforcement needs of the community, it is recommended that parking control enforcement personnel be added to the East LA district for consistent coverage from 8:00 a.m. through 10:00 p.m., seven days per week. To further address coverage needs, we recommend establishing enforcement tours which allow regular enforcement rounds through each of the community streets. Use of enforcement tour methodology will help define a grouping of streets within a subsection of the East LA district. Tours should be developed to enable a Parking Control Officer to cover the tour every two hours at a minimum. Under this approach, every street will be enforced a minimum of four times during an eight hour scheduled shift. We have assembled the following exhibit to help demonstrate potential enforcement tours for the East LA district.

Exhibit 24: Sample Enforcement Tours for the East LA District



Source: Los Angeles County Sheriff's Department and Walker Consults; 2020



This exhibit attempts to break down the East LA district using the district boundaries and map grids to create enforcement subsections labeled as enforcement tours A through F. As a result of varying neighborhood densities, it may also be necessary to rearrange the tours to reduce tour footprints by two to three map grids versus the use of four grids per Parking Control Officer as shown in the figure.

Daytime coverage would continue to be provided by the use of the eight existing fulltime Parking Control Officers, however, we recommend adding additional fulltime and part-time Parking Control Officers to cover the evening and weekend coverage hours.

Walker Recommendation

Based on our general observation notes of the parking enforcement operations for unincorporated East Los Angeles, Walker recommends that the County should focus on the following areas:

- Increase the amount of parking enforcement resources to allow for consistent coverage in all unincorporated areas of East Los Angeles County from 8:00 a.m. to 10:00 p.m., seven days per week.
- Establish regular enforcement tours for the assignment of Parking Control Officers each day. Require the Parking Enforcement Officers to rotate through the enforcement tours every two weeks to reduce the perception of targeting and promote best practice enforcement behaviors.

03 Organizational Analysis

Organizational Analysis

Walker was asked to identify the county department that is best positioned to provide parking enforcement services in unincorporated East Los Angeles. Thirty-seven (37) departments/agencies are listed under the Los Angeles County Departments website. The departments are as follows:

- Agricultural Commissioner/Weights & Measures
- Alternate Public Defender
- Animal Care & Control
- Arts and Culture
- Assessor
- Auditor-Controller
- Beaches & Harbors
- Chief Executive Office
- Child Support Services
- Children & Family Services
- Consumer & Business Affairs
- County Counsel
- Development Authority
- District Attorney
- Executive Office, Board of Supervisors
- Fire Department
- Health Agency
- Health Services
- Human Resources
- Internal Services
- Library
- Medical Examiner-Coroner
- Mental Health
- Military & Veterans Affairs
- Museum of Art
- Natural History Museum
- Parks and Recreation
- Probation
- Public Defender
- Public Health
- Public Social Services
- Public Works
- Regional Planning
- Registrar-Recorder/County Clerk
- Sheriff
- Treasurer & Tax Collector
- Workforce Development, Aging & Community Services

Sheriff's Department

Upon review of the descriptions and roles of each department, the LA County Sheriff's Department remains the clear choice to provide parking enforcement services in unincorporated East Los Angeles. From time to time, the Sheriff's Department works with the Human Resources Department to update Class Specification Bulletins providing salary ranges, classification standards, examples of duties and minimum requirements for Parking Control Officer and Supervisor Parking Control Officer recruitment efforts. Once hired, Class Specification training is provided through a one week orientation class and multiple field assignments with experienced Parking Control Officers over several weeks.

Most notably, the Parking Enforcement Detail of the LA County Sheriff's Department has reasonable levels of human capital to provide periodic coverage amongst all 16 patrol stations despite temporary vacancies created by medical leave of absence and personal time off requests, if necessary.

Public Works Department

Often times, other county jurisdictions employ code enforcement personnel for parking enforcement needs. To some organizations, this makes sense as law enforcement agencies are typically concerned with establishing safe and peaceful communities, including neighborhoods, parks, schools, business districts and homes. Typically, code enforcement agencies are concerned with upholding local ordinances to include unsafe and unhealthy conditions, abandoned structures, abandoned vehicles, and inoperable or neglected trash, junk and debris.

The LA County Public Works Department oversees a code enforcement component that reports to its Building and Safety Division. While much of the Building and Safety Division's responsibility includes application of building laws and regulations, the Department oversees property rehabilitation violations and the more difficult nuisance abatement violations which may involve interfacing with the Departments of Regional Planning, and Public Health and the Sheriff's Department.

While the Public Works Department doesn't necessarily have the human capital resources of the Sheriff's Department for parking enforcement related activities, it may be a reasonable option to encumber a contract monitor position to oversee a parking enforcement outsource contract. By association, this contract management position should be an extension of the Department's code enforcement agency.

Walker Recommendation

Based on our general observation notes of the organizational analysis for unincorporated East Los Angeles, Walker recommends that the County focus on the following areas:

- Should the Parking Enforcement Detail remain an in-house service of the County, the LA County Sheriff's Department remains the clear choice to provide parking enforcement services in unincorporated East Los Angeles. The training and ability to shift personnel resources remain adequate to provide minimal coverage in the event of temporary employment vacancies.
-
- Develop a Code Enforcement Team led by the Department of Public Works to coordinate the various departments, such as the Sheriff's Department, Regional Planning, Public Health, Fire Department to collaborate and share in the role of code enforcement that is more community oriented and with a clearly defined mission of improving the quality of life for the East LA Community.

04 Best Practices

Best Practices

As East LA considers the viability of implementing different types of parking districts and refining its enforcement program to improve current parking conditions, Walker researched the parking programs and enforcement methods at four municipalities. Understanding that there are differences between unincorporated areas and municipalities in terms of the functionality of local governance, and in this case in terms of socioeconomics as well, this section is intended to present examples of parking management program features that have worked well for the subject communities. Additionally, this section highlights the trade-offs of each of the parking programs presented. It is important to note that no program is perfect, and what one community values may differ from that of another, but the common denominator in all of these programs is the management of on-street parking.

The four municipalities selected, for the analysis were:

- City of Sacramento, CA
- City of Pasadena, CA
- City of Los Angeles, CA
- City of Glendale, CA

The purpose of this analysis was to present best practice examples from other California municipalities, how they operate their parking programs, and how they enforce parking in relation to these programs. The subsequent findings presented, reflect information gathered from conversations with staff from those municipalities as well as from online sources researched by Walker.

Types of Parking Districts

Several types of Parking Districts could be established in East LA to help meet the goals of sharing the limited on-street parking inventory equitably amongst residential and commercial users. Observations conducted within the study area around on-street conditions show vehicles parking for extended periods, parking in restricted areas, and causing potential hazards (such as in red curbed areas, in front of fire hydrants, and on sidewalks), and double parking on area streets. Residential Parking Permit Programs provide an opportunity for the County to better manage their on-street parking resources by allowing them to define areas/zones that designate who may park, what credential is needed to park, when and how they may park, where they can park, and the policies and procedures that must be followed to park, including how enforcement may be handled.

The following sections describe the different types of parking programs that may be implemented. The comps demonstrate that many jurisdictions may have a hybrid program of several of these types of programs. The constants are that they have some type of residential and/or commercial permit program, revenue from the programs in place either stay with the jurisdiction to fund their programs or are given/shared with the neighborhood(s), and some type of enforcement program is in place.

Parking Enforcement District

A Parking Enforcement District is typically a geographically defined area wherein the municipalities' official parking rules and regulations are enforced by Parking Enforcement Officers (PEO's) to manage available spaces to help ensure availability for users. The PEO's are customarily responsible to patrol the district and monitor, enforce, and

cite vehicles in violation, and may also be required to boot and/or tow vehicles as per the stated parking rules and regulations.

- Parking areas are actively managed and enforced.
- Citation revenues are used to offset the organizations operating and personnel costs.
- The community enjoys the benefit of enforced policies but does not receive financial benefit.

Parking Permit District

A Parking Permit District is typically a geographically defined area where parking is actively managed via permits to allow for on-street parking use by residents, businesses, and transient/short term parkers. Parking permits are required to park in designated areas on the streets within the district. It is customary to charge a fee and require that the vehicle be registered to an address within the district. These types of programs may be implemented in the following circumstances:

- For a predominately residential area that is impacted by parking use by non-residents. The residents are required to have a parking permit to park and many times resident parking takes priority during certain days/times.
- For a commercial district to assist with short term parking turnover and encourage off-street parking and shared/parking.
- For significantly mixed-used areas or residential and commercial developments to maximize on-street parking for both user groups.

A Parking Permit District typically requires buy-in from a set percentage of residents and/or business owners, though municipalities may create without this buy-in.

A Preferential Parking District (PPD) is a type of Parking Permit District that has posted regulations that limit parking without permits in an effort to reduce impacts of non-resident parking. Some municipalities call this type of district a Residential Parking Permit District (RPP).

An Overnight Parking District is an area that has posted regulations limiting parking by non-permitted vehicles between set (overnight) hours in an effort to reduce criminal and public nuisance activities by non-resident vehicles parked late at night.

Parking Benefit District

A Parking Benefits District is typically a geographically defined area whereby parking is monetized to manage supply and demand and the parking revenues collected within that district are used to fund parking and transportation infrastructure and improvements within that district. Revenues may fund items such as building or improvements to sidewalks, streets, landscaping, cleaning, or lighting and may even include things such as purchase, maintenance, and/or upgrades to parking meters or improvements to bus lines or biking infrastructure.

A Parking Benefits District typically requires City approval to create the district as well as the creation of an advisory committee that determines goals and strategies, creates policy/procedures, and decides how to allocate any funding received from the district. Revenue collected typically helps pay for district improvements.

City of Sacramento, CA

Type of Programs In Place: Parking Permit District and Parking Enforcement District

Overview

The City of Sacramento, CA (the City), like many other cities, is challenged with providing an adequate amount of street parking for both residents and visitors. Many residential areas experience a deficiency in on-street parking due to area workers (commuters) parking on residential streets. Parking issues in Sacramento span decades as the City established a Residential Parking Permit (RPP) program to help alleviate this issue in 1979.

The RPP program is in place in areas affected by commuter parking and where the supply of off-street parking is limited. Sacramento has multiple RPP program areas. They range from six square blocks to seventy-eight square blocks, with over 25,000 on-street spaces regulated by the RPP program. Permits allow residents to park on the street without the need to follow time restrictions that may be posted. In metered areas, the permit exempts the requirement to pay the parking meter. Non-residents may still be allowed to park in RPP areas as long as they follow posted time restrictions and pay the parking meter, if applicable.

The Parking Enforcement Unit conducts enforcement of parking regulations throughout the RPP.

Residential Parking Permit Program

Establishing or Changing an RPP Zone

To implement or to make changes to an RPP program area, residents must go through the process established by City Code Chapter 10.48 Residential Permit Parking Program. First, residents interested in a new RPP zone discuss the proposed zone with the City. The City conducts a study with the following occupancy thresholds:

- Occupancy rates of 95 percent or more support a parking limit of one hour or less
- Occupancy rates of more than 50 percent, but less than 85 percent support a limitation of more than one hour.
- Occupancy rates of 50 percent or less result in no change to the current parking restriction, and the City will decline the request.

If the parking study demonstrates a greater than 50 percent occupancy rate, the parking manager undertakes voting surveys of the owners of the properties located on the blockface(s) being considered for an RPP zone. A vote of greater than two-thirds is required for establishing an RPP zone. After the vote, the City mails notices to the residents of the proposed RPP zone, the proposed regulations, and fees (if any) to be charged.

Obtaining an RPP Parking Permit

First-time Residential Parking Permit (RPP) applicants must apply in person at the City Hall Revenue Division, while permit renewals may be requested in-person or by mail. To obtain the permit, the applicant must complete the City's Residential Permit Application and submit proper documentation which includes a copy of the applicant's

Department of Motor Vehicles (DMV) registration showing their name and current address and current (last 45 days) proof of residency (includes items such as a current utility, phone, or cable bill or property owner's tax bill). An unlimited number of resident permits can be obtained.

Permits are valid for two years, after which they must be renewed. The same documentation is required to apply for a permit as it is to renew a permit. Business owners within the RPP zone may also apply for a permit by completing the application and providing the same proof of residency documents.

Visitor Permits:

- Visitor permits may also be obtained using the process outlined above, though a DMV registration is not required. Only one visitor permit can be issued per household.

Temporary Residential Permits may be issued in certain circumstances including:

- Resident does not have proper documentation to receive the RPP – i.e., outdated DMV registration, no proof of residency, etc.
- Active military personnel (vehicle registration cannot be changed to the current address but have proof of Residency).
- Students living in the RPP area (permits must be renewed each semester).
- Home improvement or service technicians (performing work on a home in RPP).
- Temporary permits valid for 24 hours are available via an online system to residents that possess an RPP or Visitor Permit. A maximum of 10 permits may be printed per month, per address.

Other Permits/Exemptions:

- Home health care workers providing in-home health care services residents within the RPP may apply for a Home Health Care Worker permit.
- As California law exempts ADA permit holders from time-restricted parking and meter payment requirements, ADA permit holders (residents or visitors) are not required to obtain any type of RPP.

RPP Permit Costs/Program Funding

All Residential Parking Permits, including visitor and temporary permits, are free of charge. All outstanding parking citations must be cleared before an RPP is issued, though a temporary permit will be issued until the citation(s) are cleared. Replacement due to lost, stolen, or damaged permits is \$25.00 (online temporary 24-hour permits can be reprinted if the valid time is still in effect).

Approximately 15 years ago, the City considered charging for the RPP's but received negative feedback from the community and the plan did not progress.

Funding for the RPP program is obtained through parking citations issued by the City.

RPP Permit Regulations and Violations:

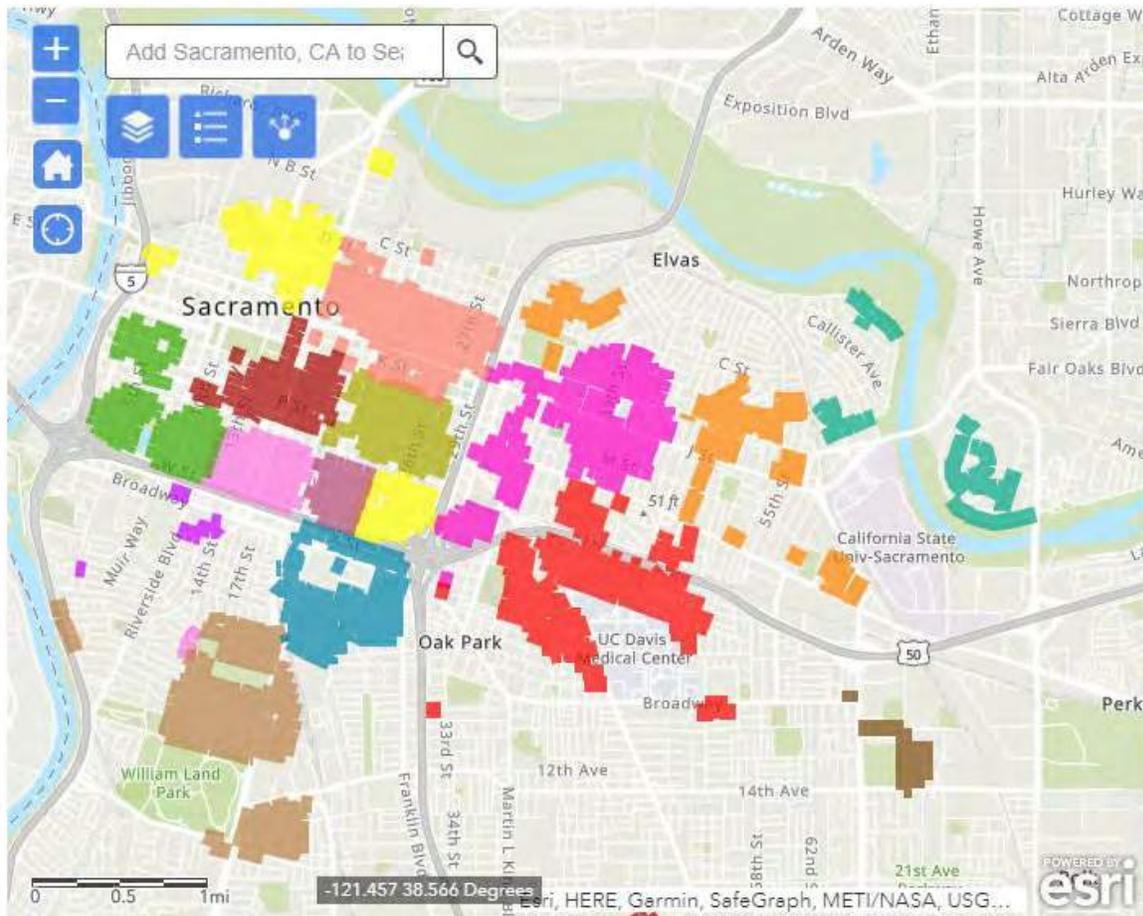
The following regulations apply to RPP zones:

- RPP permits exempt a motorist from the posted time limit (if any).
- RPP permit holders must park within three city blocks of the home address and must abide by posted regulations, such as street cleaning.
- Non-motorized vehicles are not eligible for parking permits unless attached or hitched to a motorized vehicle displaying a valid permit.
- Residents are responsible for renewing their parking permits and for notifying the City of any address change.
- Vehicles with valid ADA placards are exempt from RPP requirements and do not need to display a permit.

RPP Permit Zone Locations and Restrictions

The City provides Zone A through Zone U Residential Parking Permit Zones. Exhibit 25 shows the highest concentration area of permit zones, though some smaller RPP zones in effect are outside of the below map. Each color represents a different RPP Zone.

Exhibit 25: Sacramento Residential Parking Permit Program Areas



Source: City of Sacramento.org, 2020

The RPP zones have a variety of time restrictions, and some zones do not have any time restrictions. The zones with time limits typically have a 1 or 2-hour limit.

Benefits of RPP Program:

City

- The RPP program is a tool that helps to manage on-street parking in residential areas.

Neighborhoods

- RPPs limit parking on-street by non-residents to provide more parking for residents and their guests.
- RPPs are free of charge for residents.

Challenges of RPP Program:

City:

- The RPP requires consistent enforcement and staffing needs to follow posted time restrictions.
- Technology is required to promote an effective and efficient program. As with any technology, there can be challenges such as up-front costs, learning curves for staff using the technology, software/hardware issues, on-going expenses, etc.
- Vehicles with ADA placards are not required to obtain a permit to park in RPP areas. This can result in high demand for parking from vehicles with ADA placards, particularly in areas adjacent to locations that charge for parking.
- The RPP limits or disallows parking for customers of businesses in RPP areas.
- The RPP may unwittingly incentivize car usage when residents can limit parking on their streets and park any number of vehicles registered to their address.
- A challenge with providing free parking permits, is there is potential for fraud, as residents may sell parking permits to employees or visitors that currently pay to park.
- The City is not generating permit fee revenue from the RPP program, limiting the funding available for administering the program.
- The RPP areas around hospitals and universities are challenging as there is high demand for parking on residential streets from those uses, requiring more enforcement needed for the City.

Neighborhoods:

- Establishing a new parking permit district is an administrative process that requires time to complete.
- Residents are required to apply for and renew permits which is an additional administrative burden.
- RPPs give residents of a specific area the ability to park within the limits of that area, but do not guarantee the availability of a space.



Parking Enforcement

As with most cities, the City of Sacramento would rather have compliance than issue citations. The City enforces parking via the Parking Enforcement Unit, which is responsible for ensuring compliance with local and state regulations. The City has stated that their goal for enforcement is not punitive, but rather to gain compliance to help ensure space availability for users. Approximately 80% of the Parking Enforcement District boundaries are found in the downtown area, as shown in Exhibit 25, with the remaining 20% found in several outlying areas.

Parking is enforced in both metered and unmetered areas. While enforcement times may vary by zone, most metered and/or time-limited parking areas are enforced Monday through Saturday except City holidays (though Old Sacramento, the City's riverfront historic district, is enforced all days of the week).

Per the City, consistent enforcement that follows posted time restrictions is necessary for the parking districts to be successful. Enforcement must correspond with the posted time limits, no matter the time of day.

In addition to the set cost of the infraction, a State surcharge of \$12.50 is assessed on each citation as per the California State Budget Act of 2010. This surcharge is mandatory and goes to the State of California. Revenues from the meters are required, by code, to be used for parking program expenses. For citation revenue, approximately 50% of revenue collected goes back into the parking program and the remaining revenue is allocated to other areas as the City deems appropriate.

City of Pasadena, CA

Type of Programs In Place: Parking Benefit District, Preferential Parking Permit District, and Annual Overnight Permits

Overview

Prior to the early 1990s, Pasadena's downtown area (Old Pasadena) had been experiencing economic decline. Prior to 1993, the City of Pasadena did not have parking meters. All on-street parking was free and restricted to a two-hour time limit.² Customers had difficulty finding parking as employees often parked in the two-hour parking spaces and moved their vehicles throughout the day. The City proposed to install parking meters to alleviate this issue, but received pushback from the business owners, who feared that meters would drive away customers. Proponents of parking meters argued that meters would free up parking spaces for more customers to park downtown. The City made a compromise with the business community that meter revenue would be used to pay for public investments in Old Pasadena.

Organizational Structure

The City worked with the Old Pasadena Business Improvement District (BID) to establish the boundaries of the Old Pasadena Meter Zone (PMZ) where the parking meters would be installed. Only the blocks within the PMZ would directly benefit from the meter revenue.

Currently, the Old Pasadena Parking Meter Advisory Commission ("Commission") recommends to the City Council the priority expenditures of net revenues from the parking meters within the PMZ for street and parking related expenditures; and to study and examine other parking related issues such as proposed changes and amendments to the parking meter rates. The Commission is comprised of property owners and lessees (or employees of property owners and lessees) who are located in the PMZ. Commissioners serve a three-year term. City staff receive feedback from the Commission regarding funding priorities, which are then recommended to City Council.

Parking Meter Revenue Allocation

Upon installation of the parking meters in 1993, meter revenue initially was used to pay down debt for a \$5 million bond that funded the Old Pasadena Streetscape and Alleyways project, which paid for initial repairs to dilapidated alleyways and sidewalks, and installation of trees and tree grates, street furniture, and historic light fixtures.

Parking meter revenue funds the operation and maintenance of the parking meter program. Revenue also funds improvements in the PMZ such as tree grate maintenance, lighting improvements, traffic signal improvements, streetlight improvements, sidewalk maintenance, benches, wayfinding signage, security efforts and pedestrian safety improvements.

² Shoup.

To support local restaurants during the COVID-19 pandemic, the Old Pasadena Parking Meter Advisory Commission is considering appropriating \$100,000 from the parking meter fund for on-street dining.³ The funds would be used to continue the rental of barriers and associated traffic control currently provided by the City for on-street dining.

To highlight the benefits of the program to parking patrons, the meter head includes the following text “Your meter money will make the difference in Old Pasadena: Signage, Lighting, Benches, Paving.”

Parking Meter Hours of Operation

On-street parking meters have the following hours of operation:

- Sunday through Thursday: 11:00 a.m. to 8:00 p.m.
- Friday-Saturday: 11:00 a.m. to 2:00 a.m.
- Overnight parking is not permitted from 2:00 a.m. to 6:00 a.m.

Parking Meter Rates

The parking meter rate is \$1.25 per hour in Old Pasadena.

Benefits of the Parking Benefit District:

City:

- The implementation of parking meters helps to manage parking in the Old Pasadena area.
- The parking meter revenue provides a funding source for improvements within the Parking Meter Zone area.

Community

- Revenue received from the parking meters funds improvements that benefit the area that the meters are located.
- The revenue received from the parking meters comes at no cost to the businesses, property owners or taxpayers.
- The meters promote turnover of parking spaces, thereby increasing availability of parking spaces for customers.
- The parking enforcement officers who monitor the meters, particularly late in the evening, help provide “eyes on the street,” promoting safety in Old Pasadena.
- The Old Pasadena Parking Meter Advisory Commission, which consists of representatives from the local business community, advises the City on the spending of the parking meter revenue. This gives the community direct input on what the parking meter revenue should be used for.
- Sales tax revenue increased in the Old Pasadena area when the parking meters were installed.

³ Source: <https://www.pasadenanow.com/main/parking-meter-commission-to-consider-funds-for-on-street-dining/>

Challenges of the Parking Benefit District:

City:

- There is a substantial amount of city staff time required to administer and serve as a liaison with the Commission.
- When parking meter rates remain constant over a long period of time, there is less revenue to support investments in the district.

Community:

- Motorists are required to pay a fee to park in Old Pasadena.

Preferential Parking Permit District

Pasadena has a Preferential Parking Permit Program in place to manage spillover of parking demand from adjacent commercial and institutional uses onto residential areas. The City of Pasadena passed a Preferential Parking Permit Ordinance in 1996.

Establishing or Changing a Preferential Parking Permit District (PPD)⁴

The process for establishing a PPD can be initiated by citizen request or by a motion of City Council. The citizen request must be received from a property owner of a parcel abutting the proposed residential street segment for which the restriction is requested.

Once the process is initiated, Department of Transportation staff meet with the property owner to discuss parking concerns and identify mitigation measures. The Department of Transportation conducts field surveys to document the severity of the parking intrusion by non-residents. Once the City has determined that none of the alternative measures to Preferential Permit Parking will mitigate the problem, the City or neighborhood initiates a petition process by mailing a ballot. A 67 percent concurrence from the property owners abutting the proposed district is required.

The Department of Transportation completes a parking study to establish the boundaries of the district. A minimum occupancy of 70 percent must be consistently observed during the days and times of the parking problem. A minimum of 40 percent of those observed parked must be non-local. The parking study also includes review of any adjacent street segments that may be negatively impacted by the implementation of the PPD. The proposed PPD and parking study are submitted to the City's Transportation Advisory Commission for approval. If approved by the Commission, a majority (more than 50 percent) of property owner concurrence within the proposed district is required. The district is ultimately approved by the City Council.

⁴ City of Pasadena Procedures for Establishing Preferential Permit Parking, October 2014.

To expand an existing PPD, a majority of written support (51 percent) by abutting property owners is required. The City Council can also expand an existing PPD under the following circumstances:

- To mitigate the direct impact of a change in the configuration of a street or public right of way or similar action of government which changes traffic flow or patterns
- Where there is verifiable and measurable parking intrusion in the adjacent area from the source which impact the established PPD.

Obtaining a PPD Parking Permit

Permits may be obtained in person at the City's Parking Office or by calling the City. The applicant must provide a current valid vehicle registration that matches the address of the residents that qualified for a permit. Each household is eligible to receive up to three (3) parking permits. Permits are valid for one year following issuance.

Visitor Permits

- Each household can obtain up to three visitor permits
- Visitor permits are used for visitors of residents or those conducting business in the resident's home.

Daily Permits

- Each household can obtain up to ten daily guest permits.

PDD Permit Costs and Program Funding

The fee for the initial set of Preferential Parking Permits which includes up to 3 Residential Permits, 3 Guest Permits, and 10 Daily Permits is \$11.

Each additional 10 pack of Daily Permits is \$5.

PPD Permit Regulations and Violations

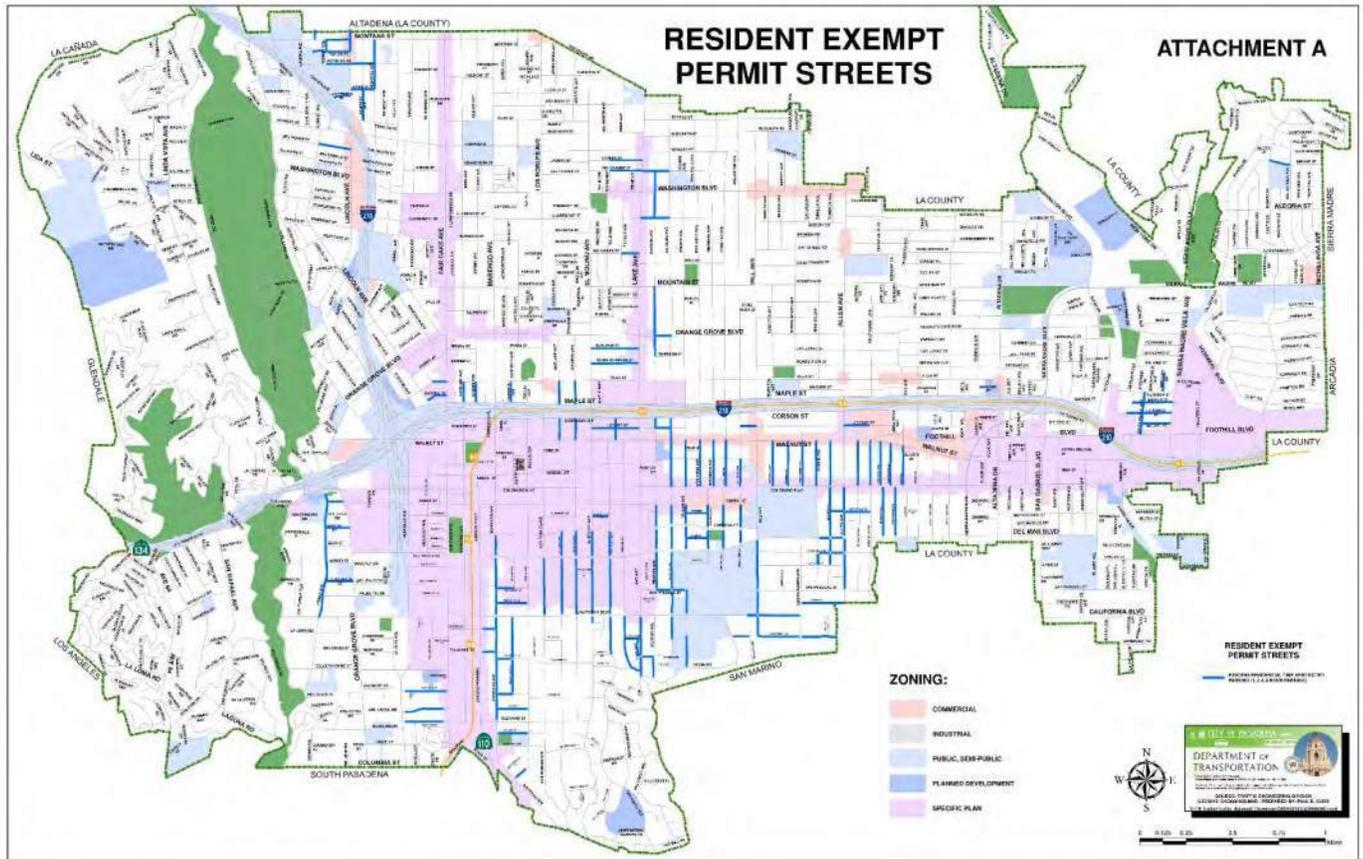
The following regulations apply to PPD permits:

- Resident permits are affixed to the lower corner of the driver's side windshield.
- One day guest passes should be visibly displayed hanging from the rear-view mirrors.
- Vehicles are required to follow all other posted parking regulations.

PPD Permit Zone Locations and Restrictions

The locations of current PPD permit zones is shown in Exhibit 26. These locations are residential time restricted parking (1, 2, and 4-hour parking). The permit exempts permit holders from the posted time restriction.

Exhibit 26: City of Pasadena PPD Permit Zone Locations



Source: cityofpasadena.net, 2020

The City also has PPD's in residential locations around the California Institute of Technology and Pasadena City College that are not shown in the figure above. These locations restrict all parking except by permit.

Benefits of PPD Program

City

- The RPP program is a tool that helps to manage on-street parking in residential areas, particularly in those areas adjacent to commercial development.

Neighborhood

- RPPs limit parking on-street by non-residents to provide more parking for residents and their guests.
- Residents have the opportunity to obtain both resident permits and guest permits.

Challenges of PPD Program

City

- The process requires staff time to establish and manage the permit districts.

Neighborhood

- Establishing a new PPD is an administrative process that requires time to complete.
- Residents are required to apply for and renew permits which is an additional administrative burden.
- PPDs give residents of a specific area the ability to park within the limits of that area, but do not guarantee the availability of a space.
- Residents are required to pay for permits.

Overnight Parking Permits

The City of Pasadena prohibits parking on most streets from 2:00 a.m. to 6:00 a.m. for public safety purposes and for street sweeping. Residents can obtain overnight parking permits to exempt them from this requirement.

Obtaining an Overnight Parking Permit

An application for an overnight permit must be completed and submitted to the Parking Division in person, online or by mailing an application. A separate application form is required for each vehicle requiring a permit.

To obtain a permit, residents must provide a current vehicle registration for all vehicles that matches the address of the residence. No more than two overnight permits can be issued per residence. Permits are valid for one year.

In order to obtain a permit, residents must have more vehicles than the available off-street parking at their residence. A field inspection is conducted by City staff to confirm this.

Temporary Permits

- A 30-day permit is available for purchase for a temporary need for on-street parking. Renewal of this permit requires investigation and approval by the Director of Transportation.

Other Permits/Exceptions

- Students whose vehicles are registered at another address must complete a form in order to be exempted from the change of address requirement. Students must provide a copy of a valid driver's license and valid current student identification card and/or current school registration.
- Residents with vehicles registered to their company must provide a letter from the supervisor confirming the car has been issued to the resident.

Overnight Permit Costs and Funding

There is a permit application fee of \$47 for applications requiring a field inspection.

Overnight Parking Permit Violations and Regulations

The following regulations apply for Overnight Parking Permits:

- Vehicles must be parked within a 500-foot radius of a permit holder's place of residence.
- Permits are invalid in locations with red painted curb and in posted hours for street sweeping.
- Permits must be affixed to the inside left rear window of the vehicle.

Benefits of Overnight Parking Permit Program

City

- The overnight parking restriction helps the City more efficiently perform street sweeping during the hours of 2:00 a.m. and 6:00 a.m.
- Managing parking demand overnight helps to promote public safety.
- The program effectively manages parking demand overnight, as residents must utilize all available off-street parking before parking on-street.

Neighborhood

- Managing parking demand overnight helps limit the number of non-residential vehicles parked in residential areas.
- The more efficient street sweeping and increased safety benefits neighborhoods.

Challenges of Overnight Parking Permit Program

City

- Significant staff time is required to inspect each residence for on-site parking.

Neighborhood

- Residents are required to apply for and renew permits which is an additional administrative burden.
- Residents must use all available parking in their driveway and in their garage in order to obtain a permit.
- Older residences that have smaller garages and driveways are more likely to need parking permits.



City of Los Angeles, CA

Type of Programs In Place: Preferential Parking District and Overnight Parking District

Overview

Preferential Parking Districts began in the City of Los Angeles, CA (the City) in 1979 when the City Council passed its Preferential Parking Ordinance – two years after the US Supreme court upheld the constitutionality of Preferential Parking Districts (PPD). The PPD Program, administered by the Los Angeles Department of Transportation (LADOT) is designed to address the negative impacts of non-resident parking in neighborhoods – specifically, to limit “intrusion” of non-residential and/or commuter parking while allowing residents and their visitors to park.

A formal process is required for neighborhoods to implement a PPD and LADOT requires a formal request from a homeowner’s association, council member, or neighborhood council to begin the process of potentially implementing a PPD. PPD’s are required to be over three blocks in size to be considered. The PPD program allows residents to purchase permits that exempt their vehicles, and their visitor’s/guest’s vehicles, from posted Preferential Parking Program restrictions.

An Overnight Parking District (OPD) is an area that has posted regulations that limit parking between 2:00am and 6:00am to those vehicles with valid resident parking permits. OPD’s are meant to reduce criminal and public nuisance activities that may occur with parking at that late hour. Residents may purchase permits that allow parking for their, and their visitor’s/guest’s vehicles, during that timeframe.

LADOT’s traffic officers enforce the parking laws and are scheduled 24/7 to address violations and respond to parking complaints.

Preferential Parking Permit Program

Establishing or Changing a Preferential Parking District

To implement or to make changes to a Preferential Parking District (PPD) LADOT must receive a formal request from a neighborhood council, homeowners association, or a council member. Once the formal request is received, an informal meeting is held to identify the parking issues and discuss solutions. To establish a PPD, signatures must be collected for a petition and the signatures must be verified by LADOT. LADOT then performs a study to identify the parking problem – a “problem” is defined as at least 75 percent of the on-street parking spaces are being occupied, with at least 25 percent of those spaces being occupied by non-residents. When at least four to six blocks within the study area have met these criteria (six blocks for a new PPD area, four blocks for a new PPD area that is near an existing PPD area), LADOT produces a report and conducts a public hearing. The report is sent to the City Council’s Transportation Committee, and then to the full Council for approval. If Council approves, the PPD is put in place.

Obtaining a Permit

First-time PPD permit applicants, or those with PPD permit renewals, may apply/renew either in person at one of several public service centers or online. The PPD permit allows the permitted vehicle to park anywhere within the assigned parking district, though permit holders still must follow any additional posted restrictions (such as red zones or street cleaning).

To obtain the PPD permit, the applicant must first establish an account with the City and submit proper documentation which includes a copy of the applicant's Department of Motor Vehicles (DMV) registration showing their name and current address and two additional proofs of residency (includes items such as a driver's license, current utility, phone, or cable bill, a property owner's tax bill, or a rental/lease agreement). Each household is limited to three total PPD permits (except where special conditions have been assigned by City Council).

Permits are valid for one year, after which they must be renewed. The same documentation is required to apply for a permit as it is to renew a permit.

PPD Visitor Permits:

- PPD visitor permits may be obtained using a similar process as outlined above, though a valid photo ID is needed in place of a DMV registration.
- Only two visitor permits are issued per household (except where special conditions have been assigned by the City Council).
- Parkers must park within the limits of the assigned district and must still observe additional posted restrictions (such as a red zone or street cleaning).

PPD Guest Permits:

- Each household within the district is entitled to one-day guest permits.
- PPD guest permits may be obtained using a similar process as outlined above, though a valid photo ID is needed in place of a DMV registration.
- There is no limit to the number of guest permits that may be purchased.
- Guest permits are only intended for the use of residents of the district and their guests. Re-sale or transfer of these guest permits will result in revocation of resident's permit privileges.
- Parkers may park within the limits of the assigned district and must still observe additional posted restrictions (such as a red zone or street cleaning).

Other Permits/Exemptions:

- As California law exempts ADA permit holders from time-restricted parking and meter payment requirements, ADA permit holders are not required to obtain any type of PPD permit. However, they are required to purchase permits for their guests and caretakers.
- When engaged in qualified work, the following are exempt from established parking restrictions:
 - Vehicles owned/operated by a utility that is engaged in authorized work.
 - Vehicles owned or operated under contract to a government agency when used in official government business.

PPD Permit Costs and PPD Program Funding

Parking Permit District Permit:

- \$34.00 per year

Parking Permit District Visitor Permit:

- \$22.50 per four months (max 2 permits)

Parking Permit District Guest Permit:

- \$2.50 (unlimited number of permits may be purchased)

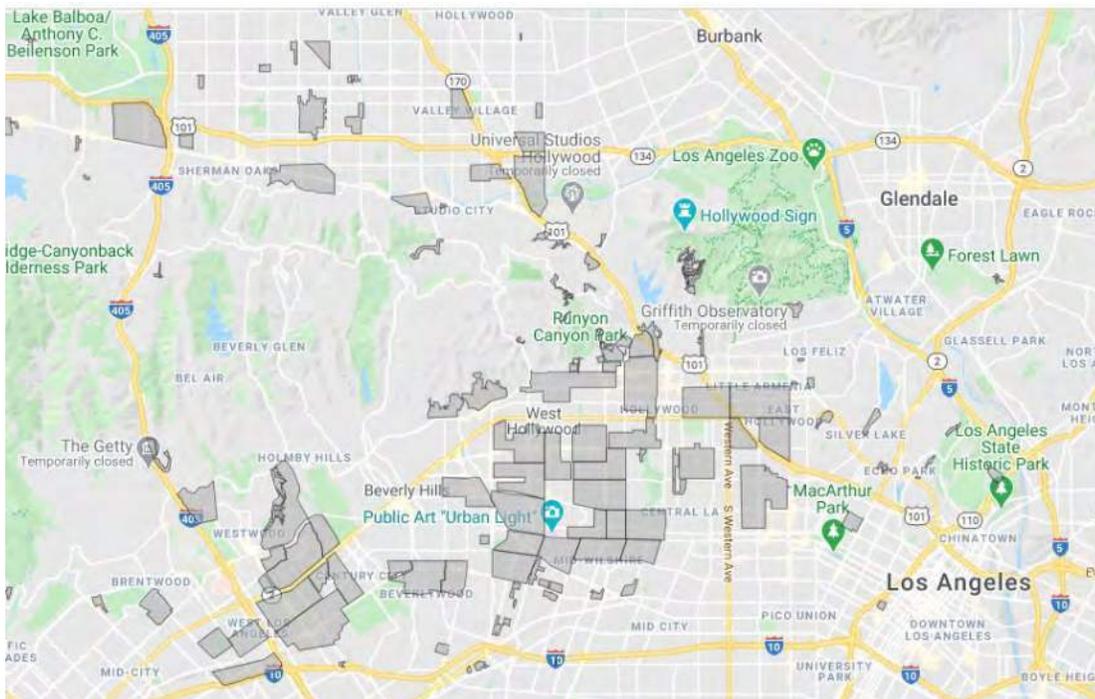
Those requesting PPD permits may only purchase permits if all outstanding parking fines have been paid.

The PPD program is required to be self-sustaining and funding for the program is via revenue from permit sales permits only.

Preferential Parking District Locations

The City Council designates certain parts of the city as Preferential Parking Districts. These districts are designated with signs and restrictions may vary by district. Exhibit 27 shows the highest concentration area of PPD's, though some smaller PPD districts in effect may be outside of the areas shown on the below map. The gray shaded areas denote each PPD.

Exhibit 27: Los Angeles Preferential Parking Districts



Source: data.lacity.org, 2020

Benefits of PPD Program:

City :

- The PPD program is a tool that helps to manage on-street parking in residential areas.
- Since commercial parking is finite, by limiting commercial parking in residential areas, the City could encourage the use of non-driving modes of transportation.
- The PPD program promotes an enhanced quality of life in neighborhoods by reducing noise, traffic hazards, and reducing litter.

Neighborhood:

- The PPD program helps to limit use of on-street spaces by non-residents. Therefore, the likelihood of finding a parking space improves.
- Residents can obtain a permit either on-line or in person.
- The PPD program promotes an enhanced quality of life in neighborhoods by reducing noise, traffic hazards, and reducing litter.
- The PPD program results in fewer instances of residents having their driveway blocked, trash cans moved, or late-night noise problems.

Challenges of PPD Program:

City:

- There needs to be consistent enforcement during the time restrictions of each PPD program area, requiring sufficient enforcement staffing (which can be costly).
- A challenge with providing guest PPD permits is there is a potential for fraud or misuse. LADOT provided an example where “influencers” were throwing parties and requesting hundreds of PPD guest permits. As there is currently no limit on the number of guest permits, LADOT was required to provide them though this is not the intent of the program. LADOT is currently working on changes to limit guest permits.

Neighborhood:

- The PPD does not necessarily solve the issues of resident’s having numerous vehicles and parking them on the street. For example, some residents that have garages or driveways, but do not use them to park vehicles or multi-generational households have a large number of vehicles that park on street.
- Establishing a new Preferential Parking District is an administrative process that requires time to complete.
- Residents are required to apply for and renew permits which is an additional administrative burden.
- Residents are required to pay for permits for themselves and their guests and visitors.
- PPD’s give residents of a specific area the ability to park within the limits of that area, but do not guarantee the availability of a space.

Overnight Parking Permit District Program

Establishing or Changing an Overnight Parking District

An OPD will only be established if a letter is received from Los Angeles Police Department (LAPD) that there are criminal issues in the area. The LAPD review their crime statistics program for the area, and if they determine there is an issue, they will write a letter supporting an OPD Program.

Obtaining an OPD Permit

The procedures for obtaining a new Overnight Parking District (OPD) permit, or renewing an OPD permit, are the same as those described above under the “Obtaining a Preferential Parking Permit” section.

- OPD’s do not have the same ADA California law exemptions as PPD’s – meaning ADA permit holders will need to purchase a permit to park in the OPD.

OPD Visitor Permits:

- OPD Visitor Permits may be obtained using a similar process as outlined under Obtaining a Preferential Parking Permit, though a valid photo ID is needed in place of a DMV registration.
- Only two OPD Visitor Permits will be issued per household (except where special conditions have been assigned by the City Council).
- Parkers must park within the limits of the assigned district and must still observe additional posted restrictions (such as a red zone or street cleaning).

OPD Guest Permits:

- Each household within the district is entitled to one-day overnight guest permits.
- An existing Residential Parking Permit account number and an active annual or visitor permit is required to purchase an overnight guest permit.
- OPD guest permits may be obtained using a similar process as outlined above, though a valid photo ID is needed in place of a DMV registration.
- Overnight guest permits are limited to 25 per day.
- Guest permits are only intended for the use of residents of the district and their guests. Re-sale or transfer of these guest permits will result in revocation of resident’s permit privileges.
- Parkers must park within the limits of the assigned district and must still observe additional posted restrictions (such as a red zone or street cleaning).

OPD Permit Costs and OPD Program Funding

Overnight Parking District Permits:

- \$15.00 per year

Overnight Parking District Visitor Permit:

- \$10.00 per four months (max 2 permits)

Overnight Parking District Guest Permit:

- \$1.00 per day (max 25 permits per day)

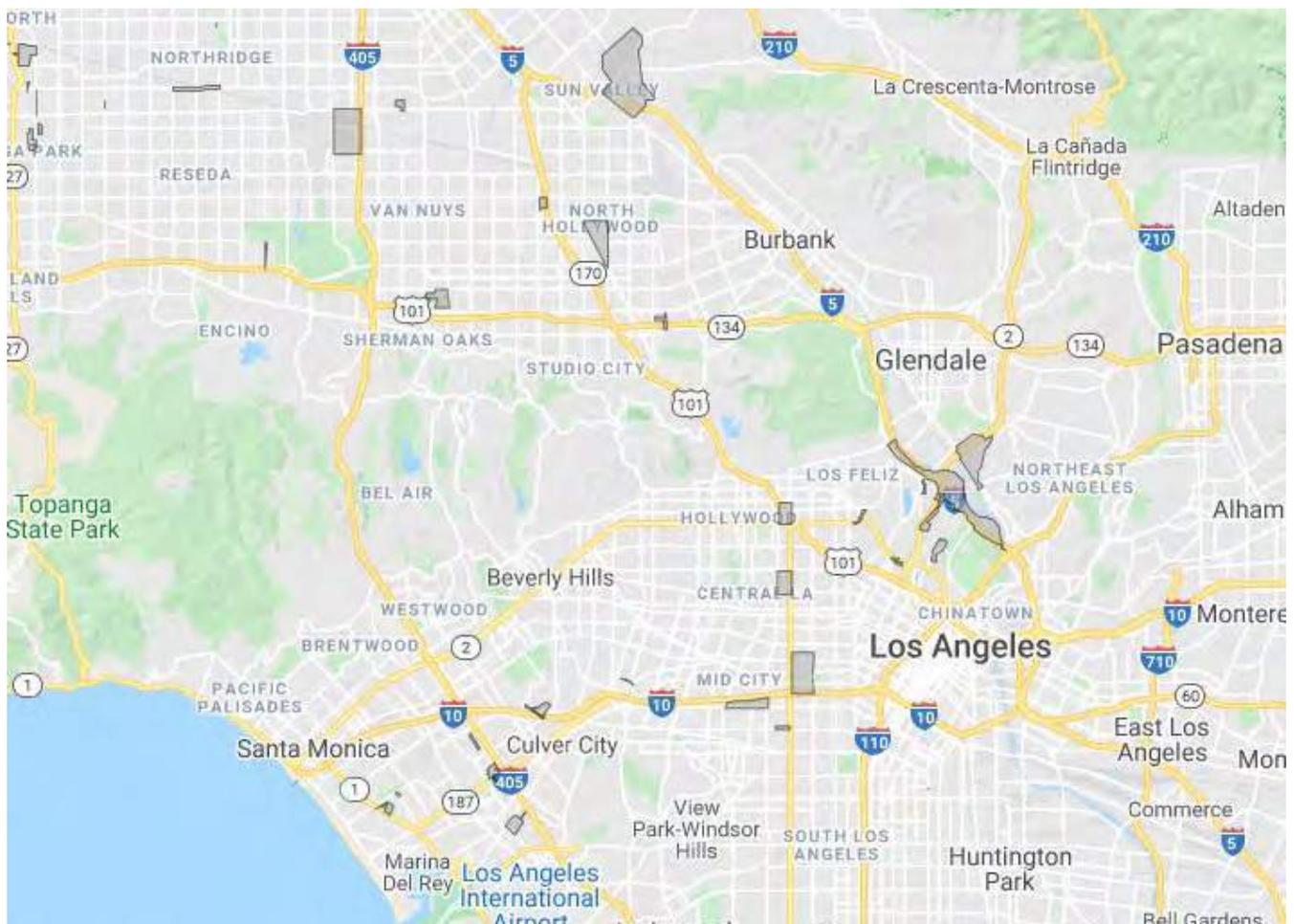
Those requesting OPD permits may only purchase permits if all outstanding parking fines have been paid.

The OPD program is required to be self-sustaining and funding for the program is via revenue from permit sales permits only.

Overnight Parking District Locations

The City Council designates certain parts of the city as Overnight Parking Districts. These districts are designated with signs and restrictions may vary by district. The exhibit below shows the highest concentration area of OPD's, though some smaller OPD districts in effect may be outside of the areas shown on the below map. The gray shaded areas denote each OPD.

Exhibit 28: Los Angeles Overnight Parking Districts



Source: data.lacity.org, 2020

Benefits of OPD Program:

City:

- The OPD program can assist and help deter existing criminal activity by not allowing non-resident parking from 2:00 am to 6:00 am daily.

Neighborhood:

- The OPD helps to deter criminal activity as stated above.

Challenges of OPD Program:

City:

- The OPD requires consistent enforcement which requires staffing.

Neighborhood:

- Establishing an OPD is an administrative process that requires time to complete.
- Residents are required to obtain permits which is an additional administrative burden.
- Residents are required to pay for permits for themselves and their guests and visitors.

Parking Enforcement

LADOT traffic officers are responsible for enforcing all parking laws in the California Vehicle Code and Los Angeles Municipal Code. Traffic officers are on duty 24/7 and patrol to address parking violators and respond to constituent complaints around parking.

Enforcement times of PPD and OPD areas vary by the stated time restrictions of each PPD and OPD zone.

Parking citations revenue is not used for the PPD or OPD programs, which are funded via permit sales, only. Parking citation revenue and meter revenue goes into the general fund.

City of Glendale, CA

Type of Program In Place: Preferential Parking District

Overview

The City of Glendale established the Preferential Parking Permit (PPD) Program in 1980 to discourage non-residents from parking in residential neighborhoods. Parking permits exclude residents from the posted time limits.

The City has two types of PPD's, a Preferential Parking District and a Special Preferential Parking District.

1. *Preferential Parking District* - a district of certain streets or portions thereof, which are designated by the transportation and parking commission as a preferential parking district in which certain vehicles displaying valid preferential parking permits are exempt from posted parking restrictions, or in which vehicles may not park unless an authorized permit is displayed.
2. *Special Preferential Parking District* - a residential area designated by the city council where vehicles displaying valid Special Preferential Parking District permits are exempt from parking restrictions; and due to unique circumstances, that do not apply generally to other areas of the City, is designated as a Special Preferential Parking District for which special rules may apply.

Establishing or Changing an PPD Zone

To implement a PPD program area, residents must go through the process established by City Code Chapter 10.36.030 Preferential Parking District Program Established. To implement an RPP program area, 75 percent of residents must support the request and studies must be conducted by the City to determine whether reasonably convenient parking is unavailable, whether more than 25 percent of the vehicles parked in the area under consideration are not registered to people residing in adjacent residences, and whether current posted time limits are causing a hardship for residents. The Transportation and Parking Commission makes the final decision to grant or deny a PPD zone. To reduce the secondary impacts of the establishment of PPDs, the City can expand the area of an established PPD to encompass other adjacent streets surrounding a district.

Special PPDs are designated by City Council. Special PPDs can be divided into zones in order to administer restrictions to address unique parking conditions or restrictions within a particular zone. There are two Special PPDs established in Glendale, the Glendale Community College Special PPD and the South Brand Special PPD. To establish designated PPD areas within the Glendale Community College Special PPD, residents must submit a petition signed by residents living in at least 75 percent of adjacent dwelling units. To establish designated PPD areas within the South Brand PPD, residents must submit a petition signed by residents living in at least 66 percent of adjacent dwelling units.

To terminate a PPD, residents must submit a petition representing at least 75 percent of adjacent dwelling units.

Obtaining an PPD Parking Permit

Residents can obtain a preferential parking permit online or via mail. Residents are required to provide a valid photo ID or driver's license to obtain a permit. If the photo ID does not contain the address in question, applicants must provide a utility bill, property tax statement, mortgage payment/bill, or rental agreement. A California vehicle registration is also required for each vehicle. Permits are valid through December 31 from the date of issuance, and residents must renew their permits each year. Permits are in the form of hang tags to be displayed on the rear-view mirror of the vehicle. Any resident of a PPD who owns a vehicle can apply for a permit.

Guest Permits

- Each household can purchase up to two guest permits

Temporary Parking Permits are also available under certain circumstances:

- *Special Event Guest.* Temporary parking permits for special occasions can be requested via phone or in-person, when more than two guest permits are required for special events. Residents seeking temporary special event guest permits must contact the City at least two days prior to the event. No more than two special events requiring temporary special event guest permits can be issued to any one permittee during a calendar year. The special event guest permits are not available in the South Brand PPD.
- *Health Care Guest.* Temporary parking permits can be issued to residents with in-home health care provides. Residents must submit a statement to the City indicating the medical necessity of the permit and the approximate amount of time the permit would be needed.

Other Permits/Exemptions:

- As California law exempts ADA permit holders from time-restricted parking and meter payment requirements, ADA permit holders are not required to obtain any type of PPD permit.
- Due to the unique circumstances of the Glendale Community College Special Preferential Parking District, the City can issue permits to the Woodlands Elementary School for exclusive use of the school's faculty, employees, and volunteers.
- In the South Brand Special Preferential Parking District, residents can obtain up to three resident parking permits. Guest permits are granted on a case by case basis.

PPD Permit Costs/PPD Program Funding

Residential permits, guest permits, and temporary permits cost \$25/vehicle/year. Permit fees contribute toward the administration of the PPD program.

Permit Regulations and Violations:

The following regulations apply to PPD zones:

- PPD permits exempt a motorist from the posted time limit (if any) posted on the signage.
- PPD permits do not allow oversized vehicles to park in residential neighborhoods.

- PPD permits do not allow any other vehicle from parking at “no parking anytime” zones, parking meters, pay stations, loading zones, 30-minute parking zone, and street sweeping days.

PPD Permit Zone Locations and Restrictions

As mentioned in the “Establishing or Changing a PPD Zone” section, the City has two established Special Preferential Parking Districts: the Glendale Community College Special PPD and the South Brand Special PPD. The Glendale Community College Special PPD is divided into four zones and the South Brand Special PPD is divided into eight zones. In addition to these two zones, there are approximately 148 individual districts, ranging in size from one half block to three more blocks.

Benefits of PPD Program:

City:

- The PPD program helps the City to manage on-street parking in residential neighborhoods.
- Since commercial parking is finite, by limiting commercial parking in residential areas, the City could encourage the use of non-driving modes of transportation.
- The process to establish a new PPD is collaborative between the neighborhood and the City.

Neighborhood:

- PPDs limit parking on-street by non-residents to provide more parking for residents and their guests.
- Residents have the option to request permits online, which enhances the convenience of the process.
- If a PPD that has been implemented is not meeting the needs of the residents, residents also have the opportunity to petition to remove parking permit districts
- The process to establish a new PPD is collaborative between the neighborhood and the City.

Challenges of PPD Program

City:

- In certain districts, an unlimited number of residential permits can be issued, which can result high demand for parking in PPD areas.
- There are approximately 150 districts in the City, with varying enforcement hours and time restrictions, making the program difficult to administer and enforce.
- The PPD procedures for the South Brand district are different than the other districts, making the program more challenging to administer.

Neighborhood:

- Establishing a new parking permit district is an administrative process that requires time to complete.
- Residents are required to apply for and renew permits which is an additional administrative burden.
- PPDs give residents of a specific area the ability to park within the limits of that area, but do not guarantee the availability of a space.
- Residents are required to pay for permits for themselves/families/tenants as well as guests and visitors.

05 Appendix

Appendix A: Parking Violation Description by Violation Code and Fine Amount

VIOLATION DESCRIPTION	VIOLATION CODE	EFFECTIVEDATE	FINE AMT	PENALTY1
ABANDONMENT PROHIBIT	22523A	12/7/10	\$113.00	\$100.00
ABANDONMENT PROHIBIT	22523B	12/7/10	\$113.00	\$100.00
AIRPORT-UNAUTH CLNG	1904990	12/7/10	\$48.00	\$35.00
AIRPORT-UNAUTH PRKNG	1904980	12/7/10	\$48.00	\$35.00
ANGLE PARKING	1564240	12/7/10	\$48.00	\$35.00
ANNUAL TRAIL PASS	17041175	12/7/10	\$28.00	\$18.00
ANTI-GRIDLOCK ACT	22526	12/7/10	\$68.00	\$55.00
ARBORETA/BOT GRDN PK	1708110	12/7/10	\$48.00	\$35.00
BIKE PATH	1704370E	12/7/10	\$53.00	\$40.00
BLOCKING DRIVEWAY	1704370L	12/7/10	\$53.00	\$40.00
BLOCKING FIRE LANE	225001	12/7/10	\$78.00	\$65.00
BLOCKING HANDICAPPED	22500L	12/7/10	\$258.00	\$50.00
BLOCKING HIGHWAY OR	1564300	12/7/10	\$53.00	\$40.00
BUS LOADING ZONE	1564110	12/7/10	\$263.00	\$50.00
BUS ZONE	1704370I	12/7/10	\$53.00	\$40.00
CROSSWALK	1704370F	12/7/10	\$53.00	\$40.00
CURB PARKING ONE-WAY	22502E	12/7/10	\$53.00	\$40.00
DOOR OPEN TO TRAFFIC	22517	12/7/10	\$68.00	\$55.00
DOUBLE PARKING	1564250	12/7/10	\$53.00	\$40.00
DOUBLE PARKING	1704370J	12/7/10	\$53.00	\$40.00
DOUBLE PARKING	22500H	12/7/10	\$53.00	\$40.00
EMERGENCY ACCESS	19121410	12/7/10	\$68.00	\$55.00
EVID. OF REGIST. WRO	4462B	12/7/10	\$38.00	\$25.00
EXCEED 14000 LB	1548060	12/7/10	\$53.00	\$40.00
EXPIRED METER	1564470	12/7/10	\$33.00	\$20.00
EXPIRED METER COUNTY	1564480	12/7/10	\$33.00	\$20.00
FAIL TO APPLY FOR RE	41525	12/7/10	\$38.00	\$25.00
FAILURE TO OBEY MARK	15200703	12/7/10	\$63.00	\$50.00
FAILURE TO OBEY SIGN	1520070	12/7/10	\$63.00	\$50.00
FAILURE TO OBEY SIGN	15200701	12/7/10	\$63.00	\$50.00
FAILURE TO PAY VEH F	1704370N	12/7/10	\$53.00	\$40.00
FIRE HYDRANT	1704370M	12/7/10	\$53.00	\$40.00
FRONT YARD PARKING	1564271	12/7/10	\$63.00	\$50.00

VIOLATION DESCRIPTION	VIOLATION CODE	EFFECTIVEDATE	FINE AMT	PENALTY1
FUEL CAP REQUIRED	27155	12/7/10	\$38.00	\$25.00
GRASS	1704370B	12/7/10	\$53.00	\$40.00
GRIDLOCK 2ND	22526A	12/7/10	\$113.00	\$100.00
GRIDLOCK 3RD	22526B	12/7/10	\$303.00	\$290.00
HANDICAPPED PARKING	225078A	12/7/10	\$338.00	\$50.00
HANDICAPPED PARKING	225078C	12/7/10	\$338.00	\$50.00
HANDICAPPED PKG. OFF	225078B	12/7/10	\$338.00	\$50.00
HOUSE TRAILER	1704380	12/7/10	\$63.00	\$50.00
HOUSNG AUTH-NO PARK	1544120B	12/7/10	\$48.00	\$35.00
KEY IN IGNITION	1564210	12/7/10	\$48.00	\$35.00
LIC.PLATES ATTACH OR	5201	12/7/10	\$38.00	\$25.00
LOADING ZONE	1704370H	12/7/10	\$53.00	\$40.00
LOCKED VEHICLE	22516	12/7/10	\$48.00	\$35.00
MDR/BIKE IMMOBLE	19121340	12/7/10	\$48.00	\$35.00
MDR-FAIL TO OBSERV P	19121320	12/7/10	\$48.00	\$35.00
METERS NO DEPOSIT	1564490	12/7/10	\$53.00	\$40.00
MORE THAN ONE SPACE	1704370K	12/7/10	\$53.00	\$40.00
MOTOR VIHICLE, PARKI	1712230	12/7/10	\$48.00	\$35.00
MOTOR VIHICLE, PARKI	17212230	12/7/10	\$28.00	\$18.00
MULT. REAR PLATE	4457	12/7/10	\$38.00	\$25.00
MV-PARKING RESTRCTNS	19121330	12/7/10	\$48.00	\$35.00
NO COMM PKG ANY RES	1564052	12/7/10	\$78.00	\$65.00
NO COMM. VEH PKG	1564055	12/7/10	\$78.00	\$65.00
NO FRONT PLATES	5200	12/7/10	\$38.00	\$25.00
NO FRONT PLATES	5200A	12/7/10	\$38.00	\$25.00
NO LICENSE PLATES DI	5202	12/7/10	\$38.00	\$25.00
NO PARKING SIGNS	1564260	12/7/10	\$53.00	\$40.00
NO VALID PASS	1704370R	12/7/10	\$53.00	\$40.00
NO VEH. MAINT. IN PU	1544160	12/7/10	\$48.00	\$35.00
OBSTRUCTING EXCAVATI	22500G	12/7/10	\$53.00	\$40.00
PARK HOURS	1704370Q	12/7/10	\$53.00	\$40.00
PARK W/IN 3' SIDEWAL	22522	12/7/10	\$288.00	\$50.00
PARK W/IN 7 1/2' RAI	22521	12/7/10	\$43.00	\$30.00

VIOLATION DESCRIPTION	VIOLATION CODE	EFFECTIVEDATE	FINE AMT	PENALTY1
PARKED IN INTERSECTI	1564330	12/7/10	\$53.00	\$40.00
PARKING ADJACENT TO	1564360	12/7/10	\$53.00	\$40.00
PARKING AND DRIVING	19121360	12/7/10	\$48.00	\$35.00
PARKING AT MAIL BOX	1564040	12/7/10	\$48.00	\$35.00
PARKING BETWEEN SAFE	22500C	12/7/10	\$53.00	\$40.00
PARKING DISCONNECTED	1564100	12/7/10	\$53.00	\$40.00
PARKING FIRE HYDRANT	1564370	12/7/10	\$68.00	\$55.00
PARKING HOURS 8:00 A	1704330	12/7/10	\$40.00	\$18.00
PARKING IN ALLEY	1564130	12/7/10	\$53.00	\$40.00
PARKING IN BUS LOADI	22500I	12/7/10	\$263.00	\$50.00
PARKING IN DESIGNATE	1544140	12/7/10	\$48.00	\$35.00
PARKING IN OR BLOCKI	22500E	12/7/10	\$53.00	\$40.00
PARKING IN PARKWAY	1564290	12/7/10	\$53.00	\$40.00
PARKING IN PASSENGER	1564120	12/7/10	\$53.00	\$40.00
PARKING IN RED ZONE	1704370	12/7/10	\$53.00	\$40.00
PARKING LIMIT-SPECIA	1564070	12/7/10	\$48.00	\$35.00
PARKING LOADING ZONE	1564020	12/7/10	\$78.00	\$65.00
PARKING ON A BRIDGE	22500K	12/7/10	\$53.00	\$40.00
PARKING ON GRADES	1564220	12/7/10	\$48.00	\$35.00
PARKING ON PUBLIC GR	21113A	12/7/10	\$53.00	\$40.00
PARKING OVERNIGHT	1564060	12/7/10	\$53.00	\$40.00
PARKING PARALLEL WIT	1564230	12/7/10	\$48.00	\$35.00
PARKING PUBLIC & PRI	1564270	12/7/10	\$53.00	\$40.00
PARKING SPACE MARKIN	1520130	12/7/10	\$48.00	\$35.00
PARKING SPACES FOR H	1564400	12/7/10	\$338.00	\$50.00
PARKING SPECIAL HAZA	1564350	12/7/10	\$53.00	\$40.00
PARKING TIME LIMIT-P	1564030	12/7/10	\$48.00	\$35.00
PARKING WITHIN INTER	22500A	12/7/10	\$53.00	\$40.00
PARKING WRONG SIDE O	1564280	12/7/10	\$53.00	\$40.00
PEDESTRAIN WALKWAY	1704370O	12/7/10	\$53.00	\$40.00
PICNIC AREA	1704370A	12/7/10	\$53.00	\$40.00
PKG HAZARD.WASTE	31303D	12/7/10	\$363.00	\$350.00
PKG IN SHOW AREAS	22510	12/7/10	\$53.00	\$40.00
PKG. ASSIGNED PKG. S	1564390	12/7/10	\$53.00	\$40.00

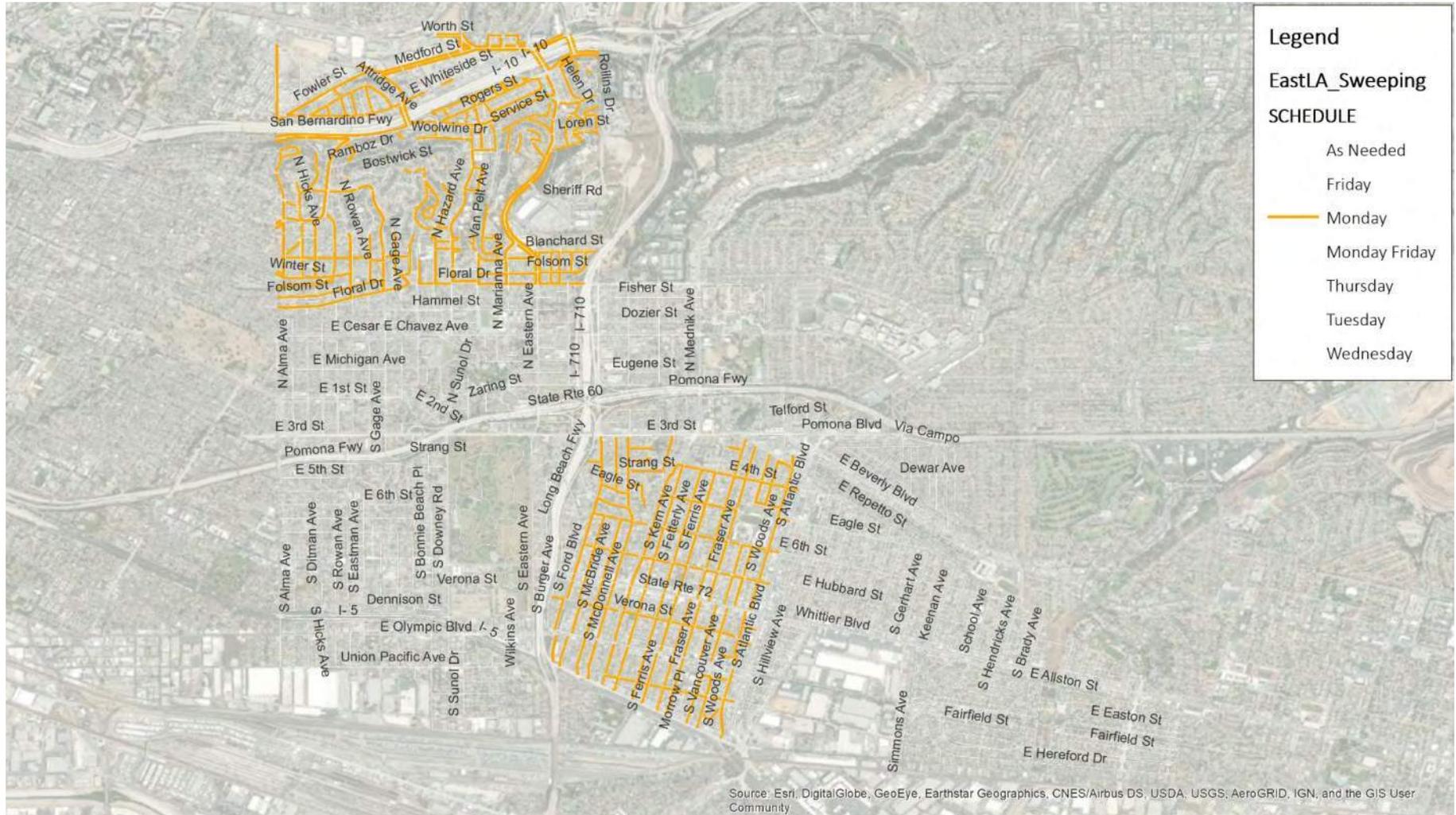


VIOLATION DESCRIPTION	VIOLATION CODE	EFFECTIVEDATE	FINE AMT	PENALTY1
PKG. DRIVEWAYS/PVT.	1564320	12/7/10	\$53.00	\$40.00
PKG. SPACES FOR HAND	1564410	12/7/10	\$338.00	\$50.00
PLATES CLEARLY VISBL	5201F	12/7/10	\$38.00	\$25.00
PLATES CLEARLY VISBL	5201G	12/7/10	\$38.00	\$25.00
PREFERENTIAL PKG NO	1564700	12/7/10	\$53.00	\$40.00
PRKING 15' FIRE HYDR	22514	12/7/10	\$68.00	\$55.00
PRKING 18" FROM CURB	22502A	12/7/10	\$53.00	\$40.00
PRKING FIRE STA. ENTR	22500D	12/7/10	\$68.00	\$55.00
PRKING IN TUNNEL	22500J	12/7/10	\$53.00	\$40.00
PRKING ON CROSSWALK	22500B	12/7/10	\$53.00	\$40.00
PRKING ON SIDEWALK	22500F	12/7/10	\$53.00	\$40.00
PRKNG LOT-STREET/ALL	22951	12/7/10	\$48.00	\$35.00
RECREATION BLDNG	1712220	12/7/10	\$23.00	\$20.00
RED ZONE	1704370G	12/7/10	\$53.00	\$40.00
REGISTRATION CARD	4454A	12/7/10	\$38.00	\$25.00
REPAIRING VEHICLE IN	1576120	12/7/10	\$53.00	\$40.00
RESTRICTED PARKING	1544150	12/7/10	\$48.00	\$35.00
ROADWAY	1704370C	12/7/10	\$53.00	\$40.00
SERVICE ROAD	1704370P	12/7/10	\$53.00	\$40.00
SIDEWALK	1704370D	12/7/10	\$53.00	\$40.00
STATE HIGHWAY PARKIN	22505B	12/7/10	\$53.00	\$40.00
STOPPED/PKG. VEHICUL	23333	12/7/10	\$45.00	\$32.00
STOPPING ON FREEWAY	22520	12/7/10	\$43.00	\$30.00
STREET SWEEPING	15200702	12/7/10	\$63.00	\$50.00
TABS	5204	12/7/10	\$73.00	\$60.00
TABS	5204A	12/7/10	\$73.00	\$60.00
TAXICAB STANDS	1564440	12/7/10	\$33.00	\$20.00
TEMPORARY SIGNS	1564140	12/7/10	\$53.00	\$40.00
TIME LIMITS	1564010	12/7/10	\$48.00	\$35.00
UNATTENDED VEHICLES	22515	12/7/10	\$53.00	\$40.00
UNINCORPORATED AREA	22504A	12/7/10	\$58.00	\$45.00
UNREGISTERED VEHICLE	4000A	12/7/10	\$73.00	\$60.00
UNREGISTERED VEHICLE	4000A1	12/7/10	\$73.00	\$60.00
VEH. PKD WITH HARZ.	1564310	12/7/10	\$363.00	\$350.00

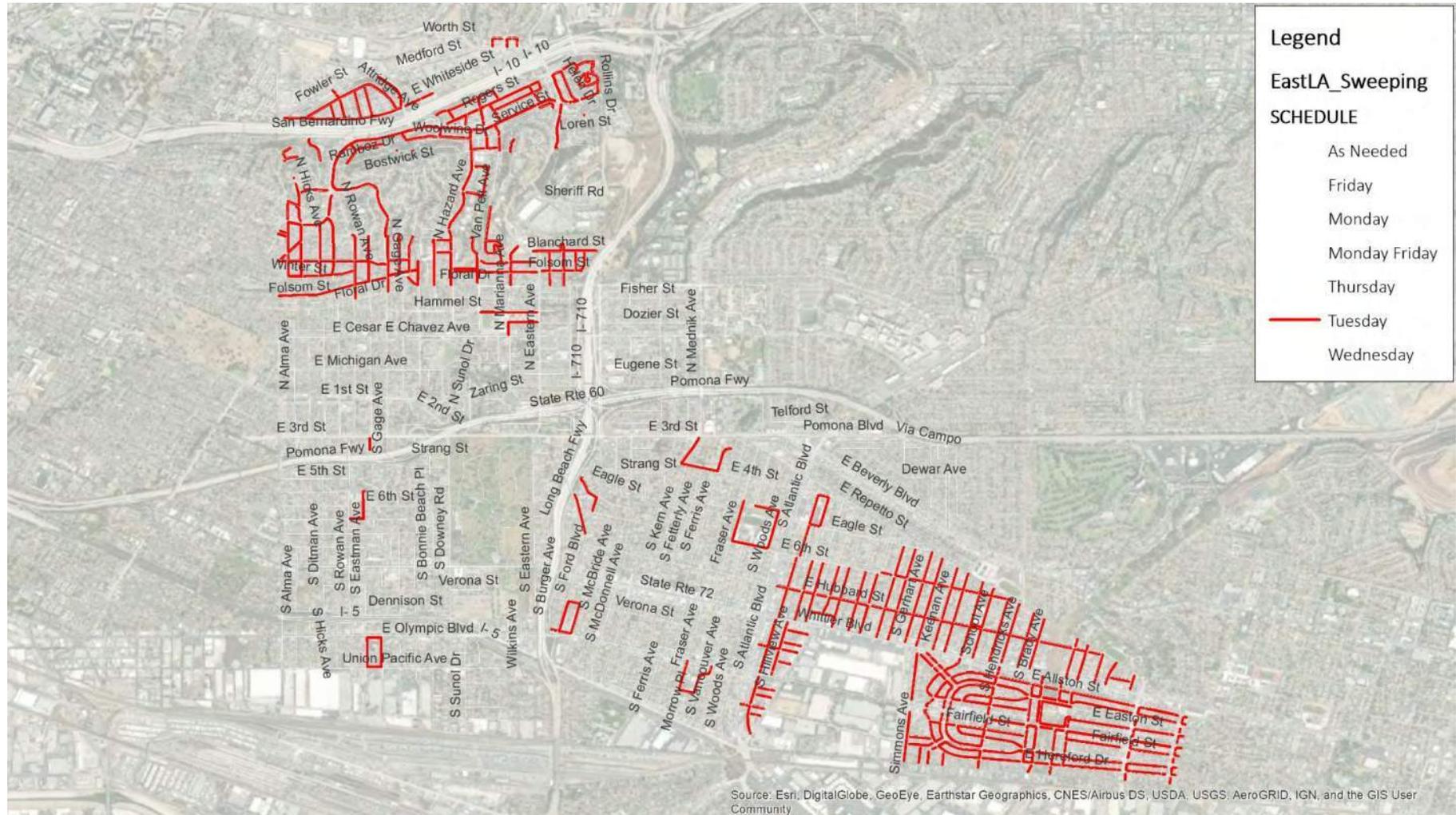
VIOLATION DESCRIPTION	VIOLATION CODE	EFFECTIVEDATE	FINE AMT	PENALTY1
VEHICLE IN BIKE LANE	1552040	12/7/10	\$48.00	\$35.00
VEHICLE ON SIDEWALK	1576080	12/7/10	\$53.00	\$40.00
WASHING VEHICLE ON H	1576130	12/7/10	\$53.00	\$40.00
WEIGHT EXCEEDING 600	1548050	12/7/10	\$53.00	\$40.00
WRNG DEVICE ON DSBLE	25300E	12/7/10	\$45.00	\$32.00
WRNG DEVISE ON DSABL	25300C	12/7/10	\$45.00	\$32.00

Source: LA County Sheriff, Conduent; 2020

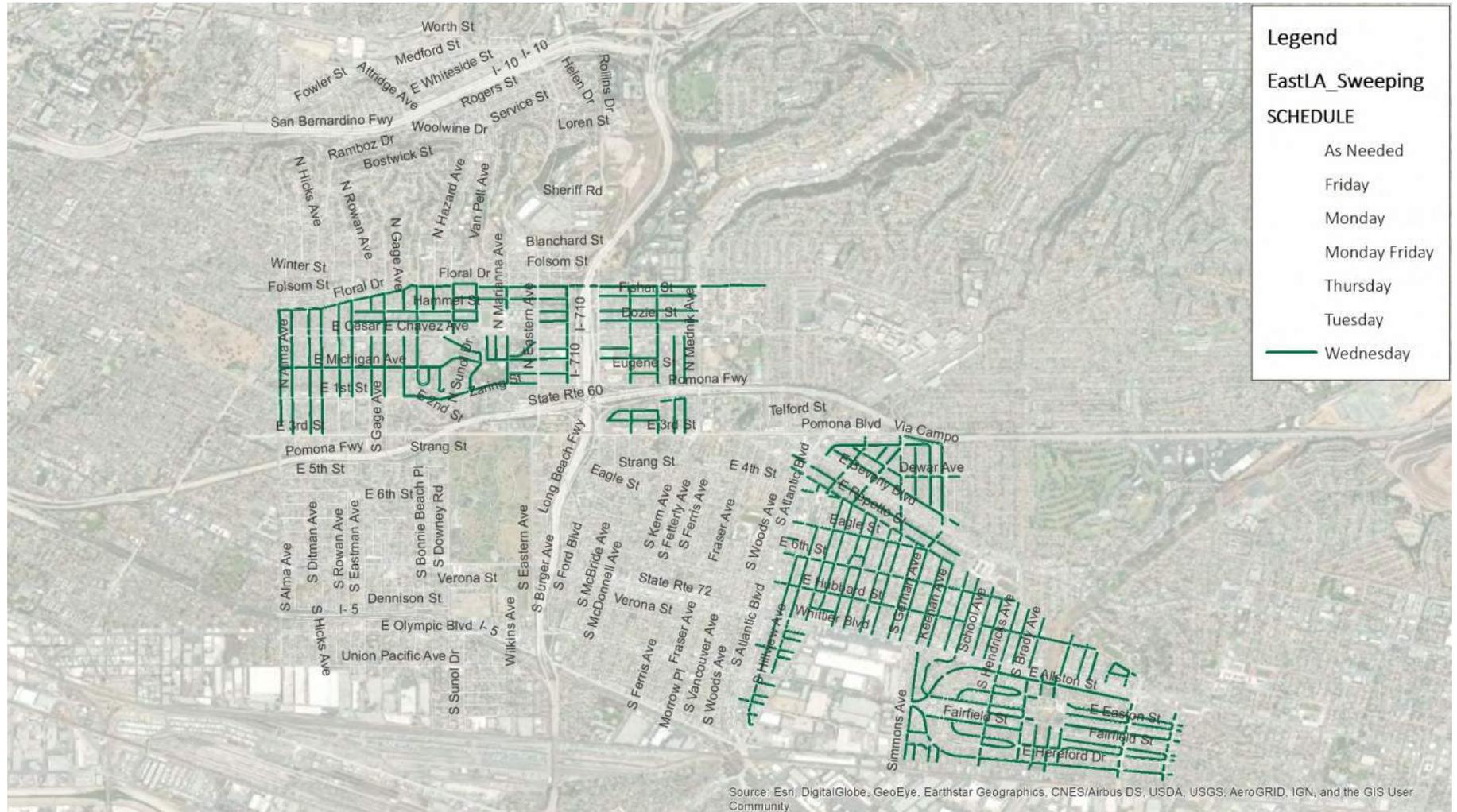
Appendix B: East LA County Street Sweeping Schedule – Monday



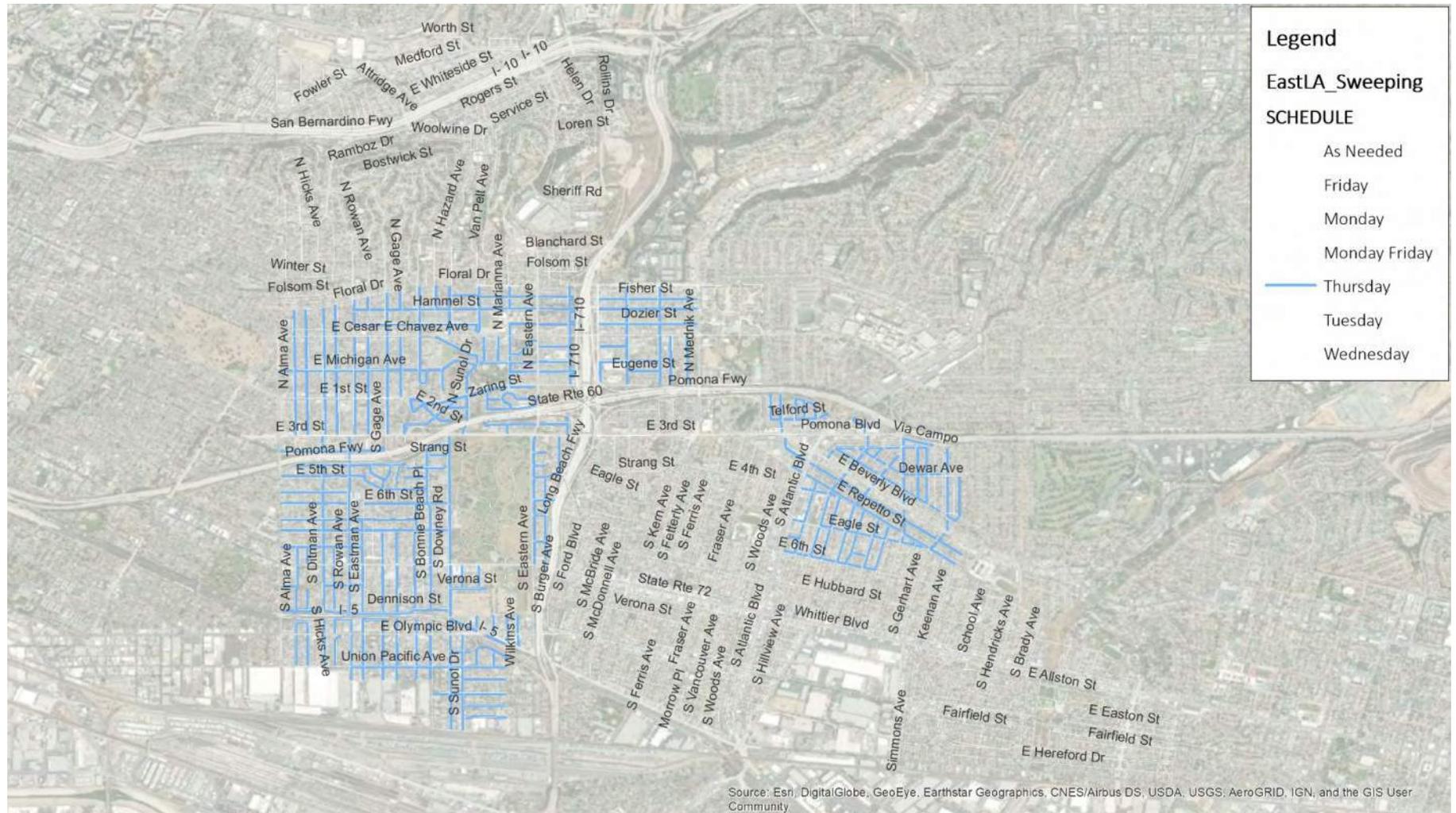
Appendix C: East LA County Street Sweeping Schedule – Tuesday



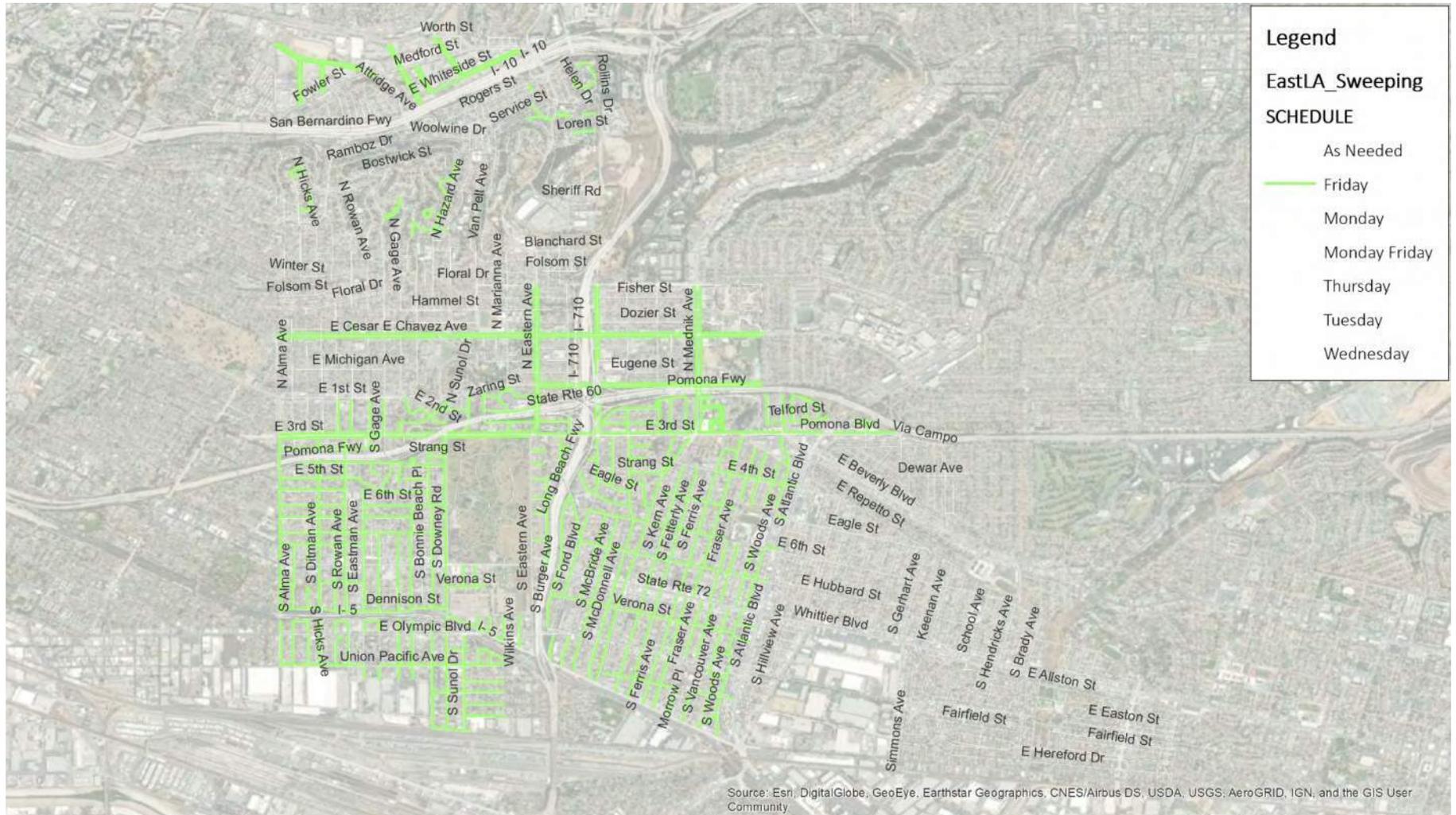
Appendix D: East LA County Street Sweeping Schedule – Wednesday



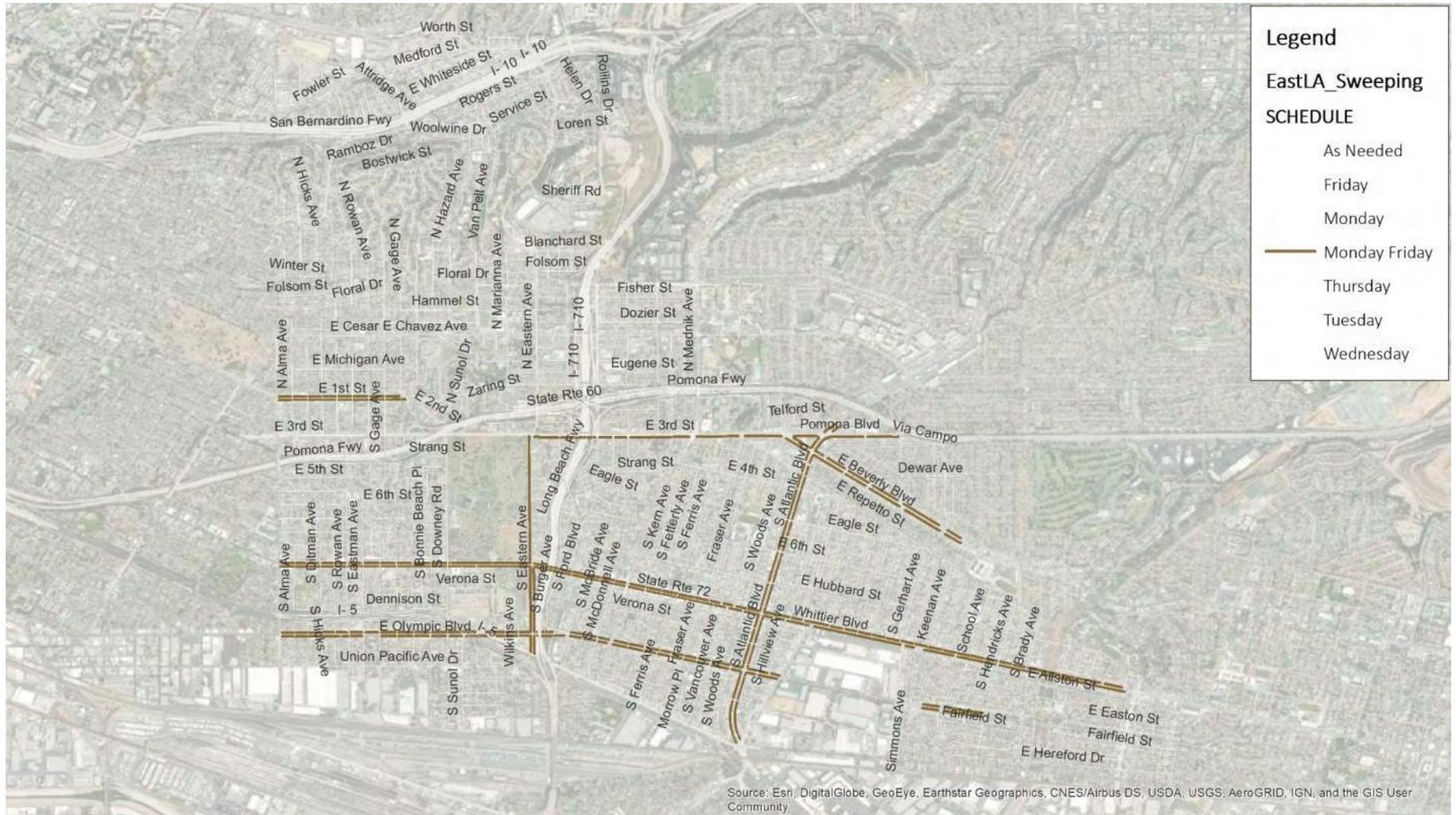
Appendix E: East LA County Street Sweeping Schedule – Thursday



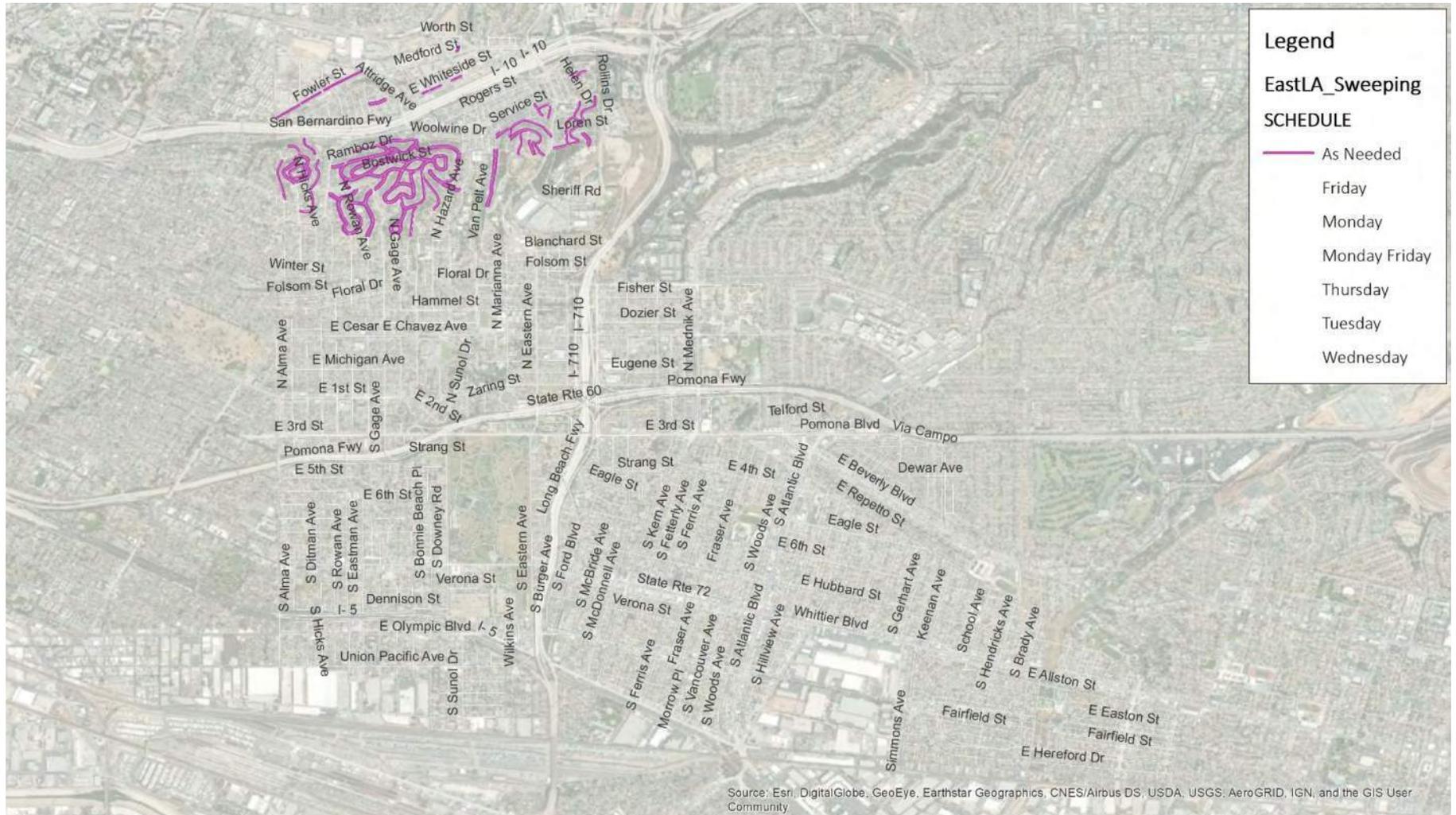
Appendix F: East LA County Street Sweeping Schedule – Friday

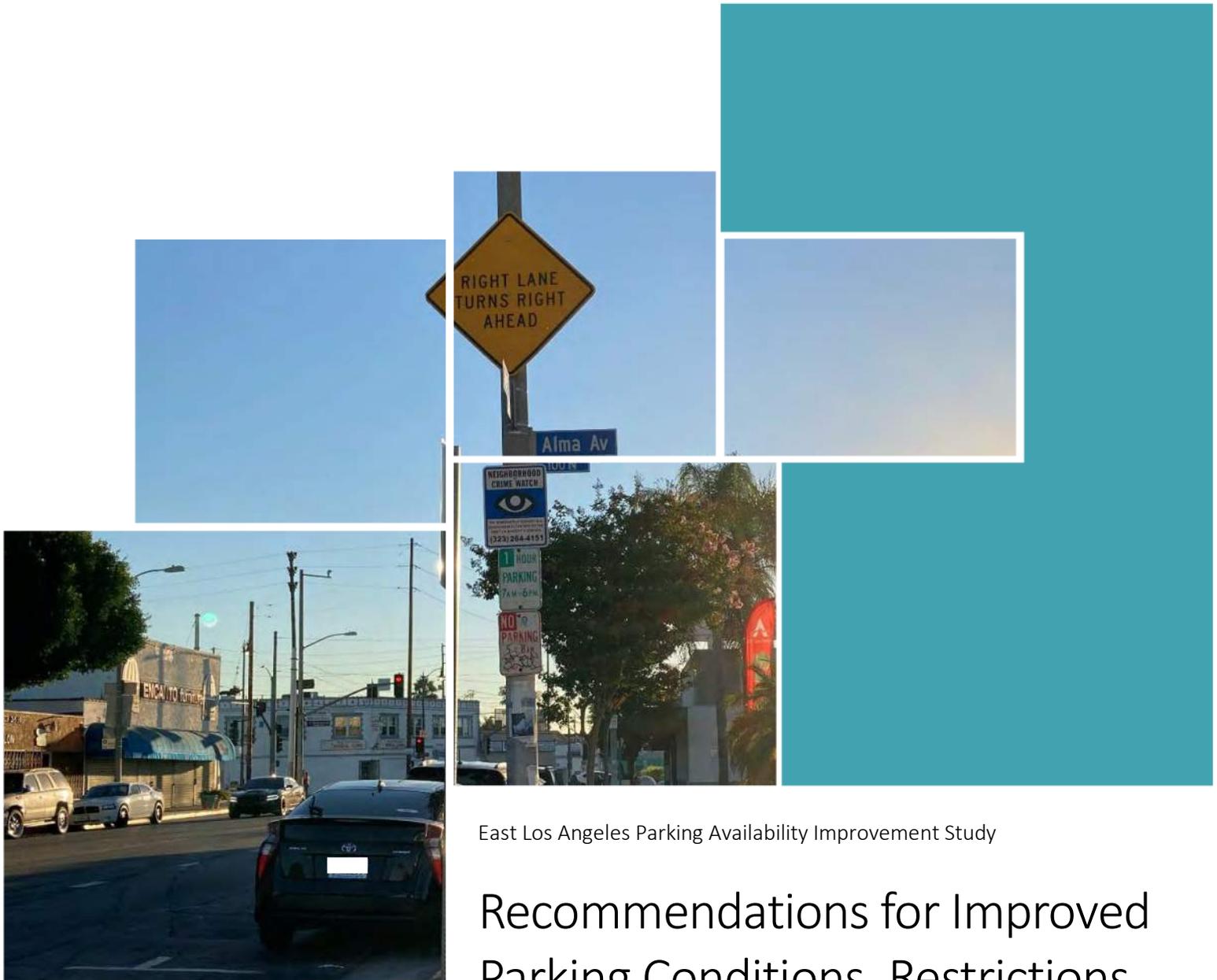


Appendix G: East LA County Street Sweeping Schedule – Monday and Friday



Appendix H: East LA County Street Sweeping Schedule – As Needed





East Los Angeles Parking Availability Improvement Study

Recommendations for Improved Parking Conditions, Restrictions, and Enforcement Practices

County of Los Angeles, CA

September 24, 2021

Prepared for:
Chief Executive Office Budget and Operations
Community Services



WALKER
CONSULTANTS



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Executive Summary

Consistent with a previous comprehensive review of parking conditions in the unincorporated community of City Terrace, similar conditions have been found to exist within other areas of unincorporated community of East Los Angeles (East LA). Key findings for the residential neighborhoods include limited on-street and off-street parking, lack of or difficult-to-access driveways, and households with multiple vehicles. On the commercial side of the equation, limited parking availability was reported and observed, which we concluded was due to a lack of enforcement of posted short-term parking limits, as well as food truck vendors occupying prime curbside inventory in direct competition with the parking needs of established “brick and mortar,” fast casual and neighborhood dining establishments.



Solutions Exist

A consistent finding in both residential and commercial areas identifies general overflow (i.e., spillover) parking concerns, which may be addressed with regulatory measures and associated enforcement that is designed to limit the amount and types of vehicles parked on the street in residential neighborhoods and enforce short-term time limits along commercial corridors. Parking spillover generally refers to when parking demand for one land use spills over into the parking supply of an entirely different use, and those users subsequently may then suffer from insufficient parking.



Walker Recommends

1. Establish a parking enforcement district throughout unincorporated East Los Angeles, enforced by a professional parking enforcement services provider dedicated to this task, funded by parking citations, which reports to a separate contract management team within the Sheriff's Department.
2. Establish a preferential parking district in the residential neighborhoods immediately surrounding the proposed Whittier Boulevard Parking Benefit District. The purpose of the program is to limit the number of household vehicles parked along the street during program operating hours as well as to control the amount of time a visitor may park on neighborhood streets.
3. Establish a parking benefit district (PBD) along Whittier Boulevard East of the I-710, and consider other PBD locations throughout the commercial corridors of unincorporated East LA where low on-street parking availability has been identified as a problem. A portion of the revenue from the parking benefit districts should be used in part to secure off-street parking inventory, such as sites considered not suitable for housing, or public private partnerships with local churches, commercial areas after hours, or schools, in each district to address overflow parking demands by accommodating parking needs, including the ability of food truck vendors to operate within defined areas of the community.

Overview of Findings

The following categories and concepts have been provided to provide an overview of our findings as described in the deliverables for Walker's Task 2 *Existing Parking Conditions* and Task 3 *Current Parking Restrictions and Enforcement Practices*.

Limited availability of on-street parking

The limited availability of parking in on-street spaces is likely the single-most problematic finding in many residential neighborhoods and commercial corridors in unincorporated East LA. The lack of available on-street parking stems not only from sheer volume of vehicles and parking congestion that results from multi-generational housing scenarios, but also from inappropriate and in some cases unlawful use of on-street parking that includes long-term and inoperable vehicle storage, curbside vending, spillover from unauthorized commercial business activity, and in some cases, developments that provide fewer spaces than the number of cars they generate.

Limited enforcement

Parking enforcement in unincorporated East Los Angeles is managed by eight (8) parking control officers and one supervisor parking control officer, who operate as part of the East Los Angeles Station of the Los Angeles Sheriff's Department. While coverage is provided seven days per week, staffing resources and coverage hours are mostly limited outside of the weekday hours of 5:00 am to 3:00 pm. Many areas within the 7.45 square miles do not see regular enforcement on a consistent basis. These areas rely upon call center requests, which may or may not immediately resolve the enforcement need. Additional parking enforcement support is provided by California Highway Patrol (CHP), although it is understood this effort has resulted in less than 300 citations being issued in the most recent 2019 calendar year, a small fraction of the total number of citations issued by the LASD.

Abandoned/Inoperable vehicles

Abandoned and inoperable vehicles left on street should be held to the 72-hour ordinance that permits the Sheriff to remove such vehicles to a safe place owned by, maintained by or under the jurisdiction of the County of Los Angeles (See Los Angeles County Code, Chapter 15.64.200, Vehicles parked over 72 hours – Removal by Sheriff). Inoperable vehicles discovered on public and private property shall also be handled in the manner described in the Los Angeles County Code, Chapter 15.80, Abandoned or Inoperable Vehicles. This code language permits a California Highway Patrol officer to have the authority to cause the abatement and removal of such vehicles after a 10-day notice of intention to abate has been served and the appropriate window for a public hearing has been observed. Any vehicle parked long term on the street, but especially an inoperable vehicle, has an impact on parking availability beyond the number of long-term vehicles parked on the street.

Reserving on-street spaces

Rotational use of multiple vehicles within the same household to reserve on-street parking spaces, as well as placing solid waste bins in the rights of way to reserve on-street parking is a common practice in neighborhoods where on-street parking is limited. Placement of solid waste bins and other materials in the rights of way should be handled with code enforcement policies, up to and including confiscation of materials upon appropriate notification. On-street spaces are for public use and not for individual benefit and personal gain.

Illegal parking

Illegal parking, including double-parking, using parking spaces for people with disabilities but without a placard or hangtag, fire hydrant, and blocking intersections are considered infringements upon public safety. These enforcement matters must be dealt with urgently within all commercial and residential areas of the community. Consistent and comprehensive enforcement coverage is vital to the success of the parking program with no exceptions. Allowing these behaviors to occur due to lack of consistent enforcement exacerbates matters over time and ultimately favors the appellant within the adjudication process.

Street vending and food trucks

Viewed as a significant problem throughout many of the commercial corridors, the growing numbers of street vending and food trucks have created an unwanted burden for maintaining sidewalk accessibility, as well as making it difficult for patrons to park curbside when accessing traditional “brick and mortar” businesses and restaurants. Often times, food truck patrons are observed taking advantage of off-street customer parking set aside for curbside businesses and restaurants.

Parking spillover into residential neighborhoods

Often as a result of commercial car sales, repair shops, non-residents (such as employees or customers), and spillover from transit riders who park near transit stations, vehicular spillover from non-residential uses on to residential streets creates a condition whereby parking spaces do not experience turnover during the business day and potentially into the evening and overnight hours, which is needed to provide opportunities for all drivers to park. Limiting the duration of neighborhood on-street parking during the business day and developing a preferential permit parking program would help to resolve these potential conflicts between multiple parking users.

Additional measures to mitigate the impacts of introducing a preferential parking program include offering the shared use of additional off-street inventory for multiple vehicle households during the evening hours and potentially for food truck vending services during the daytime hours. The ability to offer these alternate off-street locations not only provides a reasonable solution to the previously mentioned regulatory measures, but nudges residents and business owners to prioritize and modify their behavior and rethink their residential lifestyles and business plans. Parking conditions have reached the point where the impacts of unregulated, underregulated, and under enforced regulations of spillover parking are unsustainable for the community.

Multi-vehicle ownership

Households with more vehicles than licensed drivers may contribute to low availability of on-street parking. Ownership of multiple vehicles without sufficient off-street parking availability lends to the need to park daily-use vehicles on street while storing recreational, secondary-use, or leisure vehicles in available off-street inventory for longer periods of time. There is no incentive for a resident to behave otherwise in this instance when valuable yet under managed parking on the public street becomes impacted as a result.

Code enforcement

Code enforcement has an opportunity to play a pivotal role in the East Los Angeles Parking Availability Improvement Study. Under multiple scenarios, parking availability is adversely impacted by the growth of illegal accessory



dwelling units, unauthorized home business activity, unhoused living, such as campers and recreational vehicles on street, and oversized vehicles, as well as commercial service vehicles and vehicles not authorized by code standards. While many of these code enforcement opportunities may be directly related to the cost of high neighborhood rents, underutilized driveways, and landlords restricting or limiting the use of off-street parking, a concerted awareness campaign should be reviewed and revisited within the community.

Recommendations

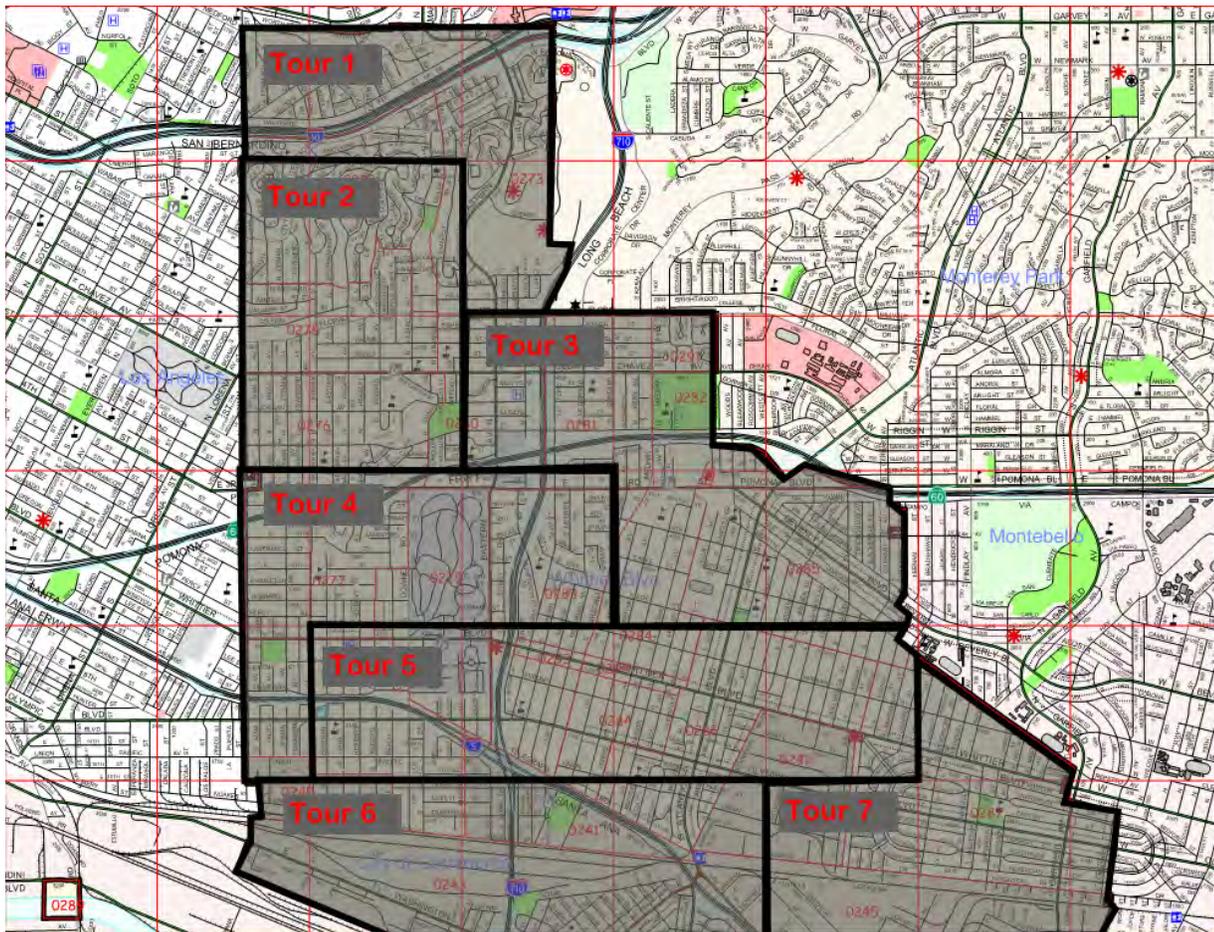
Based on past findings, current observations, and our review and analysis of the parking availability concerns in unincorporated East LA at this time, we recommend the County consider the following best practice measures to manage parking availability within the community.



Parking Enforcement District

A parking enforcement district is a more intentional effort to manage and enforce parking in a geographically defined area. Walker recommends that citation revenue generated in unincorporated East LA, remain in East LA, doing so essentially creates a district. To effectively meet the needs of the community, parking enforcement resources within unincorporated East LA must be expanded to provide consistent coverage across all areas. The following exhibit has been provided to demonstrate coverage areas by designated enforcement tour.

Exhibit 1: Recommended Enforcement Coverage and Enforcement Tours



Source: Los Angeles County Sheriff's Department and Walker Consultants; 2020



Each of the seven enforcement tours suggests the necessity of a minimum of seven parking control officers on duty during the recommended hours of enforcement from 5:00 am to 11:00 pm, seven days per week. To accommodate this recommendation, 14 full-time parking control officers and 14 part-time parking control officers should be recruited and trained to issue parking citations. The following exhibit has been provided to demonstrate the staffing needs by day of week and time of day. The minimum coverage number of seven officers is shown by hour of day with a total coverage hours per day summarized at the bottom of the exhibit. A one-hour meal period break has been factored into each nine-hour shift.

Exhibit 2: Recommended Parking Control Officer Schedule

Time	Day of Week						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3:00 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
5:00 AM	7	7	7	7	7	7	7
6:00 AM	7	7	7	7	7	7	7
7:00 AM	7	7	7	7	7	7	7
8:00 AM	7	7	7	7	7	7	7
9:00 AM	7	7	7	7	7	7	7
10:00 AM	7	7	7	7	7	7	7
11:00 AM	7	7	7	7	7	7	7
12:00 PM	7	7	7	7	7	7	7
1:00 PM	7	7	7	7	7	7	7
2:00 PM	7	7	7	7	7	7	7
3:00 PM	7	7	7	7	7	7	7
4:00 PM	7	7	7	7	7	7	7
5:00 PM	7	7	7	7	7	7	7
6:00 PM	7	7	7	7	7	7	7
7:00 PM	7	7	7	7	7	7	7
8:00 PM	7	7	7	7	7	7	7
9:00 PM	7	7	7	7	7	7	7
10:00 PM	7	7	7	7	7	7	7
Coverage Hours	126	126	126	126	126	126	126
	<u>Personnel</u>	<u>Per Week</u>	<u>Total</u>	<u>Per Year</u>	<u>Total</u>		
	14 Full Time	40 Hours	560 hours	50 weeks	28,000 hours		
	14 Part Time	16 Hours	224 hours	50 weeks	11,200 hours		

Source: Walker Consultants; 2020

In this exhibit, 1st shift officers are assigned to work from 5:00 am to 2:00 pm and 2nd shift officers are assigned to work from 2:00 pm to 11:00 pm. Both full-time and part-time officers have the same shift start and end times, regardless if assigned to working a weekday or a weekend day.



Organizational Structure

The Sheriff's Department remains the logical organization within the County to oversee the proposed parking enforcement district in unincorporated East Los Angeles. While it is understood the Department is unable to add full-time equivalent positions to meet the recommended number of positions required to serve the unincorporated East Los Angeles community, it is anticipated the staffing requirements may be met with the use of a contract with a professional parking enforcement firm.



Program Management

Use of a professional parking enforcement firm will greatly facilitate the County's ability to increase enforcement resources without bearing the financial impacts and recruitment challenges associated with hiring a full-time employee. Often times, position postings require a lengthy process to qualify, interview, and test applicants for an entry level position with the Sheriff's Department. Many of the candidates fail to pass the testing procedures and require the process to start over. Professional parking enforcement firms typically have a pool of employees which they may rotate between local and regional government contracts with minimal training and acclimation effects. If the management contract has been set up accordingly, the professional firms are incentivized to keep positions filled and shifts covered at all times.



Preferential Parking Program

A key component of a preferential parking program for the East LA neighborhood's will require the need to define and address the program parameters and limitations. The potential for establishing rules consistent with the unique characteristics of individual neighborhoods may be a necessity. As an example, neighborhoods with narrow roadways and reduced rights of ways may be required to limit on-street parking permits to one permit per household; the number of cars that can safely and realistically park on block faces in this scenario may be far less than typical. Other locations may be served by two permits per household, regardless of roadway definition and off-street parking availability.

A recommended best practice identifies the need to verify on-street parking inventory within each neighborhood and compare this to the number of residential households to establish a baseline metric. A subsequent step suggests the need to identify off-street inventory associated with each residential household. Given these two data points, a determination may then be made to establish program permissions and limitations. In most circumstances, each household should be permitted the use of one on-street permit per household address. Using a license plate permit credential (by which a vehicle's license plate number communicates whether, where and how long it may be permitted to park), the on-street permit can be virtually assigned to the first household vehicle parked on-street, rendering all other household vehicle license plates inactive during this use period.



Parking Benefit Program

Communicating the advantages of a parking benefit program is almost always the most difficult task for a government agency as residents and business owners must be able to envision the immediate benefits of having to pay for something many have previously received for free. In addition, equity is a major factor here where low income households may not be able to afford this additional cost, but still rely on vehicles to access jobs.

It is important to develop a transparent process to identify the goals of the parking benefit program for the community. Which user groups may be the focus, beneficiaries, but also the potential funders of the parking benefit program? Multiple vehicle households? Out of town visitors? Premium repeat parkers (customers) who simply want access and convenience and are willing to pay for the convenience? All these options should be considered and discussed with a focus and policy goals in mind. What then becomes of the revenue benefit? Parking and mobility infrastructure needs? Recurring community maintenance and subscription costs? Under the parameters of a parking benefit district, the district and its stakeholders should have a say in the way the revenue proceeds are reinvested in the community.



Neighborhood Incentive Programs

As discussed during the community stakeholder meetings, several neighborhood incentive programs may be supported through the County's resources to help residences and businesses make land resources available for parking. Such programs as "cash for clunkers," garage sales and single-day disposal services, and local business coupons or incentives, can provide sufficient financial incentive for residents and business owners to take action during times when simple coordination efforts seem too difficult to overcome. In addition, public car sharing programs like the BlueLA program; or offer micromobility options to provide better access to transit stations as a way to reduce the need for private car ownership.



Infrastructure and Capacity Needs

To address parking facility and capacity needs, the County should explore the possibility of using County real estate within unincorporated East LA to address some parking needs. Can existing facilities and surface parking areas be utilized for off-hour parking needs and overnight parking? Can underutilized land parcels be converted into parking lots or multi-purpose properties that offer increased off-street parking with reasonable minimal investment? Are walking distances, safety, or bike/pedestrian friendly locations such that some parkers would choose to park in these locations? These efforts typically precede opportunities for the County to explore land acquisition, or better yet, public/private land development opportunities where private developers may take advantage of development incentives after a public parking component is included with their development approval process. More simply and less costly, some jurisdictions have created formal, or facilitated informal, programs to use existing, underutilized



public or private off-street spaces to enhance the supply of parking available to some or all members of the parking public.



East Los Angeles Parking Availability Improvement Study

Parking Enforcement District Feasibility Analysis

County of Los Angeles, CA

September 24, 2021

Prepared for:
Chief Executive Office Budget and Operations
Community Services



WALKER
CONSULTANTS

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Executive Summary

The purpose of this report is to discuss the feasibility of establishing a parking enforcement district in the unincorporated community of East Los Angeles (East LA).

Recommendations

The key recommendations as part of Task 5 include the following.



Walker recommends that the parking enforcement operation for unincorporated East LA be partially outsourced to a professional parking enforcement firm or an interagency agreement because that entity will have significant resources specifically dedicated to parking enforcement. The professional enforcement firm would augment existing County personnel. The issue is one of the scale of resources available. Current LA parking enforcement staff perform their duties diligently but do not have the resources at their disposal to cover the enormous area and long hours required for effective parking enforcement in East Los Angeles. Having an additional dedicated, professional parking enforcement entity perform parking enforcement duties should allow for more consistent enforcement for longer periods of time over a longer area. Enforcement conducted by a private firm, or possibly a dedicated parking enforcement entity with significant resources should be more efficient and effective at deploying resources to operate at lower costs than insourced enforcement.

The Sheriff's Department should be responsible for providing contract management and oversight of the professional parking enforcement firm. It is anticipated that a full-time equivalent staff member of the Sheriff's Department would handle the daily oversight of the professional parking enforcement firm and would be required to provide education and training with regard to the LA County Code requirements. The professional parking enforcement firm would be required to submit a variety of monthly reports that include the types and number of citations, monthly management reports, and status reports.



Walker recommends that the parking enforcement responsibilities be conducted using license plate recognition (LPR) which to help maintain the timeliness of district-wide enforcement practices and discourage scofflaw behavior. LPR enforcement can provide many benefits to the enforcement operation and conveniences to the public.



With a parking enforcement district in unincorporated East LA, the revenue obtained from parking citations in unincorporated East LA would be used to fund the parking enforcement operation for unincorporated East LA. Walker projects the revenue obtained from parking citations will cover the costs of the parking enforcement operation, with a surplus that would go toward the County General Fund or invested in the community.

01 Introduction

Introduction

The primary mission of Los Angeles County’s (“LA County” or “County”) parking enforcement program is to ensure that residents, visitors, and other community stakeholders adhere to the County’s parking regulations. Parking regulations exist to provide safety and to facilitate the availability of parking on the street.

The Parking Enforcement Detail (PED) of the Los Angeles County Sheriff’s Department provides centralized administration of parking violation enforcement and parking citation processing in the unincorporated areas of LA County. PED also provides the administrative review of contested citations and schedules administrative hearings conducted by civilian hearing officers. The PED unit provides services for other County departments, police agencies, and some Contract Cities. PED is comprised of 1 manager, 8 headquarters staff members, 55 parking control officers, and 11 supervisor parking control officers deployed throughout 16 patrol stations. Through regular patrol, parking control officers issue citations to vehicles that are parked in violation of the law, identify abandoned vehicles, and recover stolen vehicles. They also respond to community complaints regarding parking violations.

In unincorporated East Los Angeles (“East LA”), the PED is comprised of eight parking control officers, and one supervisor parking control officer reporting to the East Los Angeles Station. Table 1 demonstrates current staff coverage and assigned shifts.

Table 1: Unincorporated East Los Angeles Parking Enforcement Detail Staff and Assigned Shifts

#	Rank	Day of Week	Time of Day	Number of Staff (Shift Length)
1	SPCO	Monday through Friday	6: 00 AM to 2:00 PM	Five (8-hour tour)
1	PCO	Tuesday through Friday	5: 00 AM to 3:00 PM	Four (10-hour tour)
2	PCO	Tuesday through Friday	7:00 AM to 5:00 PM	Four (10-hour tour)
3	PCO	Monday through Friday	6:30 AM to 2:30 PM	Five (8-hour tour)
4	PCO	Sunday	3:00 AM to 1:00 PM	One (10-hour tour)
		Monday through Wednesday	5:00 AM to 3:00 PM	Three (10-hour tour)
5	PCO	Monday through Friday	4:00 AM to 12:00 PM	Five (8-hour tour)
6	PCO	Monday through Thursday	5:00 AM to 3:00 PM	Four (10-hour tour)
7	PCO	Monday through Friday	5:00 AM to 1:00 PM	Five (8-hour tour)
8	PCO	Thursday and Friday	9:00 AM to 7:00 PM	Two (10-hour tour)
		Saturday and Sunday	5:00 AM to 3:00 PM	Two (10-hour tour)

Source: LA County Sheriff Department; May 2020

Current Parking and Enforcement Challenges

East LA has the highest population density in the County for communities with a population over 100,000. There are 16,000+ persons per square mile residing in unincorporated East Los Angeles. At the same time 84 percent of commuters drive or carpool to work, and 88 percent of unincorporated East Los Angeles households have access to one or more vehicles. The combination of a high population density and high vehicle reliance for mobility results in high parking demand.

The most evident and vocalized issue in unincorporated East Los Angeles is the lack of available on-street parking. On residential streets, parking occupancy levels are so high, that instances of illegal parking (e.g., parking in

intersection, red curb, blocking driveways, double parking, etc.) are commonplace, thus pushing on-street occupancies above 100 percent. This issue is so broad that it can be found in most residential neighborhoods. The factors leading to the scarcity of available on-street parking include inconsistent or ineffective enforcement of current regulations, a free to park system, high automobile reliance, high population density, and limited residential parking options, among others.

East LA parking enforcement personnel resources are limited to a number of budgeted positions making it difficult to increase enforcement efforts and consistently enforce all parking related aspects of unincorporated East Los Angeles. To effectively meet the needs of the community, we believe more enforcement officer positions should be staffed throughout the day and, in the case of the residential neighborhoods, into the early evening hours and weekends.

As identified in the public survey responses and further supported through comments made during the community stakeholder sessions, both residents and business merchants believe enforcement coverage is not substantial or consistent enough to meet the needs of the community. A number of stakeholders shared that enforcement officers are seldom seen enforcing matters on their community streets, especially during the afternoon and early evening hours. On days when street sweeping is scheduled in specific neighborhoods, as few as 2-3 parking control officers are available to cover the remainder of the unincorporated East LA district. Considering conditions that affect scheduled and unscheduled paid time off (PTO) or medical leave of absence (MLA), the challenge becomes increasingly difficult to meet the coverage needs, not only each day, but in the early evening hours as well.

Parking Enforcement District

In light of these current enforcement challenges, the County is considering the implementation of a parking enforcement district for East Los Angeles. East LA already has a form of parking enforcement district in place, as it has a Sheriff's Department station that serves the East LA area. Under a parking enforcement district model, the citation revenue generated within East LA would fund the parking enforcement operation in the East LA area. Parking enforcement operations and responsibilities would be separate for the East LA area than for the rest of the County.

02 Insourcing vs Outsourcing Enforcement

Insourcing vs. Outsourcing Parking Enforcement Services

When determining the recommended organizational structure for the unincorporated East LA parking enforcement district, the first consideration is whether parking enforcement responsibilities in unincorporated East LA should continue to be provided by PED staff or if they should be outsourced to a professional parking enforcement firm.

Many public agencies conduct their own parking enforcement while others prefer to hire a professional management company to enforce. While the duties of parking enforcement can be delegated to a professional parking enforcement firm, the ultimate responsibility resides with the County to ensure the professional parking enforcement firm is acting in the best interest of the community. The following is a list of advantages for outsourcing parking enforcement services:

- Parking enforcement firms are usually experienced in handling enforcement responsibilities by offering experienced management, customer service, and quality control.
- Contract management typically requires lower startup costs. Parking enforcement firms can provide an established enforcement system. The County can require that the enforcement firm prepare specific reports, meet with ownership periodically to discuss those reports and other issues, and can usually offer specific recommendations to make the parking enforcement operation more efficient.
- In an area where it may be difficult to recruit or maintain a staff with the needed experience and expertise, a regional or national firm has the labor flexibility to provide continuous service. However, the County can also request that existing enforcement staff be retained by the professional parking enforcement firm.
- The parking enforcement firm is responsible for hiring and training qualified enforcement personnel. They can develop a location-specific procedure manual, approved by the County, which documents the day-to-day duties of all persons working at that location.
- Contracting through a parking enforcement firm allows greater employee flexibility should problems arise. For example, ownership may request the parking enforcement firm to remove any of its employees from the premises. As the parking enforcement firm has managerial responsibility, they then can simply transfer the employee to another location under their contractual oversight.
- Employee labor cost and benefits may be less expensive. Labor rates may not be governed by established public agency employee labor agreements. The parking enforcement firm is usually free to establish an approved labor and benefit schedule that may be lower than established rates for County employees.
- The County benefits from the expertise of the parking enforcement firm without giving up control of the policy decisions.
- The management fee paid to the parking enforcement firm is usually off-set by cost savings realized by reducing the workload on certain departments.
- The professional parking enforcement firm's local manager may be required to attend meetings on a regular basis so that coordination between the County and parking enforcement is ensured.
- The purchasing power of the parking enforcement firm may save the County money in the procurement of parking enforcement equipment, insurance, and supplies.

Self-operation has the following advantages over contracting the parking enforcement:

- Public employees may be perceived to have more at stake with the operation in terms of customer service and enforcement responsibilities.
- There is no direct parking management fee; although there may be additional payroll expenses and most likely higher benefit costs.

Private parking enforcement typically is more nimble, and therefore more efficient at deploying resources and tends to operate at lower costs than public agency enforcement programs. These lower costs usually compensate for the enforcement firm's management fee. With contract management, the public agency has control over major policies; however, the public agency does not have to employ several parking personnel for the day-to-day operations. Contract management removes the burden of employee supervision from the public agency staff. If the employees are employed by the public agency there is much less flexibility when increasing or decreasing staffing levels and providing benefits.

Another advantage of using the services of a parking enforcement firm is that a parking enforcement firm has specific expertise in the business. Even though the public agency has the final say on policy decisions, the parking enforcement firm is a great source of information and may be called upon to offer their recommendations in parking related matters.

Most disadvantages of contract management can be met through changes to the operating agreements. The professional parking enforcement firm could provide financial incentives for reaching financial goals, meeting standards of service, or reducing on-going issues. In this manner, the firm is more likely to attend to the daily parking operation and to provide the best possible care to the enforcement system.

Walker Recommendation

Due to the current enforcement challenges in unincorporated East LA described in the previous section, Walker recommends that the County engage a professional parking enforcement firm or dedicated entity for parking enforcement responsibilities in unincorporated East LA if a Parking Enforcement District is created:

- Having a professional parking enforcement firm conduct parking enforcement duties will allow for enforcement of longer hours with more consistent enforcement.
- In the event the outsourcing of enforcement services creates a reduction in force for the current County parking enforcement detail (PED), the County should require the third-party operator to extend employment offers to County employees affected by reduction in force policies. Current PED staff have the background and experience with parking enforcement in unincorporated East LA.
- The Sheriff's Department should be responsible for providing contract management and oversight of the professional parking enforcement firm. It is anticipated that a full-time equivalent staff member of the Sheriff's Department would handle the daily oversight of the operator and would be required to provide education and training of the LA County Code requirements.
- The professional parking enforcement firm would be required to submit a variety of monthly reports that include the types and number of citations, monthly management reports, and status reports.

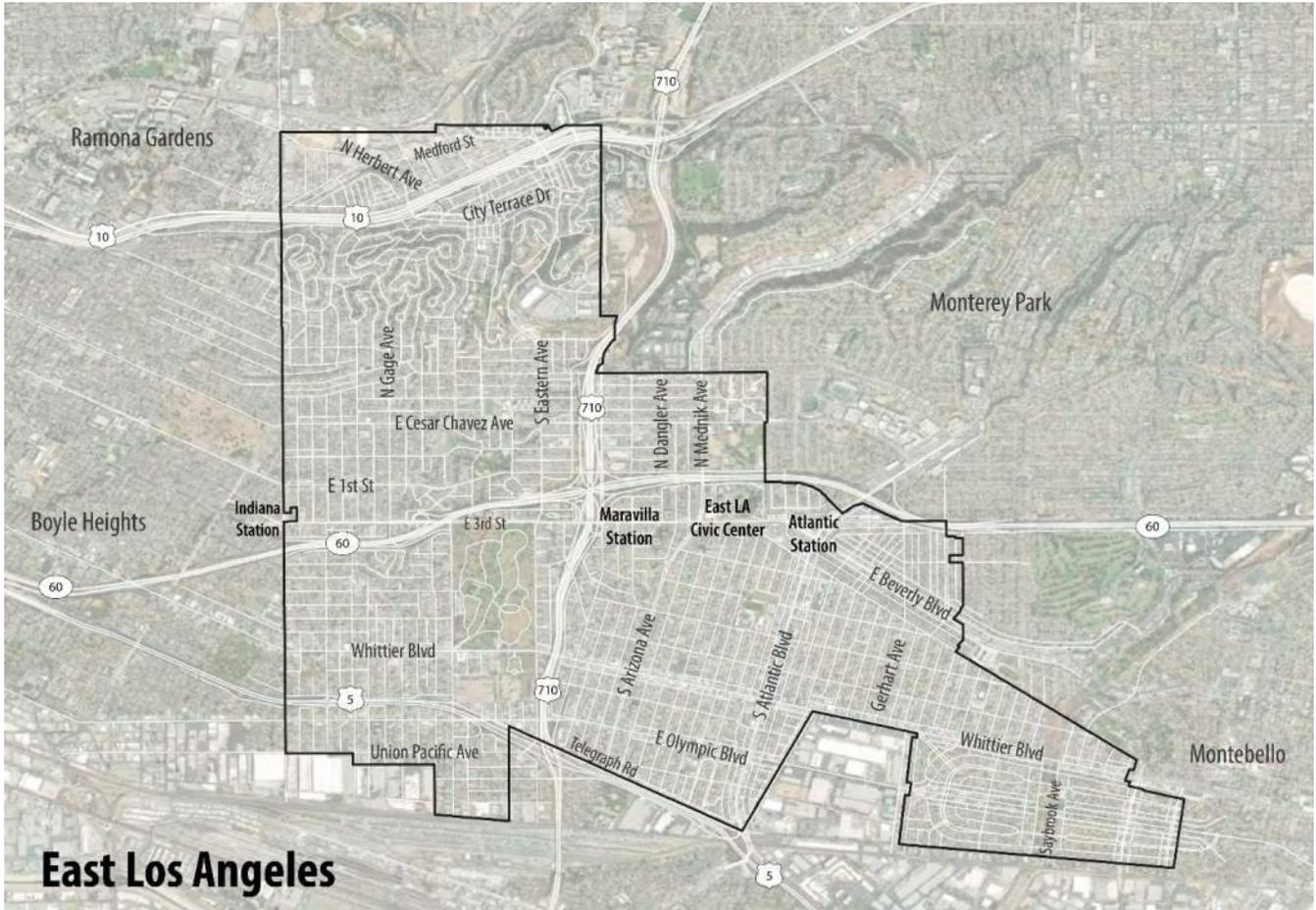
03 Parking Enforcement District Feasibility Analysis

Parking Enforcement District Feasibility Analysis

This section discusses the financial feasibility of a proposed parking enforcement district in unincorporated East LA. The following parameters would be associated with the district:

- The enforcement responsibilities within the unincorporated East LA area should be performed by a professional parking enforcement firm or dedicated entity with a Sheriff's Department representative managing the contract between the County and the entity providing enforcement services.
- The parking enforcement operation should demonstrate consistent enforcement practices in all areas of unincorporated East Los Angeles County to increase parking compliance and encourage vehicle owners to take greater responsibility for their parking behavior.
- The enforcement firm should continue to promote payment options and encourage the practice of citation payment within the first 21 days of issuance to avoid subsequent penalties.
- Enforcement hours should be modified to cover the operating hours of 5:00 a.m. to 11:00 p.m. seven days per week.
- The parking enforcement district should cover the entire unincorporated East LA area (7.45 square miles), as shown in the following Figure 1.
- The enforcement firm should use license plate recognition (LPR) to maintain the timeliness of district-wide enforcement practices and discourage scofflaw behavior.
- The enforcement firm should be incentivized to provide a high level of accuracy in issuing parking citations. A key performance indicator (KPI) for the enforcement firm should be the issuance of "valid issued citation percentage" rather than "citation revenue generated." This KPI should be established as part of the contract between the County and enforcement firm.

Figure 1: Unincorporated East Los Angeles Boundary



Source: Walker Consultants, 2020.

Revenue for a Parking Enforcement District

The primary source of revenue to fund a parking enforcement district is anticipated to be from parking citations. Table 2 summarizes the parking citation data for unincorporated East LA for the period of 2017 through 2019. The total citation amount ranges from \$2,918,807 to \$3,390,374. The average citation amount paid over the three-year period was \$3,203,285.

Table 2: Unincorporated East Los Angeles Parking Citation Data – Recent Three-Year Historical

	CY2017	CY2018	CY2019
Citations Issued	50,757	47,690	47,860
Citations Paid*	34,868	35,515	35,015
Total PAID AMT	\$3,390,374	\$3,300,673	\$2,918,807
Citations Unpaid	15,889	12,175	12,845
Total AMT Due (Unpaid)	\$2,363,122	\$2,196,682	\$2,566,571
Percentage Paid	68.70%	74.50%	73.20%

*By Process Date

Source: Conduent; August 2020

During the initial three to six months of program implementation, it is anticipated that citation numbers are likely to increase due to more officers patrolling the unincorporated East LA area. In particular, areas that do not have much enforcement now are likely to see an increase in citation rates, at least initially. However, the number of citations should begin to normalize after the first six months as compliance with regulations improves and repeat violators are likely to change their behaviors. Since citation rates will likely level off, it can be assumed that future citation revenue amount will be similar to what has been reported in recent years; therefore, citation revenue is assumed to be in the range of \$3.2mm to \$3.3mm on average, per year.

Expenses for a Parking Enforcement District

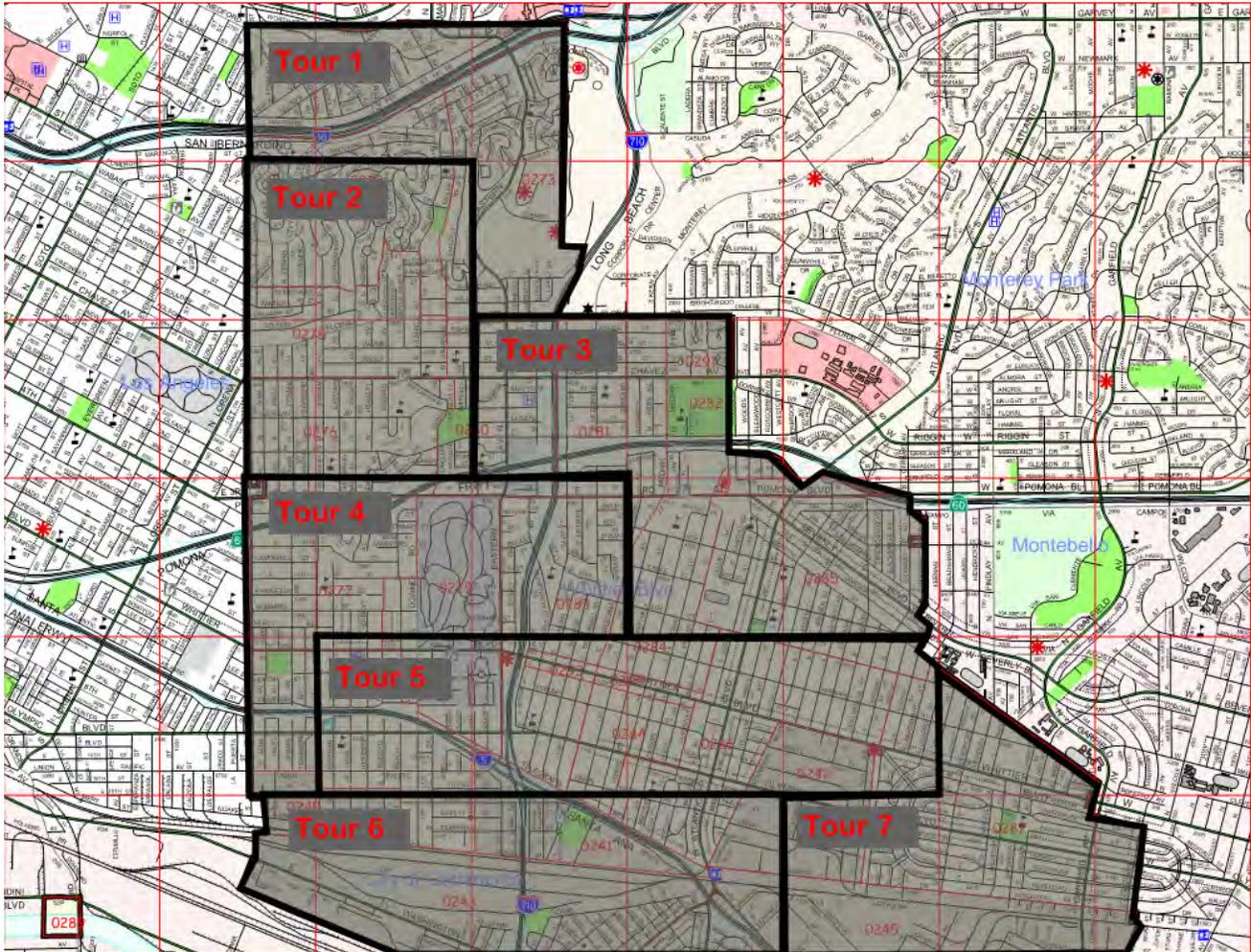
Typical operating expenses which may be associated with a parking enforcement district include the following:

- Parking enforcement staffing hourly wages and benefits
- Parking enforcement vehicles
- License Plate Recognition (LPR) equipment and software

Enforcement Staffing Schedule

To effectively meet the needs of the community, parking enforcement resources within unincorporated East Los Angeles County should be expanded to provide consistent coverage across all areas. The following exhibit has been provided to demonstrate coverage areas by designated enforcement tour.

Figure 2: Recommended Enforcement Coverage and Enforcement Tours



Source: Los Angeles County Sheriff's Department and Walker Consultants; 2020

Each of the seven enforcement tours suggest a need to have a minimum of seven parking control officers on duty during the recommended hours of enforcement of 5:00 a.m. to 11:00 p.m., seven days per week. Two shifts of seven parking enforcement officers would work nine-hour shifts (with one-hour break). 1st shift officers are assigned to work from 5:00 a.m. to 2:00 p.m. and 2nd shift officers are assigned to work from 2:00 p.m. to 11:00 p.m.

Table 3 demonstrates the staffing schedule proposed.

Table 3: Recommended Weekly Parking Control Officer Staffing Schedule

Start Time	Number of Staff per Day and Hour						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5:00 a.m.	7	7	7	7	7	7	7
6:00 a.m.	7	7	7	7	7	7	7
7:00 a.m.	7	7	7	7	7	7	7
8:00 a.m.	7	7	7	7	7	7	7
9:00 a.m.	7	7	7	7	7	7	7
10:00 a.m.	7	7	7	7	7	7	7
11:00 a.m.	7	7	7	7	7	7	7
12:00 p.m.	7	7	7	7	7	7	7
1:00 p.m.	7	7	7	7	7	7	7
2:00 p.m.	7	7	7	7	7	7	7
3:00 p.m.	7	7	7	7	7	7	7
4:00 p.m.	7	7	7	7	7	7	7
5:00 p.m.	7	7	7	7	7	7	7
6:00 p.m.	7	7	7	7	7	7	7
7:00 p.m.	7	7	7	7	7	7	7
8:00 p.m.	7	7	7	7	7	7	7
9:00 p.m.	7	7	7	7	7	7	7
10:00 p.m.	7	7	7	7	7	7	7
Total Coverage Hours	126	126	126	126	126	126	126

*Staffing schedule assumes a one-hour break during shift.

Source: Walker Consultants, 2020.

In addition to parking control officers, there are other staff that would be required to manage the operation, including:

- Dispatcher(s) to answer calls and dispatch parking enforcement officers.
- A supervisor to oversee the parking enforcement officers.
- A contract analyst to provide administrative functions and contract management for the third-party operator contract.
- A project manager to oversee the parking enforcement operation and to be the first point of contact between the County and the parking enforcement operator.
- A Sheriff’s Department representative to oversee and manage the contract with the third-party operator. Walker recommends that this position reside with the Sheriff Department’s internal team.

Table 4 summarizes the staffing schedule for the dispatcher, supervisor, contract analyst, and project manager. The project manager is a salaried position that is likely to work varying hours during the week.

Table 4: Recommended Enforcement Position Schedule

	Weekday			Weekend		
	Hours of Coverage*	Number of Staff	Weekday Staff Hours	Hours of Coverage*	Number of Staff	Weekend Staff Hours
Dispatcher	5:00 a.m. – 11:00 p.m.	2	32	5:00 a.m. – 11:00 p.m.	1	16
Supervisor	8:00 a.m. – 5:00 p.m.	1	8	N/A	0	0
Contract Analyst	8:00 a.m. – 5:00 p.m.	1	8	N/A	0	0
Project Manager	Salary	1	Salary	Salary	1	Salary

*Assumes 1-hour break

Source: Walker Consultants, 2020.

Table 5 summarizes the recommended number of staffing hours per year. A total of 34 staff members are recommended for the unincorporated East LA parking enforcement operation.

Table 5: Recommended Hourly Annual Professional Parking Enforcement Firm Staffing Schedule

Position Type	Number of Staff	Hours per Staff per Week	Weekly Labor Hours by Position Type	Weeks Per Year*	Total Labor Hours per Year	Hourly Rate	Total Cost
Full-time Parking Control Officer	14	40	560	52	29,120	\$31	\$902,720
Part-time Parking Control Officer	14	16	224	52	11,648	\$31	\$361,088
Full-time Dispatcher	2	40	80	52	4,160	\$42	\$174,720
Part-time Dispatcher	2	16	32	52	1,664	\$42	\$69,888
Full-time Supervisor	1	40	40	52	2,080	\$42	\$87,360
Full-time Contract Analyst	1	40	40	52	2,080	\$50	\$104,000
Project Manager	1	Salary	Salary	Salary	Salary	Salary	\$140,000
Total Annual Staffing/Cost	34						\$1,839,776

*52 weeks per year includes vacation and holidays.

**Hourly rates are derived from the U.S Bureau of Labor Statistics data for Parking Enforcement Workers and Walker experience with other Parking Enforcement procurement efforts in Southern California.

Source: Walker Consultants, 2020.

Additional Enforcement Expenses

In addition to the staffing requirements, there will be parking enforcement expenses related to the equipment needed to complete the enforcement responsibilities. These additional expenses may include the following items:

- 14 parking enforcement vehicles, one vehicle for each parking control officer assigned per day
- 14 vehicle-mounted LPR units, one for each vehicle

- 17 LPR handheld devices, one for each enforcement officer assigned per day with three spare units in case of unit malfunction
- Recurring costs, including software, subscription fees, and administrative costs

License Plate Recognition

Mobile license plate recognition (LPR) technology has made the enforcement of pay-by-plate, pay-by-cell, and license plate permit parking remarkably efficient and cost-effective.

Mobile LPR utilizes vehicle mounted cameras that read and record license plate numbers as an enforcement vehicle is driven through the designated enforcement areas of unincorporated East LA. The cameras use a series of algorithms to convert the photographic image of license plates into text data that can be compared with lists or databases of paid or permitted license plates, to determine if the vehicle has the right to park in that particular location at that particular time.

If the LPR camera reads a plate that is not recorded as registered or paid, or has been otherwise identified as searchable, an audible alarm sounds to alert the driver, who can then take the appropriate action. The LPR software can integrate with multi-space meter software, pay-by-cell software, permit software, and other databases such as law enforcement agencies to not only identify paid and unpaid motorists, but also stolen or otherwise significant license plates, such as Amber Alerts, felons, or scofflaws.

Figure 3: Mobile LPR Examples



Source: Genetec

Mobile LPR can be used to enforce time restricted parking, as the software time-stamps every image. The software can also be programmed to identify license plates that have moved, but are still parked on a particular street or zone (to circumvent time limit or chalk enforcement). This is far more efficient than manual chalking, and the photographic images reduce the appeals process due to the hard evidence (the photo). Eliminating manual chalking can also reduce staff injuries and worker's compensation claims.

Another benefit of LPR enforcement is the ability to use license plates as employee permits, residential, business or monthly permits. This not only eliminates the need for paper, hang tag or decal permits, since the motorist already has the license plate; it also makes enforcement extremely efficient. Registration is typically done online and can be fulfilled on a 24/7 basis. Permit holders can enter their own data, saving office staff time. Furthermore, the license plate is a regulated credential, providing a higher level of integrity and less opportunity for misuse or fraud.

License plate permitting significantly reduces the possibility of counterfeit permits or real permits being distributed, loaned or sold to unauthorized users. The permit software allows individuals to register more than one vehicle (for owners with multiple cars), while enforcement can restrict usage to one or more vehicles at a time. Permit parking can also be restricted to particular days, timeframes and even locations. The LPR system includes global positioning system (GPS) monitoring to enable the software program to identify and segregate parking zones.

At a driving speed of 15 miles per hour, mobile LPR is far more efficient than patrolling of foot, as the average foot patrol speed is two miles per hour; however, occasionally vehicles get stuck in traffic, need to stop at traffic lights, and need to park to verify license plate images and issue citations.

Another benefit of mobile LPR enforcement is the potential for ‘post-processing’ parking citations. Rather than placing citations on vehicle windshields, system software integrates with state motor vehicle registries to ascertain mailing addresses associated with vehicle license plates, and citations are sent via U.S. mail. The ability to mail citations rather than place them on vehicles is remarkably efficient, as the officer doesn’t need to stop or get out of the enforcement vehicle. This is also safer for staff and for the public, as it reduces the possibility of a negative exchange or altercation resulting from the issuance of the citation.

A mobile LPR system will cost approximately \$50,000 per vehicle (excluding the vehicle) and will have recurring subscription software costs that will contribute to the enforcement district operating expenses.

Summary of Additional Parking Enforcement Expenses

The projected cost of the additional parking enforcement expenses is summarized in Table 6. The cost of vehicles, vehicle-mounted LPR units, and enforcement handhelds are assumed to be provided under a condition of the professional parking enforcement operator agreement and therefore are only expected during the first year of the operation.

Table 6: Projected Parking Enforcement Expenses

	Unit Price	Units	Total Cost
Enforcement Vehicles (14)	\$30,000	14	\$420,000
Mobile LPR Units (14)	\$50,000	14	\$700,000
Enforcement Handhelds	\$5,000	17	\$85,000
Recurring Costs*	\$50,000	Annual Cost	\$50,000 per year

*Recurring costs include software, subscription, and administrative costs. It is assumed that these costs are subject to inflation.

Source: Walker Consultants, 2020.

Feasibility Analysis Results

A summary of the projected costs compared to the anticipated citation revenue for a five-year contract with a third-party operator (with three extension years) is included in Table 7.

Walker recommends that the County enter into a minimum five-year contract with a professional parking enforcement firm with three, one-year extension options. The parking enforcement staffing and recurring expenses are expected to increase year over year for the life of the contract. Walker assumes a 1.7 percent annual inflation rate for the life of the contract, consistent with average Consumer Price Index (CPI).

Table 7. Walker projects first-year expenses will be the highest with the purchase of the vehicles and LPR equipment. However, a net operating surplus is projected for the life of the contract.

Table 7: Projected Parking Enforcement Expenses

Position Type	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8
Staffing*	\$1,839,776	\$1,871,052	\$1,902,860	\$1,935,209	\$1,968,107	\$2,001,565	\$2,035,592	\$2,070,197
Vehicles	\$420,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LPR Equipment	\$785,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recurring Costs**	\$50,000	\$50,850	\$51,714	\$52,594	\$53,488	\$54,397	\$55,322	\$56,262
Total Expenses	\$3,094,776	\$1,921,902	\$1,954,575	\$1,987,802	\$2,021,595	\$2,055,962	\$2,090,913	\$2,126,459
Projected Citation Revenue	\$3,203,285	\$3,203,285	\$3,203,285	\$3,203,285	\$3,203,285	\$3,203,285	\$3,203,285	\$3,203,285
Net Revenue for Improvements	\$108,509	\$1,281,383	\$1,248,710	\$1,215,483	\$1,181,690	\$1,147,323	\$1,112,372	\$1,076,826

* It is assumed that labor costs will be subject to a 1.7 percent inflation rate.

**Recurring costs include yearly software and subscription costs. It is also assumed these costs are subject to a 1.7 percent inflation rate.

Source: Walker Consultants, 2020.

Feasibility Analysis Disclaimer

The costs included in this section are rough order of magnitude costs based on high-level projection of typical parking enforcement operation recommendations. These costs were developed based on Walker’s experience with parking enforcement operations in other communities in Southern California. Because Walker Consultants does not control the cost of labor, materials, equipment or services furnished by others, methods of determining prices, or competitive bidding or market conditions, any opinions rendered as to costs are made on the basis of our experience and represent our judgement as experienced and qualified professionals, familiar with the industry. Walker cannot and does not guarantee that proposals, bids, or actual costs will not vary from its opinions of cost.

The citation revenue projected is based on past citation revenue collected and reported for unincorporated East LA and assumes that citation revenue will remain constant over the eight-year maximum term of the contract, unless fine amounts are adjusted.

Integration with Conduent Software

It is recommended that the professional parking operator would utilize the citation software that the County is already using, Conduent. A separate account with a separate access portal would be provided for unincorporated East LA. The parking enforcement operator would have primary access to the East LA system in order to manage the enforcement operation.

Adjudication Process

The adjudication process is also assumed to be conducted by the operator through the citation software. However, due to State of California legislation, it is likely the adjudication process could not be outsourced completely, as the County would still need to have a role. With the use of LPR camera enforcement as visual evidence, much of the adjudication process will potentially be minimized or supported with use of photographic evidence. Walker recommends that a first-level review of each contested citation be conducted by the operator with a level-two adjudication step forwarded to the County if the appellant is not satisfied with the first-level decision.¹

County Code Changes to a Establish a Parking Enforcement District

Walker reviewed the County of Los Angeles Code of Ordinances and did not see any language related to the establishment of parking enforcement districts. Since the language is not currently in place to establish a parking enforcement district, it is anticipated that changes to the LA County Code of Ordinances would be required to establish a new parking enforcement district for unincorporated East LA. LA County should work with their legal counsel to identify specific changes necessary to the LA County Code of Ordinances to allow for a parking enforcement district.

Potential Impacts of a Parking Enforcement District

With the implementation of a parking enforcement district in East LA, with increasing enforcement, there would be impacts on area residents and businesses.

Establishing a parking enforcement district, separate from the parking enforcement detail of the Sheriff's Department, suggests an opportunity for greater enforcement coverage in unincorporated East LA. Parking enforcement staff will help to mitigate inappropriate use of on-street parking including long-term and inoperable vehicle storage, curbside vending, and spillover from unauthorized commercial business activity.. Residents, business employees, and business customers are more likely to find available parking near their destination.

¹ The assumed adjudication process is based on Walker experience with other public agencies around the country. LA County should consult their legal counsel to confirm any established process meets state and local laws.



Increased parking enforcement that focuses on a primarily punitive system may discourage residents and visitors from parking in East LA. For this reason, the parking enforcement program should have customer service focused KPIs, such as the number of citations issued versus the number of citations appealed, rather than revenue performance thresholds.



This addendum addresses questions that the County of Los Angeles had regarding the draft deliverable Task 5: Parking Enforcement District Feasibility Analysis. Specifically, the County had the following questions/requests:

- Examples of other cities in Southern California that have outsourced parking enforcement operations and the department/division responsible for overseeing the professional parking enforcement firm.
 - An overview of the minimum Parking Control Officer (or similar) position requirements of the professional parking enforcement firm as compared to the minimum requirements of LA County Sheriff's Parking Enforcement Detail.
 - An overview of the employee training required for a newly hired Parking Control Officer (or similar).
- In Task 5, Walker recommended that if the County chooses to outsource parking operations in unincorporated East LA, the Sheriff's Department should oversee the contract. The County has requested that Walker evaluate an alternative department that could oversee the contract.

Comparable Research

Walker researched municipalities in Southern California that outsource all or a portion of parking operations to a professional parking enforcement firm, as summarized in Table 1.

Table 1: Example of Southern California Municipalities that Outsource Parking Enforcement Operations

City	City Department/Division Responsible for Parking Enforcement	Professional Parking Enforcement Firm
City of Glendale	Police Department/Parking Enforcement Team (Public Works Department/Parking Services oversees the third-party contract)	SP+ Municipal Services
City of Santa Clarita	Community Development Department/Community Preservation Division	Ace Parking Management
City of Inglewood	Police Department/Patrol Bureau	Serco
City of Pasadena	Department of Transportation/Parking Services	Inter-Con Security Systems
City of West Hollywood	Public Works/Parking Services	Serco

Source: Walker Consultants, 2021.

City of Glendale

The Glendale Police Department Traffic Bureau oversees the parking enforcement unit which is responsible for issuing parking citations. The goal of the parking enforcement unit is "to efficiently respond to calls for service, and effectively enforce parking laws and regulations that provide for the safe and efficient flow of traffic and parking for our residents and visitors." The Parking Services Division, located within the Public Works Department, manages



the City's parking assets, which encompasses the oversight and management of metered and time-restricted parking spaces, residential parking permit program, the City's public parking structures, on and off-street parking spaces, and valet operations city-wide. Parking Services operates in conjunction with the Glendale Police Department Parking Enforcement Unit for many parking enforcement functions including parking citation processing, budget operations, customer service request, and operational support.

Walker Consultants conducted an organizational review for the City in 2016 and found three primary obstacles for the parking operation:

- Parking Enforcement actual time spent enforcing impacted by other police duties.
- Legacy dedicated enforcement technology with limited usability.
- Bifurcated organization structure prioritized police services over parking enforcement.

In response to these issues, the City conducted a restructuring effort for the enforcement program. The City Council approved new positions within the Glendale Police Department and Public Works Department, including the Parking Services Supervisor, Police Services Officers, and Police Services Supervisor/Parking. The existing Parking Enforcement personnel were retained by the Police Department to perform 100% of their time in areas that include minor collision reporting, data collection, school area enforcement, routine investigation and reports.

In 2018, the City released an RFP for citywide parking enforcement services and entered into a five-year contract with professional parking enforcement firm SP+, with a five-year optional contract extension. As part of the contract, SP+ provided up to 16 full-time Parking Enforcement Officers and management staff, as well as new hybrid or electric vehicles, and license plate recognition (LPR) equipment. The City's Parking Services Supervisor, who is in the Department of Public Works Parking Services Division, is tasked with the management and oversight of the parking enforcement services contract. In addition to the Parking Enforcement Officers provided through SP+, the Police Department retained approximately 10 Parking Enforcement Officers who work alongside SP+ staff.

Minimum Position Requirements

The following position requirements are listed for an Enforcement Officer with SP+ for the City of Glendale:¹

- Knowledge of geography of the area they are enforcing.
- Knowledge of hazards and safety precautions.
- Ability to use a handheld computer.
- Ability to operate a motorized vehicle or bicycle.
- Ability to understand and apply parking regulations.
- Ability to interact with others in a courteous and tactful manner.
- Ability to walk for extended periods of time.
- Ability to work in all weather conditions.
- Must be 18 years of age or older at time of hire.
- The individual will be required to have and maintain a valid state-issued driver's license with a current address and acceptable driving record.

¹ SP+ website. <https://tinyurl.com/y64d4qwf>



Training Requirements

SP+ has pre-screening and training requirements for their employees. The pre-screening requirements include a background and drug checks. Once employees are hired, there is also both online and in-person customer service training and employee development. A detailed description of the SP+ training program, as written in their RFP response proposal, is provided as an Attachment 1 to this Addendum.

City of Santa Clarita

In the City of Santa Clarita, parking enforcement responsibilities are provided in the Community Development Department's Community Preservation Division, which encompasses five functions, including Code Enforcement, Housing, Graffiti Removal, Animal Care and Control, and Parking Enforcement. The Community Preservation Division has the following mission:²

- Maintain and preserve the integrity of Santa Clarita neighborhoods.
- Encourage residents to preserve the appearance and value of neighborhoods in the City while promoting public safety.
- Develop successful relationships with residents and businesses to instill pride and continue to improve the quality of life in the community.
- Ensure compliance with State and City of Santa Clarita municipal codes and regulations while providing excellent service to residents and businesses.

Prior to 2010, parking enforcement was provided by the Los Angeles County Sheriff's Department. In 2010, the City contracted with a third-party, Data Ticket, Inc to provide parking enforcement and citation processing services. In 2018, the City issued an RFP for parking enforcement and traffic control service. The contract includes two Parking Enforcement Officers on duty 24 hours per day, 7 days per week and one 40-hour per week Field Supervisor Monday through Friday. The RFP requested that the proposer provide parking enforcement vehicles equipped with License Plate Recognition (LPR) equipment. Ace Parking Management was selected to provide parking enforcement and traffic control services. The City recommended that Data Ticket retain citation processing services.

Minimum Parking Enforcement Officer Position Requirements

The following position requirements are listed for Parking Enforcement Officers with Ace Parking Management for the City of Santa Clarita:³

- An outgoing and enthusiastic personality.
- The ability to navigate the city efficiently.
- A willingness to do whatever it takes to earn a "Thank You."
- Great customer service and communication skills.
- An ability to work flexible shifts/hours, including days, evenings, weekends, and holidays.
- Must be able to stand and walk for extended periods of time.

² <https://www.santa-clarita.com/city-hall/departments/community-development/community-preservation>

³ Indeed.com <https://tinyurl.com/y43hlmmb>



- Must possess a valid driver's license.

Training Requirements

Ace Parking Management provides each of their Parking Enforcement Officers with training before starting their position. For a minimum of five days, a certified trainer walks the new employee through their daily roles and responsibilities. The enforcement officer is made familiar with their work environment and taught the various policies and procedures of their job. In addition, a special safety training, driver training, and radio training are conducted for enforcement officers. Ace Parking also has a series of training programs that continue throughout the employee's time on the job. A detailed description of the Ace Management training program, as written in their RFP response proposal, is provided as an Attachment 2 to this Addendum.

City of Pasadena

The City's Parking Services Division, housed in the Department of Transportation, has primary responsibility for the administration of the City's parking enforcement program. The Department of Transportation's Mission Statement is "The Department of Transportation is committed to achieving the safe and sustainable movement of people and goods within Pasadena, while concurrently ensuring a balance between land use and transportation to maintain a livable community in which cars are not necessary to travel within the City."

The City has 320 miles of streets with an estimated 1,250 metered (multi-space and electronic single-head meters) and 13,000 non-metered spaces on-street. The City also owns four surface parking lots and nine parking garages with over 7,000 parking spaces. Additionally, there are ten Preferential Parking Districts, which restrict residential and/or commercial parking, and overnight parking is prohibited in most of the City without a valid permit.

The City's Parking Enforcement Program consists of three full-time and four-part-time Parking Enforcement Representatives, one Senior Parking Enforcement Representative and a Parking Services Supervisor employed by the City's Department of Transportation. Given the large area of coverage, the program is supplemented with contract personnel who provide parking patrol and related services during peak hours of operation when City staff is unavailable due to scheduling constraints.

Since 2015, the City has contracted with Inter-Con Security to provide the supplemental parking enforcement coverage. The contractor provides citywide enforcement services, and well as equipment to support parking enforcement, including six electric patrol vehicles, six license plate recognition units, one pickup truck for equipment transport, eight patrol bikes, and the uniforms and day to day equipment for the officers. The City provides radios and handheld citation issuance equipment. The Department of Transportation oversees the contract with Serco.

Minimum Position Requirements

The following position requirements are listed for Parking Enforcement Officers with Inter-Con Security for the City of Pasadena:⁴

⁴Glassdoor <https://tinyurl.com/y46uoxme>



Qualifications:

- Be physically and mentally capable of performing all job-related duties.
- Have the ability to understand, speak, read and write in English.
- Have the ability to follow and give oral and written instructions in English.
- Be able to legally, safely and properly operate necessary equipment and tools.
- Be able to drive vehicles with manual and automatic transmissions.
- Have the ability to establish and maintain cordial and effective working relationships with the public and city staff.
- Have the ability to remain calm and use good judgement and initiate in a confrontational or emergency situation.

Requirements:

- Be at least 18 years of age or older.
- Have the legal right to work in the United States of America.
- Passing a developed reference check, drug screening test and medical examination to determine fitness to perform assigned duties.
- Must be able to legally, safely, and properly operate necessary computer databases, equipment, and tools.
- Ability to speak, read and write in the English language and be able to write intelligible reports.
- High school diploma or GED.
- Experience in daytime parking enforcement.
- Valid California Driver's License.
- Possession of valid permits, licenses, and certifications required for the performance of job-related duties.
- Have the ability to walk for several hours or distances.
- Be able to operate motor vehicles.

City of Inglewood

The City of Inglewood Police Department's Patrol Bureau, Parking and Traffic Department provides parking enforcement services for the City of Inglewood. The Parking Enforcement Unit is supervised by two Supervisors, who are City staff, and enforcement is outsourced to professional parking enforcement firm Serco who deploys the Parking Enforcement Officers.

In 2014, the City entered into a ten-year contract with Serco to provide parking enforcement, management of parking meter operations and traffic control operations. Serco provides daily parking enforcement, traffic control, dispatch, customer service, and enforcement using license plate recognition technology, and operations and maintenance of the City's ±1,900 parking meters. The Police Department oversees the contract with Serco.

After the City entered into an agreement with Serco Inc, the City held a job fair at City hall to fill the parking enforcement positions to be provided by Serco. Internal staff impacted by the change were given first priority to



apply for the positions. The City also recruited at community locations to encourage Inglewood residents to apply. Approximately 30 full time and 30 part time staff positions were filled.⁵

City of West Hollywood

City of West Hollywood parking enforcement is a function within the Public Works Department's Parking Services Division. The Parking Services Division is responsible for City's public parking facilities, parking enforcement, parking permits, parking meters, bike racks, bike share, and special event parking.

For the past several years, the City of West Hollywood has engaged professional parking enforcement firm, Serco to perform parking enforcement and traffic control services. The parking enforcement operation includes a mobile license plate recognition (LPR) system and electric vehicles for enforcement. There is a total of 36 Serco staff that provide parking enforcement and traffic control services for the City of West Hollywood.

Minimum Position Requirements

The following position requirements are listed for Parking Enforcement Officers with Serco for the City of West Hollywood:⁶

- High School Graduate or equivalent.
- Must have at least two years of work experience in a related field and/or customer service.
- Ability to learn, comprehend, and retain knowledge of policies and guidelines related to the California Vehicle Code and West Hollywood Municipal Code.
- Must be computer literate to enter data accurately into handheld device.
- Excellent written and verbal communication skills.
- Must be able to report to work on-time for assigned shifts.
- Good sense of direction. Experience operating a company vehicle a plus.
- Candidate must be able to walk for long periods of time in a variety of weather conditions and be able to enter and exit out of a vehicle frequently.
- Flexibility in schedule to work holidays if scheduled and for mandatory special events including but not limited to LA Marathon (March), LA Pride (June) and Halloween (October).
- This position is contingent upon ability to pass a preemployment criminal history check and drug screen.

Additional desired experience and skills:

- Traffic control experience.
- Knowledge of radio calls (10-codes and NATO alphabet).
- Familiarity with City of West Hollywood streets and boundaries.
- Experience in conflict de-escalation and resolution.

⁵ <http://v1.cityofinglewood.org/news/displaynews.asp?NewsID=2126&TargetID=1>

⁶ Indeed.com <https://tinyurl.com/y6gfj7lg>



Training Requirements

Training for Parking Enforcement Officers is conducted at the professional parking operator's expense. Training is required in basic industry requirements, such as conflict resolution, customer service and safety, annually. New hires and rehires must be training on contract specific items, such as enforcement equipment, West Hollywood Municipal Code, California Vehicle Code, City boundaries, driving etiquette, and other tools for success. Staff members are expected to be re-certified once a year via an online training module, demonstrating core competencies. A detailed description of the West Hollywood enforcement training requirements, as provided in the agreement between Serco and the City, is provided as Attachment 3 to this Addendum.

Minimum Position Requirement Review

By comparison, Parking Control Officers for the County of Los Angeles have the following requirements:

- Six months of experience in the public or private sector involving contact with the public, customer relations, or service to the community.
- A valid Class C Driver's License

The West Hollywood Parking Enforcement Officers provided through Serco must have a minimum of two years of experience in a related field or in customer service, which is 18 months more than the County of Los Angeles experience requirement. Pasadena Parking Enforcement Officers hired by Inter-Con Security Systems require daytime parking enforcement experience but does not specify a minimum length of time. Santa Clarita Parking Enforcement Officers hired by Ace Parking Management and Glendale Parking Enforcement Officers do not have a minimum experience requirement.

Glendale, Santa Clarita, Pasadena, West Hollywood, and LA County Parking Enforcement Officers must have a valid driver's license. The County of Los Angeles specifies the requirement of a Class C Driver's License.

Pasadena and West Hollywood Parking Enforcement Officers are required to have a High School Diploma or GED. A High School Diploma or GED are not listed as a requirement for Glendale, Santa Clarita, or County of Los Angeles Parking Enforcement Officers.

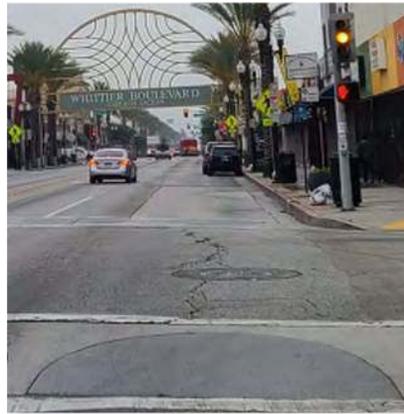
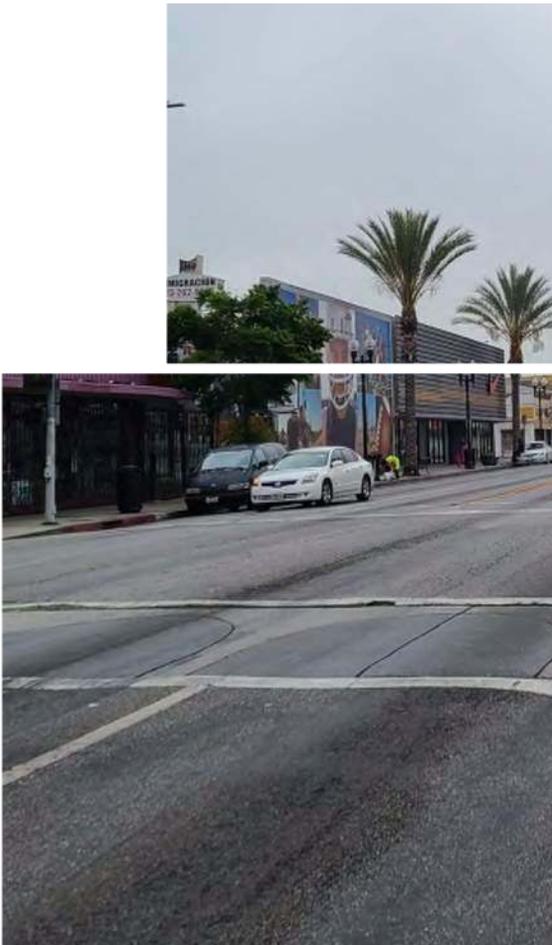
Recommendation

The County of Los Angeles is evaluating the considerations for outsourcing parking enforcement services in unincorporated East LA to a professional parking enforcement firm. If the County chooses to outsource parking enforcement services in unincorporated East LA, County staff would be required to oversee the third-party contract. In the Task 5 deliverable, Walker recommended that the Sheriff's Department oversee the contract with the professional parking enforcement firm.

Alternatively, we would recommend that Public Works would be a suitable option to oversee the contract. Public Works has functions that complement parking enforcement such as parking signage, maintenance of parking facilities, oversight of meter coin collection, and roadway maintenance. It is anticipated that a full-time equivalent staff member would handle the daily oversight of the contract operator and would be required to provide education and training of the LA County Code requirements. LA County has an existing Contract Monitor class title, Class Code 4227. Walker recommends that this position be modified to include oversight of the professional parking



enforcement firm contract. Public Works would need to assess funding, personnel, and the department's operational needs and determine where in the organization the contractor monitor would belong.



East Los Angeles Parking Availability Improvement Study

Parking Benefit District Feasibility

County of Los Angeles, CA

September 24, 2021

Prepared for:
Chief Executive Office Budget and Operations
Community Services



WALKER
CONSULTANTS

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Introduction

Parking benefit districts (PBDs) are geographically defined areas, typically commercial areas in which the parking supply and revenue it may generate are focused on managing parking supply and demand to ensure that the parking serves the district. Parking revenue generated locally stays local. It is returned to the district to pay for neighborhood improvements that are prioritized by local stakeholders. Revenues may fund improvements such as operational or capital improvements to the parking supply, sidewalk cleaning, installing of planters or street trees, bike and pedestrian improvements, and store front beautification projects, among others.

A focus of PBDs is therefore to return revenues to the local community such that it can maintain an attractive and thriving commercial district, the broader goal of an effective parking system. As a result, business owners and residents of the nearby district may be more supportive of paid parking as well, when they see the possibilities of local benefits. The appeal of PBDs over simply installing parking meters is that PBDs ensure that some parking revenue generated locally remains within the district.

Given that one of the main concerns in the unincorporated community of East Los Angeles (East LA) is low turnover of parked vehicles, resulting in a lack of availability of on-street spaces along commercial corridors as shown in the current conditions section, the implementation of a PBD along an East LA corridor is an effort to improve on-street parking availability by encouraging turnover of short-term spaces. This section explores the feasibility of establishing a PBD along a commercial corridor in East LA including potential benefits and adverse consequences to local businesses and residents.

The PBD presented henceforth is assumed to operate under the following assumptions:

- Enforcement issues, as identified in Task 3, have been addressed and the enforcement program is operating as efficiently as it can to maintain acceptable parking conditions on the street.
- A preferential parking district policy has been developed and is working adequately. Restrictions are in place and enforced to a reasonable degree to limit parking spillover into adjacent residential areas.
- An entity is in place, whether a third party or within the County, that can administer and manage or oversee the PBD.

PBDs are not a panacea for all of the parking issues experienced in the community, but rather they can be an effective tool to help manage parking in a way that supports local commerce by retaining revenue within the community.

Executive Summary

Overview of Findings

The analysis of the feasibility of implementing a parking benefit district (PBD) in East LA demonstrated a potential for realizing a solvent PBD. Many of the key elements are in place already, but success will largely depend on whether enforcement services can support the district, whether there is buy-in from businesses and residents, and whether the County can identify how it can support its creation and maintain some oversight.

The following details a listing of our findings of the feasibility analysis of implementing a PBD in unincorporated East Los Angeles.



Whittier Boulevard PBD Based upon the results of the current conditions analysis, Whittier Boulevard east of the I-710 stands out as a leading candidate for a parking benefit district (PBD). Perhaps the most important criterion for determining the implementation of paid parking is high parking demand.

Whittier Boulevard, from Burger Avenue to Woods Avenue was observed to have a 99 percent peak occupancy, the highest of the commercial corridors observed. Moreover, Whittier Boulevard has had parking meters in the past, and it has organized groups of business owners, merchants, and property owners that can steer the mission and operation of the prospective PBD. Still, it must be noted that many other commercial corridors in unincorporated East Los Angeles can arguably establish PBDs, such as 1st Street which is the only area in unincorporated East Los Angeles that already has parking meters in operation (150 total). However, all things considered, Whittier Boulevard serves as an appropriate location for a PBD.



Multi-Space Meters (MSM) In evaluating the parking meter options that are available, Walker recommends that for the Whittier Boulevard PBD the County opt for multi-space meters (MSMs). While the single-space meters (SSMs) will be familiar to unincorporated East Los Angeles residents and visitors already, given their presence along 1st Street, when all factors are considered MSMs offer specific benefits that SSMs do not. Among them are:

- More programmable options such as: pay-by-license plate, pay-by-space, pay-and-display, and pay-by-cell.
- Ability to include various payment options like cash (coins), credit cards, tokens, and mobile applications.
- With the option of pay-by-license plate, enforcement could be more efficient, which has been a particular concern of the community.
- Less pay stations than SSMs. This means less clutter on the street and more space for pedestrians or other public improvements like trees, benches, bike racks, etc. It also means less meters to remove should they need to be removed in the future.
- The future of on-street parking is moving toward mobile payments. MSMs facilitate that integration of mobile as they can already be programmed to accept mobile payment applications, and users become more accustomed to the idea of not having to pay at a meter directly in front of their vehicle.
- Ultimately, MSMs are more cost-effective than SSMs.



Financial Feasibility of a Whittier Boulevard PBD Assuming that enforcement is operating as efficiently as it can, that the level of business activities and commercial leasing along the corridor remains healthy, that there is 'buy-in' from the community and political support for paid parking, a potential Whittier Boulevard PBD can be financially feasible. Under a multi-space meter solution, with a parking rate of \$1.00 per hour, operating Monday-Sunday from 8:00am to 9:00pm, we project a potential \$1,600± of gross revenue annually per metered on-street space. If 333 spaces are metered, we project the potential for annual gross revenue of \$535,000±, and annual net revenue for the PBD at \$485,000±.¹

¹ All revenue projections contained in this and other Walker deliverables related to this engagement are for planning purposes only and not to be used in financing documents or otherwise by third parties.



Benefits and Potential Challenges of Implementing a PBD The potential impacts of the parking benefit district (PBD) proposed along Whittier Boulevard include the following.

For Businesses:

Benefits

- A new source of revenue by way of paid parking to pay for improvements along the Whittier Boulevard commercial corridor.
- The revenue generated within the district would be returned to the district.
- Local control over revenue, spending priorities, and parking policies.
- Increased on-street parking availability along the corridor, effectively allowing for more customer parking.
- Public improvement projects as a result of new revenue source.
- More efficient enforcement if using a mounted license plate recognition system.

Potential Challenges

- Parking for employees and business owners who drive would need to find parking that is not on-street along Whittier Boulevard, or on nearby residential streets. Parking for customers must always be the most convenient and the priority.
- There may be a customer learning period as they get accustomed to paid parking at a multi-space meter. However, paid parking should be implemented when the frustration of not finding convenient parking is exceeds a driver’s willingness to pay a small amount for the availability of a conveniently located parking space.
- Best practice dictates that short-term spaces be available to customers, and so catering trucks and vendors should not occupy these spaces. However, the County, Whittier Boulevard businesses, and catering truck and street vending businesses can meet and confer regarding options that are agreeable to all parties.

For Visitors:

Benefits

- Increased availability of on-street parking.
- Convenience of payment for parking (e.g., credit card, mobile, coin)
- A more attractive commercial corridor if revenues are spent on amenities that benefit the public.

Potential Challenges

- No longer free on-street parking.
- May be a learning curve for customers to use some payment technologies.
The speed at which vehicles travel along Whittier Boulevard may be less than conducive to frequent turnover of customer spaces. Slower speeds could facilitate the attractiveness of coming to Whittier Boulevard.

For Residents:

Benefits

- Economically healthier and improved commercial corridors for shopping.

- Increased enforcement tours through commercial corridor and neighborhoods.
- Increased availability of on-street parking along Whittier.
- Protection from long-term parkers that are not residents of the neighborhood, with accompanying implementation of a residential parking permit district.

Potential Challenges

- No longer free parking environment.
 - Paid parking implemented along Whittier Boulevard.
 - Permit parking implemented in the residential areas surrounding Whittier Boulevard.
- Because paid parking will be in place on Whittier, there is the potential from spillover onto residential streets from customers who do not want to pay for parking. However, there are two ways in which to mitigate this impact. The first is by implementing a two-hour time limit on all residential streets immediately surrounding Whittier Boulevard. This ensures that customers do not stay parked long-term. The second is the availability of off-street district parking to serve as an additional choice for customers. We note however that, at a 99% parking occupancy rate, some spillover must already be occurring in residential areas. The goal of paid parking is to provide the most convenient parking to the customer, not the employees or business owners.



Preferential Parking District (PPD) To better manage on-street parking demand, Walker recommends the implementation of a PPD program in the Whittier Blvd East zone. The PPD should be in place in the residential areas only not the commercial areas along Whittier Blvd, generally from Burger Avenue to Atlantic Boulevard, and Hubbard Street to Verona Street. Walker recommends that there be no more than three parking permits allowed for each household. The permit rates should be graduated so that the price of the second and third permit is higher than the price of the first permit. Walker recommends that the County provide an income assistance program for those in need of a permit, but cannot afford one, such as households with incomes below the poverty line. The assistance could come in the form of a credit as well; households could accept a subsidized permit or the cash equivalent.



Setup/Implementation of PBD In order to implement a high performing parking district, we offer the following considerations for implementation.

- Gather stakeholder buy-in.
 - The most important buy-in needs to come from the merchants and business groups that are located within the proposed district. Once businesses are onboard political support will follow more easily.
- Develop a mission statement and plan.
 - Effective parking districts today use comprehensive management and financial policies to address clearly stated objectives in the service of a broader mission.
- Identify or create a committee or board to oversee the PBD.
 - An important feature of the district will be the identification of the group to oversee the PBD revenue, spending priorities, and parking policies. In unincorporated East Los Angeles, there are numerous business stakeholders and merchants, such as the Whittier Boulevard Merchants Association and the East Los Angeles Chamber of Commerce. One approach the County can take is to create a commission composed of local business stakeholders and County liaisons.
- Draft enabling code language.

- The County of Los Angeles Municipal Code currently allows for preferential parking districts (PPD), but there is no mention of parking benefit districts or zones. As such, the County would need to draft code language enabling the creation of such districts.
- Develop a list of objectives for the PBD.
 - The parking district needs to have a defined set of objectives that have been vetted by and are available to the public.
- Key Performance Indicators
 - To measure the performance of the PBD, a set of key performance indicators (KPIs) should be developed. The KPIs should be designed to measure performance in meeting the objectives of the PBD. These may include setting and measuring occupancy targets, methods of payment, and total and net revenues to determine the solvency of the district.
- First class parking operation
 - To serve the parking district's constituents and to meet overall Parking Management Mission, the operation of the parking in the district needs to be handled in a first-class manner. This includes addressing maintenance, upkeep, safety, security, signage, technology, and enforcement. Parking enforcement acting as ambassadors can facilitate this.
- Marketing Plan
 - Strong public relations are imperative to the successful implementation of paid parking; therefore, Walker recommends considering a robust stakeholder outreach effort to introduce the new meter program.

01 Parking Benefit District Location

Parking Benefit District

The purpose of a parking benefit district (PBD) is to enhance the district by effectively managing and thereby ensuring parking availability to enhance customer access and convenience to the businesses. But managing parking in a busy location has a beneficial byproduct. It generates revenue which typically goes to a general fund rather than being applied where it is generated. A Parking Benefit District however returns the revenue generated from paid parking to the neighborhood where it was generated, to further enhance the district beyond the parking availability. The improvements can be parking, pedestrian, aesthetics, cleaning, or other improvements that stakeholders or the PBD governing body prioritizes. Given this criterion, a PBD can generally be created anywhere that generates parking revenue. However, merely placing parking meters in a district does not guarantee that sufficient revenue will be generated to pay for improvements, let alone pay for the parking meters, their operation, and their maintenance. As such this report will explore a potential program that evaluates the financial feasibility of establishing a PBD within unincorporated East Los Angeles.

Successful Parking Benefit District Example

PBDs have been implemented successfully, one of the most notable examples being here in the Los Angeles area. The following section discusses how Pasadena implemented its PBD, why it was successful, and how the County may emulate this success in unincorporated East Los Angeles.

Old Pasadena

Perhaps the most recognized example of a successful parking benefit district (PBD) is that of Old Pasadena. Much like Whittier Boulevard in unincorporated East Los Angeles, Pasadena's original downtown is characterized by historic buildings with little to no off-street parking. Old Pasadena was struggling as a commercial district through the 1980s, with high commercial vacancies, unkempt and deteriorating buildings, and crime. Furthermore, the low supply of off-street parking, combined with the free parking on-street, resulted in high on-street parking demand and little turnover. Thus, limiting the parking opportunities for customers to patronize businesses.

To reinvigorate the area, the City of Pasadena made two significant changes to its parking policy. First, implementation of paid parking with the promise that all parking meter revenue generated within Old Pasadena would be returned to the neighborhood. Second, creation of a policy that would allow businesses in Old Pasadena to satisfy their parking requirements by paying a fee for those spaces which they did not provide. These policies brought about the changes needed to bolster the area.

The promise of returning meter revenue to the neighborhood was the feature that encouraged merchants to buy into the idea of installing parking meters in Old Pasadena. Even more, knowing that the merchants would be the ones controlling the revenue generated from the meters facilitated political support for implementing paid parking.

Once buy-in for the meters was achieved, the City advanced implementation of the meters. The boundary of the PBD was determined following discussions with the merchants and the local business improvement district (BID). The meters were finally installed in 1993 and Old Pasadena soon recovered. As paid parking increased turnover of curbed spaces, more customers were able to patronize local businesses, resulting in increased sales tax revenue for the City.

Moreover, the popularity of Old Pasadena began to increase as improvements to public spaces attracted more customers to the area. In turn, this prompted the PBD to continue investing in public improvements to maintain the areas as an attractive destination for customers.

Today, Old Pasadena remains a popular commercial district. The lessons that the County can take from Old Pasadena are:

- The lack of available curb parking may be limiting local businesses' the opportunity to capture increased patronage, because parking spaces are not turning over sufficiently.
- To obtain buy-in from local business owners to install meters, return the meter revenue to the district.
- Have a local business group manage the revenue.

East Los Angeles Parking Benefit District Location Selection Methodology

In reviewing potential areas for a parking benefit district in unincorporated East LA, Walker developed a list of criteria that informed the selection of the district location. The criteria are based on Walker's experience and research into identifying the fundamental elements of PBDs. The criteria used to select the location are:

- High demand for on-street parking (peak occupancy rate at or above 85%)
- A mix of land uses such as restaurants, retail, and office among others that peak at different times and that see high customer traffic akin to a central business district
- Proximity to a supply of public off-street parking
- A supply of privately-owned publicly available off-street parking
- The existence and ongoing presence of business stakeholder groups
- Popular destinations for visitors and customers

Based upon the analysis of the current conditions, and factoring in the aforementioned criteria, Whittier Boulevard east of the I-710 stands out as a leading candidate for a parking benefit district (PBD) and can be the location of a pilot. However, it is important to note that this does not mean that PBDs cannot be implemented elsewhere, only that Whittier is the best positioned to mitigate the potential impacts that might arise from implementing paid parking.

Still, in addition to Whittier Boulevard, another commercial area that is suitable for a PBD is 1st Street, from Indiana Avenue to Eastman Avenue. This area of 1st Street is the only area in unincorporated East Los Angeles that already has parking meters in operation (150 total); thus, creating a PBD in this area may be more acceptable than any other. However, because most of unincorporated East Los Angeles's commercial corridors currently operate under a free parking system, the subsequent analysis focuses on the feasibility of establishing a PBD in a commercial area that currently has free parking.

Parking Benefit District - Whittier Boulevard East of I-710

The takeaway from the current conditions section of this study is that available parking in unincorporated East Los Angeles is difficult to find virtually everywhere. However, when thinking about a parking benefit district (PBD), which means implementing paid parking, Whittier Boulevard appears to be the most appropriate location.

In fact, parking meters along Whittier Boulevard is not a new concept. Whittier Boulevard had parking meters in the past. Figure 1 shows a photograph of Whittier Boulevard circa 1979, which displays parking meters lining the commercial corridor.

Figure 1: Parking Meters on Whittier Boulevard, circa 1979



Source: Photographer – Anne Knudsen; Collection – Herald Examiner Collection – Los Angeles Public Library, 2020.

Of course, there were also meters on Atlantic Boulevard as well, and parking meters are still in place today along 1st Street. In analyzing the potential for a new district, Whittier Boulevard is best suited to meet the challenges that come with establishing a PBD.

High On-Street Parking Demand

The most important factor in determining the location for a PBD is whether the prospective district has a high demand for on-street parking. While any number of commercial areas in unincorporated East Los Angeles could be considered for a PBD based on this criterion, Whittier Boulevard, from Burger Avenue to Woods Avenue was observed to have a 99 percent peak occupancy, the highest of the commercial corridors observed, even during the COVID-19 pandemic.

Under current conditions, there are few, if any, open on-street parking spaces along Whittier Boulevard, and moreover they do not turn over with regularity despite time limit restrictions, thus contributing to the low availability of parking. Without high parking demand, paid parking may not generate enough revenue to be solvent. A PBD along Whittier Boulevard could help with the turnover of on-street parking spaces along the corridor, which effectively creates more availability for customers to park and patronize local businesses situated along the boulevard.

Along a commercial street like Whittier, one or two regularly open parking spaces per block face would ideally provide sufficient availability for customers and patrons to park near their destinations. The goal of introducing parking meters is to increase turnover such that the district can achieve some availability short-term of spaces.

Of course, with the introduction of paid parking there is the potential that the vehicles that regularly occupy spaces on the boulevard for long periods of time, may spill over into areas that have less restrictions. As such, an important consideration for the PBD is to have a supply of off-street parking that can accommodate long-term parkers.

Off-Street Public Parking Supply

One feature that sets Whittier Boulevard apart from other commercial corridors in unincorporated East Los Angeles is that there are County-owned public parking lots located along the corridor. There are two lots that are both operated and maintained by the County located at 753 S La Verne Avenue and 922 S Fetterly Avenue. Combined, these two lots contain 195± stalls.

Figure 2 shows the location of these lots in relation to the proposed PBD corridor.

Figure 2: Public Parking Lots near Whittier Boulevard PBD



Source: Walker Consultants, 2020.

As shown in the figure above, these two lots may offer a location for long-term parkers in the district to park. For instance, from the current conditions survey, employee respondents indicated that they often park on residential streets when parking at or near their place of employment is unavailable. This is important because many of the buildings that line Whittier were built prior to zoning codes requiring that off-street parking be provided. As a result, some businesses that line the boulevard do not have their own parking and thus their employees rely on street parking. While not the only option to address the employee parking shortfall, off-street parking serves as an opportunity to carve out areas where employees may be allowed to park should capacity allow.

Off-Street Private Parking Supply

While publicly owned off-street parking falls within the purview of the County through zoning, the County has less control over the use and availability of privately-owned off-street parking. However, the presence of privately held off-street lots along Whittier Boulevard serves as an opportunity to unlock capacity for the benefit of the district as a whole. Taking a district approach to parking is important especially if benefits are going to be shared. A district approach for addressing parking issues includes looking at the private parking supply.

While an inventory of private off-street parking was not part of this study, in looking at the number of off-street parking lots that are located near Whittier Boulevard, if the County were to unlock some of that supply for use by district customers and employees (as availability allows), the PBD would be better positioned to accommodate the high demand for parking in the district.

Business Stakeholder Groups

A key feature of any parking district is the presence of an active and organized association of businesses and merchants. Typically, these are in the form of Business Improvements Districts (BIDs). In East LA there are several groups that can serve as the stewards of a PBD. One such group is the East Los Angeles Chamber of Commerce. If multiple PBDs are established in unincorporated East Los Angeles, the chamber of commerce may be best equipped to manage the benefits. However, if there is one PBD, as in the PBD along Whittier Boulevard, the Whittier Boulevard Merchants Association, composed of local merchants and business owners that are plugged into the community and have a long history of making improvements along the boulevard, may be the most appropriate entity.

In any case, whichever group is deemed most appropriate to provide community input to the County who oversee the management of parking meter-generated funds, their active role to advise on the expenditure of those funds will be key to providing improvements within the PBD.

Mix of Commercial Land Uses and Popular Destination

While there is no specific formula or mix of land uses that dictates whether a PBD will succeed or not, typically a PBD has a mix of commercial land uses that are compatible with each other, such that they all function and benefit from the parking policies and restrictions of the corridor. Most land uses on the Whittier Boulevard corridor are compatible to the short-term parking limits that are in place today and that will dictate the use of parking.

Whittier Boulevard is lined with commercial establishments that run the gamut from restaurants, retail, offices, medical services, salons/barbershops, furniture stores, and grocery stores among others. Moreover, Whittier Boulevard serves as the unofficial Central Business District (CBD) of East LA, and as such likely experiences high visitor traffic. Given its position as a focal point in the community, Whittier Boulevard's popularity lends itself to a PBD.

02 Parking Meters

Parking Meters

An analysis of the feasibility of implementing a parking benefit district (PBD) warrants a study into whether or not to install parking meters, given that the future of curbside parking management appears to be moving toward mobile solutions. However, based on the community profile of unincorporated East LA, sole reliance on mobile solutions may not be the most apt solution at this time. As such, the consideration of paid parking should be based on which parking meters to install, what functionalities they should have, how many should be installed, and where, rather than mobile-only applications. This section discusses the options that are available for parking meters and the recommendation for a PBD in unincorporated East Los Angeles.

The intention of installing parking meters should not be to generate revenue for the sake of generating revenue, but rather:

1. To manage parking demand and supply within the PBD such that parking spaces are always available to customers, and
2. To improve conditions along the PBD such that customers want to visit the PBD and patronize those businesses, which in turn supports local economic development.

Parking Meter Technology

Today's customers are accustomed to convenience. As such, any parking meters considered for the PBD should reflect the conveniences that customers have come to expect.

While the concept of paying for parking at a single-space meter is ubiquitous, i.e., carry change, insert change, and return at the estimated time, the methods with which customers can now pay for parking are vastly more flexible than the traditional model, and thus offer more convenience.

Newer 'smart' parking meters have brought three key technologies to on-street parking: computers, solar power, and wireless communication. This allows customers to pay by credit card, the County to set complex rate structures, and the meters to communicate wirelessly via a central management system, providing remarkable audit control and maintenance capability.

Credit Card Acceptance

One of the major benefits of smart meters is the ability to accept credit cards. Benefits include the following:

- **Enhanced Customer Convenience:** Most motorists do not carry coins with them or keep enough coins in their vehicles to pay for parking. Most motorists do carry credit cards, enabling them to pay for parking at credit card-enabled meters.
- **Enhanced Compliance:** The added customer convenience results in a higher level of meter compliance, as most motorists will pay the parking fees when they can, but may risk receiving a ticket once they've parked but don't have enough coins to purchase the time they need.
- **Increased Revenue:** Motorists tend to purchase more time when paying with credit cards. They are no longer limited to the number of coins carried on their person or in their car. Furthermore, credit card-

accepting meters typically offer a “max” button that enables the motorist to purchase the maximum time allowed at the push of one button, rather than predicting how long they will actually be parked. Most people would rather leave unused time on the meter than risk getting a ticket for an expired meter.

- **Fewer Collections:** Credit card payments reduce the number of coins being inserted in the meter, reducing the frequency of coin collections. Conventional meter vaults hold approximately \$30 in quarters, requiring the coins to be collected at least once per week and more frequently in busy areas.
- **Fewer Coins to Process:** Credit cards reduce the number of coins that need to be processed; including transporting the coins, counting and rolling the coins and depositing them into the bank. Credit card transactions typically account for 35% - 70% of all transactions, reducing coin volume by more than that percentage, as credit card transactions typically replace the higher priced coin transactions. The higher the hourly parking rate, the higher the percentage of credit card use.

A concern in unincorporated East Los Angeles may be that a significant portion of the residents do not use credit cards; however, the new meters could be equipped to take both cash and credit cards. Furthermore, the new meters would be placed in the PBD along Whittier Boulevard. The addition of credit card acceptance may be convenient to visitors of unincorporated East LA, not just residents, thus potentially resulting in a more convenient customer experience.

Complex Rate Structures and Demand-Based Pricing

Conventional parking meters, like those in place along 1st Street, have limited rate setting capabilities. Rate structures are limited to one fixed rate for one fixed time frame. Computer software programs enable smart meters (single space or multi-space) to create a variety of rate structures. Hourly rates can change from hour to hour, or by time of day, or day of week. Flat rates can also be programmed for any duration of time. Rate structures can also be changed remotely (conventional meters require a trip to each meter).

New meter technologies enable the implementation of demand-based pricing at parking meters. This is a concept that has garnered a lot of attention since Donald Shoup; Professor of Urban Planning at UCLA published “The High Cost of Free Parking” in 2004. One of Shoup’s major parking policy reforms is to “set the right price for curb parking because the wrong prices produce such bad results.” Shoup notes that the consequences of setting the wrong price for curb parking are traffic caused by motorists cruising for parking, air pollution as a result of vehicles cruising for parking, and wasted time.

Setting the right price for curb parking can be challenging when the technology does not easily and quickly enable price adjustments in response to changes in demand. With ‘smart’ meter technology however, prices can be adjusted remotely, and a demand-based pricing model can be implemented. Demand-based pricing is the concept of shifting parking demand by adjusting rates. Rates are increased when demand is so high that there are no available spaces. The intention of the rate increase is to promote turnover of parking spaces, thereby increasing availability. If there is an abundance of availability, the prices can be lowered to encourage motorists to park in low utilized areas. The right parking rate to charge is the one that will produce one to two open spaces per block. Generally, this translates to a target occupancy of 85 percent on each block.

Multi-space and single-space smart meters enable the County to implement demand-based pricing. Not only can the meters handle complex rate structures and rate changes, they also help to provide baseline data needed to determine which blocks are candidates for rate increases, and which blocks are candidates for reduced rates. The system software provides reports showing transaction details such as when motorists paid, where they paid and

how much time they purchased. Once the rates are implemented, the reports will also help determine the effectiveness of the rates.

Audit Control

Conventional meters have minimal audit control. No-one knows how much money is inside them until the meters are collected. If a meter was not collected, it could go undetected. No reports are generated.

When a conventional meter vault fills, the coin slot to the vault closes, but the coin slot to the meter remains open. Coins can still be inserted into the meter, but they land on top of (or on the side of) the vault. The collector needs to pick these individual coins up by hand. If any of these coins are left, dropped, misplaced, lost, forgotten about or taken, they may not be missed. This is also the case throughout the counting process.

With the implementation of smart meters, computer software will track every payment that is made. The software tracks the date and time of all payments, how much time was purchased, and how it was paid for (coin denominations, credit card types, etc.). If any money goes missing, the auditors will know. The County will be able to see how much money is in the meter at any time by simply logging in.

Maintenance

Smart meters have self-diagnostic software that enables them to ‘report’ maintenance issues via wireless communication, enabling staff to respond immediately. Conventional meters may be out of service for days before a collector or enforcement personnel notices it and reports it.

Multi-Space vs. Single-Space Meter Technology

The ‘smart’ meter technology did not come cheaply when developed, which is why the multi-space meter was created. It wasn’t cost effective to put all of this technology into every parking space, but if one meter could cover multiple spaces, they became affordable. In the past few years, a single-space retrofit meter has become an attractive and affordable option. The computer, solar power and wireless capability have been incorporated into the single-space meter, providing most of the benefits of the multi-space meter, without requiring the customer to walk to the multi-space meter.

Following are the major differences between smart single-space meters (SSMs) and smart multi-space meters (MSMs):

- The public generally finds SSMs easier to use. SSMs are familiar and require no special instructions. MSMs require instructions; in fact, ambassadors are generally deployed to assist customers during initial rollout.
- SSMs do not require signage. Motorists see the meter and know they are expected to pay. MSMs require signage (w/arrows) advising motorists to pay at the MSM. Pay-by-space meters also require space numbers.
- SSM manufacturers charge credit card transaction fees above and beyond typical merchant processing fees – typically \$0.13 per transaction. This is how they can afford to put all that technology into every meter. MSM manufacturers do not charge these fees.
- SSMs are more susceptible to vandalism and theft. MSMs are more secure and are recommended for high-risk vandalism areas.

- SSMs have smaller coin vaults and consequently need to be collected more frequently.
- MSMs, by their nature, do not allow for ‘piggybacking’ (parking at a meter that has time left on it from the previous parker). This can account for increased revenues of up to 10%. SSMs require sensors to zero out the meter, which also decreases battery life.
- SSMs cannot accommodate pay-by-space or mobile license plate enforcement, which are more efficient than physically inspecting every meter.

A detailed analysis of ‘smart’ single-space and multi-space meters follows:

Single Space Smart Meters

Single-space meter manufacturers offer a single-space ‘smart’ meter. The original solution was a new meter mechanism that fit into conventional meter housings, like the ones along 1st Street. The replacement mechanism fits on an existing single space meter and into the existing housing (simply remove the original dome and mechanism and replace with the new mechanism). If no meters exist, a completely new meter can be purchased.

The meter features wireless cellular communication that links each meter to a centralized management system and provides real-time credit card authorization, revenue tracking, and flexible remote rate change capabilities. The meters are solar powered and contain a rechargeable battery pack.

Figure 3: IPS Single-Space Meter



Source: utsandiego.com

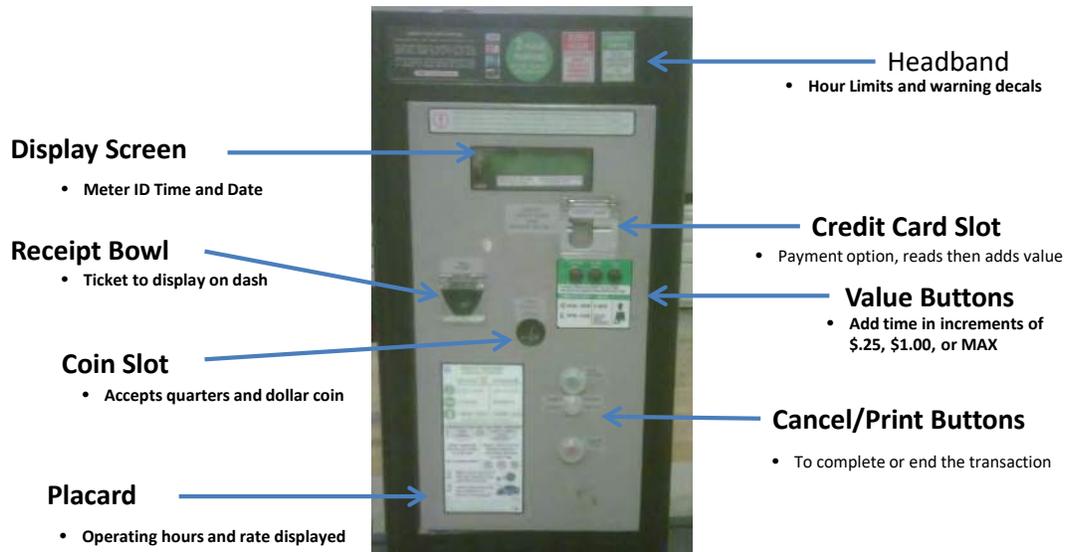
Source: commlawblog.com

Multi-Space Meters

The development of the multi-space meter (MSM) enhanced metered parking as a viable option for controlling revenue from multiple spaces with fewer devices. For on-street applications, multi-space meters usually manage eight to fifteen spaces. For surface lot or multi-level parking facility applications, one multi-space meter can manage any number of spaces, depending on the configuration and application.

Each meter is equipped with graphical and LED displays to instruct patrons; one or a combination of coin, token, banknote, credit card or smart card acceptors; a cashbox and/or bill vault to securely store money; and user interface buttons and/or a keypad. The meters are computerized, which allows for complex rate structures and strong audit and enforcement trails.

Figure 4: Multi-Space Meter Faceplate (Example)



Source: Cale

A typical installation is networked, allowing transaction and revenue data to be consolidated to a central server and viewed remotely. This allows the owner to remotely generate reports and other useful data necessary to manage the parking assets, including changing the rates and monitoring revenue.

Depending on the specific application and manufacturer, most multi-space meters can be configured for use in one of three modes of operation: pay and display, pay-by-space, or pay-by-license plate. Most multi-space meter manufacturers make one meter capable of being programmed for all three payment modes by changing the user interface (face plate) and the system software (rather than replacing the meter).

Pay and Display

In pay and display mode, patrons park the vehicle, walk to the parking meter, pay for a certain amount of time and receive a receipt. Somewhat less convenient for the patron than individual meters, in pay and display mode, the patron has to return to their vehicle to place the receipt on the dashboard. The receipt indicates the duration, location, machine number and end time for which the vehicle has paid for parking. The receipts are visually inspected during enforcement procedures, which have been found to take more effort and time as compared to the enforcement of other meter types.

Pay and Display requires that the motorist return to their car to display the receipt. This requires the meter to be relatively close to the car. On average, the meter should be within 100 feet of the parking space. A good rule of thumb is to install the meter with five parallel parking spaces on each side of it for a 1:10 meter to car ratio. For diagonal parking spaces the ratio could increase to 1:20; however, this doesn't account for fire hydrants, driveways, laneways, loading zones and other interruptions in the parking layout.

In Pay and Display mode, parking spaces do not need to be identified (striped), which has shown to allow more cars to park on each block, depending on the sizes of the cars parked at different times and the lengths of uninterrupted parking spaces.

Pay-By-Space

In pay-by-space mode, the patron is not required to return to the vehicle with a receipt. Each parking space is numbered. The patron approaches the parking meter, enters the parking space number in which the vehicle is parked and selects the amount of time desired. No receipt is needed for enforcement, but there can be a receipt for proof of transaction. Enforcement is done by viewing a web-based report of paid and/or unpaid spaces on a hand-held enforcement device or from any web-enabled computer or smart phone.

Most pay-by-space applications offer the added convenience of allowing patrons to add parking time to the meter from another meter or through their cell phone for added convenience. Pay-by-space meters are typically used in off-street applications where spaces can be easily numbered using signs or surface paint; however, they are also gaining popularity for on-street applications due to the pay-by-cell phone option, no need for the customer to return to their car with the receipt, and their improved enforcement options.

Pay-By-License Plate

In pay-by-license plate mode, the patron is not required to remember the parking space or return to the vehicle with a receipt. Instead, the patron enters the vehicle's license plate number and selects the amount of parking time. No receipt is required for enforcement, but there can be a receipt for proof of transaction. This system can allow a patron to move the vehicle to another spot within the same meter zone without having to pay for parking again - provided there was time still remaining on the original purchase, and they were not in violation of the posted time restrictions. As in pay and display mode, parking spaces do not need to be identified (striped), which has shown to allow more cars to park on each block, depending on the sizes of the cars parked at different times and the lengths of uninterrupted parking spaces.

Enforcement can be done with a vehicle mounted license plate recognition (LPR) system that scans the license plates of all parked cars, or with a hand-held unit, either scanning or manually entering the license plate.

Mobile License Plate Recognition

Mobile license plate recognition (LPR) technology has made the enforcement of time limit, pay-by-plate, pay-by-cell, and license plate permit parking remarkably efficient and cost effective. Mobile LPR utilizes vehicle-mounted cameras that read and record license plates as an enforcement vehicle is driven on roadways, surface lots, garages, etc. A processor is installed in the vehicle's trunk or in the floor, and a laptop is installed on the dashboard, between the front seats. The LPR cameras use a series of algorithms to convert the photographic images of license plates into text data. System software then compares the plate numbers with previous enforcement session(s) and/or databases of paid or permitted license plates, to determine if the vehicle has overstayed the time limit, if it has paid, or otherwise has a right to park in that particular location at that particular time.

Figure 5: Example of Vehicle-Mounted LPR Cameras and Dashboard



Source: Genetec

The LPR software can integrate with permit, meter, pay-by-cell and other databases such as law enforcement agencies, to not only enforce permits, time limits and paid/unpaid parkers, it can also identify stolen or otherwise significant license plates. If the LPR camera reads a plate that has overstayed the time limit or is not listed as paid or permitted, or has been otherwise identified as searchable, an audible ‘ping’ is generated, to alert the driver. The driver can then view the image of the license plate (or plates) to confirm accuracy and take the appropriate action.

While enforcing, mobile LPR can collect parking occupancy and frequency of visit data, as well as limited duration of stay data. Each time the mobile LPR vehicle drives past a parked vehicle, it time-stamps the image and the location, using GPS technology to identify the locations of the parking spaces and can sort the data by parking facility, street or by customized zones. Note that the system won’t know the exact time that the vehicle parked or exited – it only knows that the vehicle was parked in a specific location at the time of enforcement. Throughout multiple tours, the system software calculates the total time that the vehicle was observed as parked, up until it is observed to have moved.

It’s important to note that while mobile LPR is an efficient enforcement tool for permit, paid and time-limit parking, many other infractions such as no parking, ADA parking, loading zone, hydrant, etc., will still need to be manually (visually) inspected. Most enforcement officers are able to do so while driving the enforcement vehicle; however, this can impact enforcement routes and schedules.

Walker Recommendations

Multi-Space Meters with Pay-By-License Plate

In evaluating the parking meter options that are available, Walker recommends that for the Whittier Boulevard PBD the County opt for multi-space meters (MSMs). While the single-space meters (SSMs) will be familiar to unincorporated East Los Angeles residents and visitors already, given their presence along 1st Street, when all factors are considered MSMs offer specific benefits that SSMs do not. Among them are:

- More programmable options such as: pay-by-license plate, pay-by-space, pay-and-display, and pay-by-cell.

- Ability to include various payment options like cash (coins), credit cards, tokens, and mobile applications.
- With the option of pay-by-license plate, enforcement could be more efficient, which has been a particular concern of the community.
- Less pay stations than SSMs. This means less clutter on the street and more space for pedestrians or other public improvements like trees, benches, bike racks, etc. It also means less meters to remove should they need to be removed in the future.
- The future of on-street parking is moving toward mobile payments. MSMs facilitate that integration of mobile as they can already be programmed to accept mobile payment applications, and users become more accustomed to the idea of not having to pay at a meter directly in front of their vehicle.
- Ultimately, MSMs are more cost-effective than SMSs.

As shown in the next section (Opinion of Probable Cost and Revenue Analysis), MSMs are less expensive in the long run. While they have higher up-front costs, they have a lower amortized cost.

03 Cost and Revenue Analysis

Opinion of Probable Cost and Revenue Analysis

To determine the financial feasibility of a parking benefit district (PBD) in unincorporated East Los Angeles, Walker conducted an analysis of the costs and revenue that may result from implementing paid parking. It is important to note that the revenue numbers contained in this section are intended to assist decision makers regarding the benefits and costs of implementing the proposed program only. The figures included in the analysis are not intended to be used in financing documents.

Parking Meter Locations

As discussed previously, it is Walker’s opinion that the most appropriate location for a PBD is Whittier Boulevard. The commercial corridor that extends from Burger Avenue to Atlantic Boulevard was observed to have the highest occupancy of any commercial corridor.

Figure 6 shows the recommended location of the PBD. The parking meters should be placed along Whittier Boulevard and along the bisecting streets where warranted.

Figure 6: Parking Meter Zone for PBD



Source: Walker Consultants, 2020.

The potential metered area (Shown in Figure 6) generally includes parking spaces on the following streets:

- Both sides of Whittier Boulevard from Burger Avenue to Atlantic Boulevard,
- The commercial “pockets” north and south of Whittier Boulevard, and on both sides (east and west) of the street on:
 - Burger Avenue east side only (north and south of Whittier),
 - Ford Boulevard
 - Duncan Avenue,
 - McBride Avenue,
 - McDonnell Avenue,
 - Arizona Avenue,
 - Kern Avenue,
 - Fetterly Avenue,
 - Ferris Avenue,
 - LaVerne Avenue,
 - Fraser Avenue,
 - Clela Avenue,
 - Vancouver Avenue,
 - Woods Avenue, and
 - Atlantic Boulevard west side only (north and south of Whittier).
- With respect to the number of multi-space meters (MSM) recommended along this stretch of Whittier, Walker recommends 47 MSMs to cover the area, a ratio of approximately one meter per seven spaces. By contrast, to cover the same area with SSMs the number would be 333. This total includes only spaces that are currently time-restricted, it does not include spaces that are ADA, yellow curb, white curb, or green curb.

Cost Analysis Single-Space Meters vs. Multi-Space Meters

An important consideration for the implementation of paid parking is whether to implement single-space meters (SSM) or multi-space meters (MSM). In the previous section, Walker compared the benefits of both technologies, and ultimately recommends MSM along the proposed Whittier Boulevard PBD. In comparing the costs, MSMs are generally a more cost-effective solution. Table 1 shows the comparison of costs between installing SSM versus MSM.

Table 1: Cost Analysis Single-Space Meters (SSM) vs. Multi-Space Meters (MSM)

Cost Analysis Single-Space Meters (SSM) vs. Multi-Space Meters (MSM)				
		Single-Space Meter	Multi-Space Meter	Variance (SSM - MSM)
A	Number of Meters	333	47	
B	Parking Meter Costs	\$1,000	\$10,000	
C				
	<i>Purchase Price Subtotal (A*B)</i>	<i>\$333,000</i>	<i>\$470,000</i>	
D				
	<i>Spare Parts Subtotal</i>	<i>\$18,000</i>	<i>\$18,000</i>	
E	Signs per Meter	0	2	
F	Signage Costs	\$0	\$150	
G				
	<i>Purchase Price Subtotal (A*E*F)</i>	<i>\$0</i>	<i>\$14,100</i>	
H				
	<i>Start-Up Marketing Fees (Literature/Website) Subtotal</i>	<i>\$5,000</i>	<i>\$30,000</i>	
I	Ticket Roll Costs per Unit	\$0	\$45	
J	Ticket Rolls per Year	0	6	
K				
	<i>Annual Ticket Roll Cost Subtotal (A*J*3.5)</i>	<i>\$0.0</i>	<i>\$7,400</i>	
L	Credit Card Transaction Fees	\$0.13	\$0	
M	Average Transactions per Day	3	21	
N	Credit Card Days per Week	7	7	
O				
	<i>Annual Credit Card Transaction Fees Subtotal (A*L*M*N*52 weeks)</i>	<i>\$47,300</i>	<i>\$0</i>	
P	Monthly Management Fees Per Meter	\$8	\$60	
Q				
	<i>Annual Management Fees Subtotal (A*P*12 months)</i>	<i>\$32,000</i>	<i>\$33,800</i>	
R	Battery Costs per Unit	\$30	\$100	
S	Year 3 Battery Cost	\$10,000	\$4,700	
T	Year 6 Battery Cost	\$10,000	\$4,700	
U	Year 9 Battery Cost	\$10,000	\$4,700	
V				
	<i>Total Battery Cost - 10 Years Subtotal (S+T+U)</i>	<i>\$30,000</i>	<i>\$14,100</i>	
	Total Cost Year 1 (C+D+G+H+K+O+Q)	\$435,300	\$573,300	(\$138,000)
	Five Year Cost	\$772,500	\$742,800	\$29,700
	Ten Year Cost	\$1,189,000	\$958,200	\$230,800

Note: Figures (\$) are rounded to the nearest hundred

Source: Walker Consultants, 2020.

As shown in Table 1, the cost of implementing MSMs is higher in Year 1; however, this is because the upfront costs of purchasing 47 multi-space meters is higher than 333 single-space meters. In looking at the costs five years and ten years out, the MSMs result in a projected cost savings of \$230,800±.

It is important to note that these costs do not include maintenance or collections costs, nor do they include costs for integrating a mobile payment application. Consideration for implementing the latter includes factoring in a \$0.35 fee per transaction.

Rough Order of Magnitude Cost and Revenue Projections

The key in determining the feasibility of the proposed PBD, is if the district can generate sufficient revenue to cover its costs. To determine the financial feasibility of implementing a PBD in unincorporated East Los Angeles the following assumptions were used:

- Meters will be in operation thirteen hours per day (8:00 a.m. to 9:00 p.m.)
- Meters will be in operation seven days per week, minus 12 holidays throughout the year.

- An average paid occupancy of 35% during hours of enforcement is assumed throughout the year for all metered spaces. Due to:
 - Hours of low-demand during the day.
 - Price elasticity may deter some from paying for parking.
 - There is a possibility of an increase in disabled parking placard use on metered spaces.
- Parking rates are assumed to be \$1.00 per hour Monday through Sunday.
- On-street parking spaces are assumed to be metered with credit card capable multi-space meter (MSM) technology.
- For on-street parking we assume roughly two MSM units per block face, likely placed near the corners to capture the “pockets” of commercial parking on residential streets. The ratio of parking meters to spaces is roughly one per every 7 parking spaces. The total number of MSMs would be ±47 parking meters.
- The cost per meter is assumed to be \$10,000 per unit including installation, based on our experience.

These considerations combined are conservative projections of the average paid occupancy rate, which at times throughout the day will be higher.

- The parking rates used in the assumptions are comparable to those of other Southern California cities. For example, the City of Los Angeles charges \$1.00 per hour along 1st Street in the Boyle Heights neighborhood, the City of San Fernando charges \$1.25 per hour, or \$0.25 per each 12 minutes, the City of Inglewood charges \$1.00 per hour (plus convenience fee for mobile payments), the City of Glendale charges \$1.50 per hour on-street in its downtown streets, the City of Pasadena charges \$1.25 per hour in Old Pasadena and \$0.75 in the area South of Dayton Street between Pasadena and Raymond Avenues.

Based on these assumptions we project \$1,600± of gross revenue annually per metered on-street space. If all 333 spaces are metered, we project annual gross revenue of \$534,800±. We project that annual net revenue for the PBD would be \$487,600±. Table 2 shows the revenue projections for the PBD.

Table 2: Order of Magnitude Revenue Projection for Whittier Boulevard PBD

MSM Revenue Analysis	
Hourly Rate	\$1.00
Estimated Revenue Per Parking Space	\$4.55
Annual Revenue Per Parking Space	\$1,600
Total Annual Revenue Projection	\$534,800
Estimated Machine Cost (Installed)	\$470,000
Spare Parts (Varies by meter quantities)	\$18,000
Estimated MSM Signage, installed (2@\$150 per MSM)	\$14,100
Estimated Marketing Costs for MSM Program	\$30,000
Annual Ticket Roll Cost	\$7,400
Annual Mgmt. Fees	\$33,800
Total MSM Implementation Cost	\$573,300
Payback Period (# of Months)	13
Annual CC Processing Fees (i.e. 50% of Revenue x 5%)	\$13,400
Annual Net after Mgmt. Fees and CC Processing Fees	\$487,600
Five Year Net	\$1,864,800
Ten Year Net	\$4,303,000

Note: Figures (\$) are rounded to the nearest hundred

Source: Walker Consultants, 2020.

We project that a paid parking program would provide a positive annual revenue source to the parking system’s operating budget.

Additional Considerations

Multi-Space Meters in County Lots

Consideration should be given to implementing paid off-street parking as well. It is possible that when meters are installed on Whittier Boulevard the County lots that are located in the district may fill more regularly with customers, employees, or any other users avoiding paid parking. If demand patterns are such that these lots are regularly at capacity, the County may consider installing multi-space meters in these lots as well to encourage turnover and availability. While generally the price of the meters would be lower as compared to the off-street, consideration should be given for maintaining a target occupancy on off-street parking as well.

Mobile App Integration

The future of parking appears to be shifting toward mobile payments or Pay-by-Cell (PbC). PbC has been around for several years now and is improving as cell technology and connectivity improves. There are examples around the country in which municipalities have bypassed installing parking meters altogether and relied solely on mobile payments. However, given that many in the community still rely on cash transactions, we have not included the mobile app recommendation at this time.

It is important to note that multi-space meters offer a more seamless integration to mobile apps should the community consider mobile in the future. The cost to integrate a mobile application into the parking system may vary by vendor and application, but generally all vendors charge setup fees, and most importantly transaction fees. The revenue models of the vendors are based on transaction fees. These fees are typically \$0.35 per transaction. Some municipalities choose to absorb these fees while others pass these costs on to the customers.

Traffic Calming Measures

Because the on-street parking supply is vital to the success of the businesses along Whittier Boulevard, the County should study ways in which traffic calming measures could be implemented within the PBD. Under current conditions, observed traffic speeds are not conducive to the vision of a PBD. A PBD, in order to attract customers should be comfortable for motorists and pedestrians to navigate. The speed at which traffic typically runs along Whittier also makes it difficult for customers to parallel park on the boulevard. Implementing traffic calming measures may help with slowing speeds down such that it is not a deterrent to customers wanting to patronize businesses within the PBD.

04 Parking Benefit District Implementation

Attributes of a High-Performing Parking Benefit District

Based on our experience, some parking districts flourish while others stagnate. The ones that flourish have a common set of attributes that enable them to be high performing parking districts.

- **Parking Management Mission:** The intent of a parking district is typically to provide a positive parking experience for those who visit the commercial area which the parking district serves. This entails having an adequate number of spaces to serve the different user groups that will park in the area at different times of day, different days of the week and throughout the year. It also requires good customer service, both in terms of staffing as well as the condition of the facilities, signage and any equipment. From a cost standpoint, this requires examining both supply-side and demand-side approaches. The parking system must be integrated into the overall transportation policy goals of the County. A parking system is ultimately about providing the public with access to a given destination. Forward thinking parking districts may recognize and encourage this broader mission.
- **Parking District Objectives:** A high performing parking district will have a defined set of objectives. These objectives should be consistent with and support the County's overall Parking Management Mission.
- **Supportive and Engaged Constituents:** In order for the parking district to accomplish its objectives, its constituents (which may include property owners, business owners, parking users, and residents) need to support the mission and be engaged in the direction of the program. Engagement of constituents is more likely to build support than a parking district directed solely within local government, particularly when difficult decisions related to time restrictions and other regulations, enforcement policies, expenditures and possibly setting a price for some parking is involved. An actively engaged parking committee, advising or overseeing with regard to the policies of a parking district, should also engage in regular meetings to monitor the effectiveness of parking policies, occupancy rates, revenue, expenses and plan for the future.
- **Strong Financial Condition:** In order to meet the parking district's objectives, adequate funding to maintain existing programs and in some cases, to fund future parking, is necessary. This requires fiscal responsibility by the agency administering the program as well as an awareness of when potential financial issues should be addressed with parking district constituents.
- **Political Support:** Elected officials need to support the parking district's objectives in order for it to succeed. Providing political support will also help generate support and engagement amongst constituents. Garnering support is likely easier when a parking district is considered within the context of a County's overall transportation policy goals.

Strategy for Implementing a Parking Benefit District

In order to implement a high performing parking district, we offer the following considerations for implementation. This section outlines a strategy for the County to pursue implementation of the Whittier Boulevard parking benefit district (PBD). In accordance with recommendations in Task 4, consideration for a PBD will follow only after the following have been addressed:

- Enforcement issues, as identified in Task 3, have been addressed and enforcement is operating as efficiently as it can to maintain acceptable parking conditions on the street.
- An agency is in place, whether a third party or within the County, that can administer and manage or oversee the PBD.

Gather Stakeholder Buy-In

The first step in implementing a parking benefit district (PBD) is to gather stakeholder buy-in. The most important buy-in needs to come from the merchants and business groups that are located within the proposed district. Along Whittier Boulevard these may be the Whittier Boulevard Merchants Association and/or the East Los Angeles Chamber of Commerce. The County should perform outreach to parking district stakeholders to engage them in setting or adjusting parking district objectives. The stakeholders should also have a say in defining the boundary of the PBD and in defining how revenues should be spent.

Outreach may consist of direct outreach through the mail and email as well as public meetings in which constituents gather with County staff. Developing buy-in to objectives will ensure support for the PBD. Periodic outreach needs to be performed to ensure that the district is meeting objectives and if not, consideration should be given regarding whether to adjust the district and its objectives.

With businesses onboard, the next step would be to gather political support. Given that the County is looking to address the parking issues that impact the unincorporated East Los Angeles community, once support from the businesses is earned, political support will follow.

Develop a Mission Statement and Plan

Effective parking districts today use comprehensive management and financial policies to address clearly stated objectives in the service of a broader mission. Comprehensiveness is defined in several ways, including an approach to on-street and off-street parking spaces as one parking system, both in management and financial terms. Policies approaches are informed if not overseen by a parking committee made up of commercial district stakeholders who have an interest in both the proper management of the district and the solvency of the parking system.

Often these parking districts are tied to a parking enterprise fund that require that revenue from parking cover all defined expenses. Paid parking, which was prevalent in the commercial districts of many communities in the middle part of the last century, has reemerged as a financial contributor but more importantly as a parking demand management strategy, for the purpose of ensuring parking turnover in customer parking areas, often while

providing flexibility in the length of stay, as well as encouraging long-term parkers to use parking spaces in more peripheral locations.

Identify or Create a Commission to Oversee PBD

An important feature of the district will be the identification of the group to be in charge of the PBD revenue, spending priorities, and parking policies. In the case of Old Pasadena, the City created the Old Pasadena PMZ Advisory Commission which consists of business and property owners and is overseen by City staff. Many of the business owners were also members of the local business improvement district (BID).

In unincorporated East Los Angeles, there is no shortage of business stakeholders and merchants, such as the Whittier Boulevard Merchants Association and the East Los Angeles Chamber of Commerce. The County would need to work with the businesses to establish a commission to oversee the PBD. A County liaison to the commission is typically required.

Enabling Code Language

The County of Los Angeles Municipal Code currently allows for preferential parking districts (PPD), but there is no mention of parking benefit districts or zones. As such, the County would need to draft code language enabling the creation of such districts. The boundaries of the district should be defined, as should a process for establishing parking rates.

Furthermore, language should be developed regarding the creation of PBD commission, and should include:

- Membership policies, including appointment of members and terms
- Qualifications needed to be part of the commission
- Elections
- Record-keeping
- Reporting

Establish a Set of Objectives

The parking district needs to have a defined set of objectives that have been vetted by and are available to the public. The objectives should support the County's Parking Management Mission which in turn should support the overall transportation policy goals, including those related to transportation demand management (TDM) and promotion of non-single occupant vehicle modes.

Some example objectives for the parking district are:

- Provide visitors with convenient and available parking via paid parking and permit parking to residents/employees
- Ensure that parking revenues stay local in the district to fund improvements determined by property owners and merchants in the district
- Improvements to be funded by parking revenues are [to be determined by property owners and merchants in the district]

- Provide parking to support new development in the district
- Provide funding to operate and maintain parking in the district

Key Performance Indicators

To measure the performance of the PBD, a set of key performance indicators (KPIs) should be developed. The KPIs should be designed to measure performance in meeting the objectives of the PBD. The following are examples of KPIs.

- **Occupancy Targets:** Given the issues of highly occupied, and thus unavailable, curb parking along the Whittier Boulevard corridor, it is important to set an occupancy target. The purpose of which is to ensure that there is available parking for customers. Typically, a target of 85 percent occupancy is ideal. An 85 percent occupancy indicates that the spaces are being used, but that there are also some spaces available for arriving customers.
- **Payment Methods:** With the installation of new meter technology, tracking of payment methods will become more important. The ability to pay with credit card and possibly by mobile application may render the use of coins obsolete. If it is the case that the majority of revenue is generated from credit cards and mobile payments, then the County could consider removing the coin payment option. There would be a resulting cost-savings as coin collection contracts will no longer be needed, leakage would be eliminated, and potential injury claims from coin collection operations would be avoided.
- **Total and Net Revenue:** This is a general measure of how the district is performing. The intention of tracking this information is not for measuring increases in revenue, but rather in measuring the solvency of the district to ensure that costs are covered such that the district can continue to offer a pleasant parking experience for customers.

Ensure Accountability and Transparency

Provide on-going outreach and annual reporting to share parking district operating results and financial condition. County staff responsible for managing the parking district should be available for constituents to contact with any concerns or suggestions regarding the operation. Through outreach, constituents should have the ability to voice concerns about the operation and whether the parking district is meeting their needs and its objectives.

Develop a First-Class Parking Operation

In order to serve the parking district's constituents and to meet overall Parking Management Mission, the operation of the parking in the district needs to be handled in a first-class manner.

- **Maintenance** of parking spaces needs to be routine and done on an on-going basis to avoid potentially large and catastrophic one-time expenses.
- **Upkeep** of the parking district so that it is clean and attractive to those using the parking system. An unkempt parking district is not inviting to parkers and creates a perception of disrepair and lack of safety.
- **Safety** to ensure that parkers are not injured by hazards.
- **Security** to ensure that parkers are not dissuaded from parking due to criminal activity.

- **Signage** to direct parkers to available parking. Once parked signage should direct parkers to nearby attractions/points of interest and also provide clear and concise instructions for payment, if applicable.
- **Technology** may be employed to create a cost-effective and user-friendly system for those parking in the parking district. For example, mobile payments may ease the burden of extending length of stay.
- **Enforcement** is required to ensure that parking district objectives in line with the Parking Management Mission are being met. Without effective enforcement, abuse occurs which becomes a detriment to all users of the parking district.

Marketing Plan

People are generally resistant to change. Strong public relations are imperative to the successful implementation of paid parking; therefore, Walker recommends considering a public relations campaign to introduce the new meter program.

Based on other cities' experience and successful installations of paid parking with new meter systems, the following list provides examples of communications activities prior to, during, and after installation:

- Conduct community outreach meetings with stakeholders.
- Issue a press release announcing plans for the new meters, with a focus on the positives of increased turnover, space availability, ability to pay by credit card, etc.
- Deploy a website with press releases, project updates, meter instructions and "frequently asked questions and answers".
- Brand the parking program so that visitors can identify the parking district and relevant signs.
- Sponsor a contest for creating the logo. Finalists could be shown on local TV, on-line (on Facebook) and in the newspaper. The public could vote on the winner, generating publicity and gaining buy-in from the public. This will not only provide a new logo, but will also provide interest/buzz/consciousness-raising.
- Design, publish, and distribute a parking guide, including a parking map and brochure describing the locations and availability of on-street and off-street parking, including free, paid, short-term and long-term parking.
- Display a 'sample' meter in a public area for people to see, touch, and feel prior to implementation.
- Post signage on or next to the meters that shows the public that the meter revenue funds improvements in the district.
- Carefully train all related staff on all aspects of the program so they can easily assist motorists and communicate a consistent message regarding the details of the program.
- Develop and distribute informational and instructional handouts (brochures and/or fliers) illustrating how to use the meters.
- Develop a directional video for local television and/or YouTube. Incorporate humor! For example, show a local politician or celebrity struggling, only to have a child show how easy the meter is to use. Ask local schools to recruit students to create the video (for college credit?).
- Recommend that meter patrons photograph their license plate as a memory aid. Walker does not recommend key chains with a place to record the plate #, due to the risk associated with misplaced keys (the finder has the plate #).

- Publicize and recommend pay-by-cell (phone) as an easy alternative to using the meters. Pay-by-plate has a steep learning curve. Motorists won't know their license plates and may enter the wrong number anyway. Bypassing the meter bypasses the potential for frustration and complaints. This can be highlighted in a promotional video, as well as on the County's website, press releases, brochures, etc.
- Issue another press release one-week prior to the initial installation.
- Conduct a ribbon-cutting and first-use ceremony to officially welcome the new meters.
- Utilize trained 'parking ambassadors' to assist motorists with their use during the first few weeks they're deployed.
- Provide warnings rather than fines for a short period of time following meter deployment.
- Even after the 'break-in period', Walker recommends issuing courtesy warnings for first-time meter violations. This softer approach will be well received by the public and is a reasonable response to a motorist who inadvertently overstays a parking session. This could re-set on an annual basis, so that everyone gets forgiven one time (or even two-times) per year.
- On the other hand, the penalty should be more severe for the repeat violator, as a third or fourth offense is no longer an honest mistake – it is a disregard of the County's parking regulations. Walker recommends incrementally increasing the fine after three violations in one year, so that the penalty for each violation after three violations becomes more punitive. The original fine is not having the desired effect on the habitual offender. Incremental fines may at some point convince the motorist to comply with the rules. A historical analysis of citations issued should be done to confirm that the incremental fines make up for the lost revenue due to courtesy warnings for first offenders.

Off-Street Parking Supply (Public and Private)

The implementation of paid parking along Whittier Boulevard may shift parking demand to other areas. If employees are parking along the boulevard, they will likely look elsewhere for somewhere to park. One option is to have a designated area for employees to be able to park off-street. The County owns two lots along Whittier Boulevard at 753 S La Verne Avenue and 922 S Fetterly Avenue. Employees can be offered the option to park in these lots for a permit fee. The permits could then be checked by enforcement staff via license plate recognition software.

Should there be a need for more off-street parking, the County could consider methods by which to incorporate the private off-street supply into the district. One approach is in the form of leasing underutilized private off-street lots for public use. For example, the City of San Clemente's Parking Lot Lease Program does just that. When the City studied its parking supply it was found that although the public parking lots were at or near capacity there was a surplus of 400 spaces in the private parking lots. Rather than constructing new parking resources, which is expensive, San Clemente developed the Parking Lot Lease Program. The cost is equivalent to maintaining a parking structure without the capital costs for the purchase of land and improvements.

To emulate San Clemente's Parking Lot Lease Program, the County would likely need to persuade property owners of the benefits of leasing their private parking lots. However, if the County is able to identify several strong incentives that property owners want, they may find success in expanding the public parking capacity of the district.

Preferential Parking Permit District (Residential Permits)

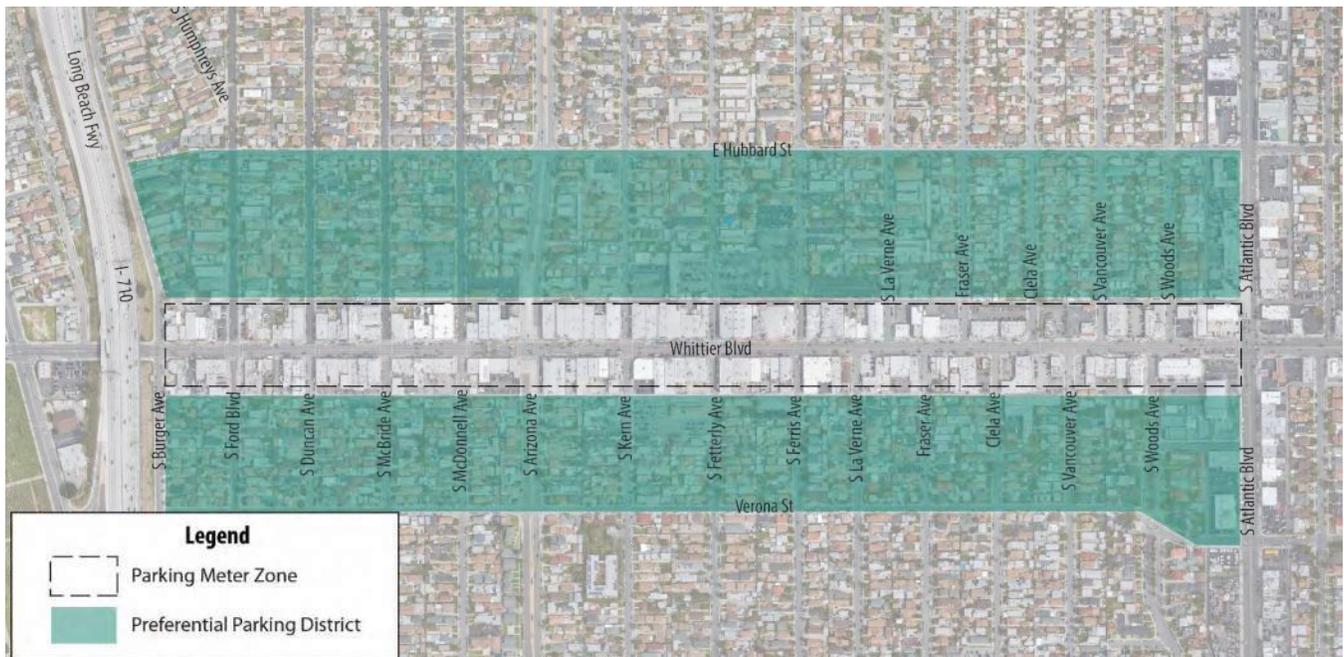
An important consideration in implementing the parking benefit district (PBD) is the impact to the surrounding residential neighborhoods. As such, Walker also recommends that the County consider a preferential parking permit district (PPD) in the residential areas near the proposed Whittier Boulevard PBD.

A parking permit district is typically a geographically defined area where parking is actively managed via permits to allow for on-street parking use by residents, businesses, and transient/short term parkers. Parking permits are required to park in designated areas on the streets within the district. It is customary to charge a fee and require that the vehicle be registered to an address within the district.

A preferential parking district (PPD) is a type of parking permit district that has posted regulations that limit parking without permits in an effort to reduce impacts of non-resident parking. PPDs can also help to manage residential demand, by limiting the number of permits that can be obtained per household.

To better manage on-street parking demand, Walker recommends the implementation of a PPD program in the Whittier Blvd East zone, shown in Figure 7. This zone was selected due to its proximity to Whittier Blvd, the location of the proposed parking benefit district. The PPD should be in place in the residential areas only (shown in teal), not the commercial areas along Whittier Blvd (shown in the dotted outline).

Figure 7: Whittier Blvd Preferential Parking District Zone



Source: Walker Consultants, 2020.

Hours of Enforcement

Parking in residential areas within the Whittier Blvd East study area should be restricted to permit parking only during all hours of the day. A PPD permit should not exempt parkers from street sweeping parking restrictions. PPD permits should not exempt any vehicle from parking at “no parking” zones, parking meters, pay stations, or loading zones.

Number of Permits and Permit Fee

To better understand how many permits that can be allocated, Walker conducted a Geographic Information System mapping analysis to determine the number of on-street parking spaces (parking inventory) per block within the Whittier Blvd East study area. The results of this analysis indicated that there is an average of 0.70 spaces per housing unit. Therefore, if each household obtained a parking permit in the Whittier Blvd East study area, there would be a shortage of parking spaces. This analysis demonstrates that in order to manage on-street parking demand, it is important to establish a limit on the number of parking permits that can be obtained for each household and to charge to obtain a permit. The goal is to provide permits for residents who need to park on the street due to lack of parking availability off-street.

Walker recommends that there be no more than three parking permits allowed for each household. The permit rates should be graduated so that the price of the second and third permit is higher than the price of the first permit.

Walker’s recommended PPD permit rates are summarized in Table 3.

Table 3: Recommended Parking Permit Rates

	Annual Rate
1 st PPD permit	\$15
2 nd PPD permit	\$100
3 rd PPD permit	\$250

Source: Walker Consultants, 2020.

Walker recommends that unincorporated East LA provides an income assistance program for those in need of a permit, but cannot afford one, such as households with incomes below the poverty line.

All permit fees should contribute toward administration of the PPD program.

PDD Technology

Walker recommends that the County transition towards a credentialing system centered around enforcement using license plate recognition (LPR).

The County should engage a qualified and reputable parking technology vendor to develop web-based applications that will enable participants in the PPD to complete and submit permit applications online or via mobile application:

- The vendor's solution should allow for residents to update information on vehicles.
- The vendor's solution should seamlessly integrate into the software used by parking enforcement.
- The County's agreement with the vendor should establish requirements for data security and liability for data breaches.
- The County's agreement with the vendor should clearly establish ownership of data and limitations on how the data are used.

Obtaining a Permit

Residents should be required to provide the following documentation to obtain a permit:

- Valid driver's license
- Valid vehicle registration that matches the address of the resident that qualifies for the permit

Residents should be able to obtain permits either via an online system, as described above, or in person at a County facility.

Establishing new PPD Zones

Walker recommends that a process by which to designate new PDD zones is established. Consistent with the practices of many cities in Southern California, residents should be required to submit a petition or formal request with a majority in support of establishing a permit district. County staff should then conduct a study and work with the community to establish the parameters and restrictions of the proposed PPD district.

Benefits and Challenges of a PPD

Benefits

- PPDs can help to manage on-street parking in residential areas
- PPDs limit parking on-street by non-residents to provide more parking for residents and guests.
- PPDs can promote an enhanced quality of life in neighborhoods by reducing noise, traffic hazards, and reducing litter.
- The program often results in fewer instances of residents having their driveway blocked, trash cans moved, or late-night noise problems.

Challenges

- Residents must apply for and renew permits, which is an administrative burden.
- Residents are required to pay for parking permits, when parking was free before.
- Permits give residents of a specific area the ability to park within the limits of that area, but do not guarantee space availability.
- The program limits or disallows parking for customers and businesses.
- The process requires time and effort to establish and manage the permit district(s).
- For an effective PPD, consistent and frequent enforcement is required, which is costly.

- Technology is required to promote an effective and efficient program. As with any technology, there can be challenges such as up-front costs, learning curves for staff using the technology, software/hardware issues, and on-going expenses.

05 Benefits and Adverse Consequences

Benefits and Adverse Consequences of Implementing a Parking Benefit District (PBD)

Any consideration of policy changes that may impact the parking system in unincorporated East Los Angeles warrants an analysis of benefits and adverse consequences. It is important to consider how any prospective changes may affect local residents, business owners, and visitors of unincorporated East Los Angeles. As such, the following section presents the potential impacts of the parking benefit district (PBD) proposed along Whittier Boulevard.

Benefits

Businesses

- A new source of revenue by way of paid parking to pay for improvements along the Whittier Boulevard commercial corridor.
- The revenue generated within the district would be returned to the district.
- Local control over revenue, spending priorities, and parking policies.
- Increased on-street parking availability along the corridor, effectively allowing for more customer parking.
- Public improvement projects as a result of new revenue source.
- More efficient enforcement if using a mounted license plate recognition system.

Visitors

- Increased availability of on-street parking.
- Convenience of payment for parking (e.g., credit card, mobile, coin)
- A more attractive commercial corridor if revenues are spent on amenities that are a benefit to the public.

Residents

- Improved commercial corridors for shopping.
- Increased enforcement tours through commercial corridors and neighborhoods
- Increased availability of on-street parking along Whittier.
- Protection from long-term parkers that are not residents of the neighborhood, with implementation of a residential parking permit district.

Adverse Consequences and Challenges

Businesses

- Employees would need to find somewhere to park that is not on-street along Whittier Boulevard, or on nearby residential streets. However, off-street parking in the district, private and public, can provide some relief. Additionally, revenue generated from the district can help support transportation demand management (TDM) programs such as, paying for transit passes for employees in the district, creating a vanpool or carpool program, paying for parking permits for employees, parking cash out, etc.
- There may be a customer learning period as they get accustomed to paid parking at a multi-space meter. For this reason, Walker recommends an initial period in which parking ambassadors are on the ground showing customers how to pay for parking.
- One of the key issues along Whittier Boulevard is the presence of catering trucks and street vendors with vehicles parked on the boulevard. The implementation of paid parking for the purpose of encouraging turnover is likely going to impact the current status quo with how these businesses operate. While this issue extends beyond parking, from a parking perspective there may be opportunities for these businesses to continue operating in the district. For example, the County can create a zone approach where a truck can only park in a zone for a specified amount of time. After the time has elapsed they would need to move to a different zone. Best practice dictates that short-term spaces be available to customers, and so catering trucks and vendors should not occupy these spaces. However, if there are no viable alternative options, they will need to pay the meter and abide by the time limits. The County should consider developing code language to prevent catering vehicles from re-parking on the same block after the time limit has elapsed. Ultimately, the County, Whittier Boulevard businesses, and catering truck and street vending businesses can meet and confer regarding options that are agreeable to all parties.

Visitors

- No longer free on-street parking.
- May be a learning curve for customers to use pay-by-plate.
- If the County does not address the speed at which vehicles travel along Whittier Boulevard, motorists may be less inclined to back-into a parallel space comfortably. The County could address this by slowing vehicles down along the PBD stretch of Whittier Boulevard. Traffic calming measure can include, different street paving, pedestrian crosswalks that light up when a pedestrian is at the crosswalk (this signals motorists to slow down and stop), and a lower speed limit, among others.

Residents

- No longer free parking environment.
 - Paid parking implemented along Whittier Boulevard.
 - Permit parking implemented in the residential areas surrounding Whittier Boulevard.
- Because paid parking will be in place on Whittier, there is the potential from spillover onto residential streets from customers who do not want to pay for parking. However, there are two ways in which to mitigate this impact. The first is by implementing a two-hour time limit on all residential streets immediately

surrounding Whittier Boulevard. This ensures that customers do not stay parked long-term. The second is the availability of off-street district parking to serve as an additional choice for customers.

- Residential permits will have to have limits, and in themselves permit programs do not guarantee that there will be more available on-street parking in residential neighborhoods. Especially since on-street parking in the Whittier Boulevard residential district contains on average .7 on-street spaces per residential unit.

Samuel Chen

I prefer option 1 (to Washington)

I-200-1

Esther mejia

What is the transit-dependent polulation mentioned in ES.2.2 it is not quantified
What are the eastern LA County transit-oriented community goals listed in ES 2.2
Disappointed that the no project alternative ES.3.2 does not have sufficient information.

ES-13 Table ES-02 Summary of Impacts by Environmental Resource lists the no project alternative as Significant and Unavoidable for Green House Gas Emmissions yet this could be avoided with alternative energy sources such has electric buses How is the rail powered ? Same with Air quality 13 no impact areas listed.

ES.5.1 Will the environmentally superior alternative be brought forth as the recommended alternative?

Page 3 4 1

3.4.3.2 no responses have been received to date, why?

I-201-1
I-201-2
I-201-3
I-201-4
I-201-5

Roman Vazquez

I fully support the project in the Alternative 1 Washington configuration. I also support the Commerce MSF option as it seems as it will lessen the traffic impacts on Washington Blvd at Garfield Blvd by remaining north of Washington Blvd. The implementation of mitigation measures CUL-1 through 6 will also aid in the impact significantants.

However, the draft does not explain clearly why the Commerce MSF needs to be accessed via an aerial guideway. Nor does the draft explain what the restored conditions would be of the acquired land under/adjacent to the spur guideways for both the Commerce and Montebello sites. Considering the number of visual and cultural impacts the public is being asked to comment on, this draft is lacking many visual simulations. Only seven were included along the entire 9 mile route. Please include, at a minimum, visual simulations of the MSF options that include the underground to aerial transitions, as well as their aerial spur guideways.

Regarding implementation of CUL-4, to hasten possible significant impacts occurring to the historical Dal Rae Restaurant resource, consider the use of a more aesthetically harmonious Overhead Contact System rather that the standard industrial-look poles. With little modification, the standard poles can likely be designed to more closely resemble the post-World War II aesthetic of the Dal Rae sign in color and shape.

Perhaps a similar aesthetic treatment can me applied to the OCS in the vicinity of the Atchison, Topeka & Santa Fe Railway Depot as well.

Regards,
Roman

I-202-1
I-202-2
I-202-3
I-202-4
I-202-5

Clara Solis

The historical impact analysis missed much in East Los Angeles. Amalia Street has significant properties many of which are still representative of pre-WWII Los Angeles. Properties that have some changes can still be contributing. I submitted another letter but forgot to make a comment on the historical analysis section

I-203-1

Jay Salazar

Hello I'm Jay Salazar

I have been living in the Whittier Santa Fe springs area for 25 years and over the time I have seen lots of traffic and congestion in our area and putting this line in is definitely going to cause a huge back up especially on Washington Blvd.

I've seen how the gold line runs near the Montebello sheriff's station and I dread driving home through there at 5 on a weekday. that area get so heavily congested with really no where to go and I can only imagine how that would be on Washington.

People avoiding that area is going to make business that run along that new pink line lose customers due to people avoiding the area.

Also I use to ride the metro a lot but over the past 3-5 years I have stopped due to all the rise in crime in the areas that these metro stations are. I'm sure you can't help who uses the services. I have noticed that there have been more law enforcement on board the trains to help protect riders but these metro stations seem to be magnets to crime wether it be violent or drug related crime. I fear that putting one of these stations in our towns is going to have this type of negative impact. We have seen this on the blue/Gold/green line. Type in stabbing in gold blue or green line in la and there is a lot of stories on there over the years and all these rail lines were built in different areas yet the outcome is the same.

Santa Fe springs in the past year has had a huge meth problem. We see these meth heads just walking about our community and there is a small number of them out there currently but we add transportation to a area that it starting to have a problem, it's going to get worse.

I never write in to these kinds of things like ever but this new line is going to be the start of many problems to our city and I would really strongly say this is not something I would like in my city.

Thank you for your time

I-204-1

I-204-2

My concerns regarding the Eastside Transit Corridor Phase 2 project are as follows:

- 1) Nowhere inside the Draft EIR does it adequately address parking for each of the stops. I live in Whittier and believe that the stops and need for parking at each one in Alternative 1 will be detrimental to the surrounding homes and businesses.
- 2) I live off of Washington Boulevard and am concerned with the noise and the amount of traffic the train will cause in Alternative 1 because it is above ground. I am more in favor of the other alternatives which have more of the train located underground and will be less likely to conflict with traffic and effect the homes in the neighborhoods.
- 3) I am worried about the crime and homelessness that the train brings and am worried that despite what Metro has done, it has not been enough to adequately deal with the rampant homeless and crime that is evident on the trains. The amount of ridership does not justify taking a whole lane away of traffic and will only create more delays for current car drivers which is detrimental environmentally.
- 4) I do not understand the need for the train, I do not believe the ridership numbers justify the money spent on this project nor do I believe this will be beneficial to our community because the fact of the matter is that the project will take too long to be built before it is operational and by then the move towards electric buses and vehicles will make the need for the train less necessary.
- 5) I believe that the money for this project would be better spent on electric buses and only focusing on the alternatives which are going underground.
- 6) I am worried with the businesses and Hospitals along Washington Blvd, especially PIH that traffic and emergency vehicles will cause delays.

To reiterate, I believe that the traffic congestion, environmental hazards that come along with the project as noted in the report (such as geological, noise pollution, etc.), pollution, delays, unsafe train crossings, homelessness, as well as the impacts to surrounding homes outweigh any benefit that the construction of Alternative 1 could provide. Sticking to a plan that is entirely underground such as Alternative 3 would have less of a negative overall environmental impact.

I-205-1
I-205-2
I-205-3
I-205-4
I-205-5
I-205-6
I-205-7
I-205-8
I-205-9
I-205-10
I-205-11

Madison Gutierrez

I disagree with the Alternative 1, it is not the best plan and I see it as a detriment in many ways. It will inhibit traffic on a main street like Washington Boulevard and will only cause traffic and delays on an already busy street. I am worried about the crime it will bring and the danger it will bring to crosswalks because they will be at level grade with the street versus underground.

It will also negatively effect the businesses in the surrounding areas and will make it more difficult to get to them and park. Parking is also another issue which this EIR does not specifically touch on. The fact that existing businesses will have to be torn down in order to create parking lots for vehicles to take the train seems counterintuitive to wanting to help the environment.

Alternative 1 is the most at-grade plan and for that reason it will have the most negative impact on the lives of people. This is why I am not in favor of Alternative 1 and would much rather see nothing built, but if a plan must be decided I would go with Alternative 3 because it does most underground.

I-206-1
I-206-2
I-206-3
I-206-4
I-206-5

RAUL CUEVAS

The only concern I have is at the intersection of Norwalk Blvd. and Washington Blvd. in Santa Fe Springs/West Whittier. Please be aware that area is a high traffic area. Many trucks and school pedestrian traffic. please consider elevated light rail or trench light rail options. In my opinion street-level track doesn't make sense.

Also, I will address the homeless problem... briefly. Handle it like the city of Long Beach, the city of Culver city, and city of Pasadena. Be more assertive and determine.

I support L line/Eastside corridor Phase 2 extension.



Hector Gutierrez

I am concerned with the noise and the amount of traffic the train will cause in Alternative 1 because it is above ground. I am more in favor of the other alternatives which have more of the train located underground and will be less likely to conflict with traffic and effect the homes in the neighborhoods.

I-208-1

I am worried about the crime and homelessness that the train brings and am worried that despite what Metro has done, it has not been enough to adequately deal with the rampant homeless and crime that is evident on the trains as well as Greater Los Angeles County. The amount of ridership does not justify taking a whole lane away of traffic and will only create more delays for current car drivers

I-208-2
I-208-3

Nowhere inside the Draft EIR does it adequately address parking for each of the stops. I live in Whittier and believe that the stops and need for parking at each one in Alternative 1 will be detrimental to the surrounding homes and businesses.

I-208-4

Traffic congestion, environmental hazards that come along with the project as noted in the report (such as geological, noise pollution, etc.), pollution, delays, unsafe train crossings, homelessness, as well as the impacts to surrounding homes outweigh any benefit that the construction of Alternative 1 could provide. Sticking to a plan that is entirely underground such as Alternative 3 would have less of a negative overall environmental impact.

I-208-5
I-208-6

I disagree with the Alternative 1, it is not the best plan. It will inhibit traffic on a main street like Washington Boulevard and will only cause traffic and delays on an already busy street.

I-208-7

Anonymous Anonymous

I am glad that noise is low.

How will property values be affected?

How did the E Line in Santa Monica change noise and surrounding land use?

This is a good project that should be accelerated.

I-209-1
I-209-2
I-209-3

Iquibalan Avila

Please do not continue with this project.

1. homeless will increase in Whittier.
2. Higher violence to whittier
3. Increase traffic
4. Sound pollution.

I-210-2 | I-210-1

CARMEN CUEVAS

Please, work with the city of Whittier and City of Santa fe Springs and the West Whittier/ Los Nietos community leader to address the homeless problem or potential future problems on the Eastside Transit Corridor phase. It seems some local residents fear a East skid row. HOMELESS PROBLEM ON THE TRAIN/LIGHT RAIL SHOUDN'T BE THE REASON NOT TO BUILD THE EASTSIDE TRANSIT CORRIDOR PHASE 2.

I-211-1

I support the extension of the L line/eastside transit corridor phase 2... PLEASE BUILD IT ASAP.

I-211-2

Denise Gutierrez

My concerns regarding the Eastside Transit Corridor Phase 2 project are as follows:

1) Nowhere inside the Draft EIR does it adequately address parking for each of the stops. I live in Whittier and believe that the stops and need for parking at each one in Alternative 1 will be detrimental to the surrounding homes and businesses.

2) I live off of Washington Boulevard and I am concerned with the noise and the amount of traffic the train will cause in Alternative 1 because it is above ground.

I am more in favor of the other alternatives which have more of the train located underground and will be less likely to conflict with traffic and effect the homes in the neighborhoods.

3) I am worried about the crime and homelessness that the train brings and am worried that despite what Metro has done, it has not been enough to adequately deal with the rampant homeless and crime that is evident on the trains as well as Greater Los Angeles County.

The amount of ridership does not justify taking a whole lane away of traffic and will only create more delays for current car drivers which is detrimental environmentally.

4) I do not understand the need for the train, I do not believe the ridership numbers justify the money spent on this project nor do I believe this will be beneficial to our community because the fact of the matter is that the project will take too long to be built before it is operational and by then the move towards electric buses and vehicles will make the need for the train less necessary.

5) I believe that the money for this project would be better spent on electric buses and only focusing on the alternatives which are going underground.

6) I am worried with the businesses and Hospitals along Washington Blvd, especially PIH that traffic and emergency vehicles will cause delays.

7) Nowhere in the plan did it really discuss how noise pollution was going to be reduced, I do not believe the measures that will be taken will be effective enough to really make a difference.

8) The impact of the train that it would divert traffic into neighborhoods from Washington Blvd. into neighborhoods North of Washington creating more traffic, especially in residential streets. It would divert of traffic into neighborhoods east of Norwalk Blvd., South of Beverly Blvd., North of Whittier Blvd., and west of Pickering.

9) Would create intractable and intolerable traffic and noise problems for Whittier residents, especially those like myself who live near Washington Blvd. The train would create traffic jams on Washington Boulevard as well as lead to more drivers taking Whittier Blvd. as an alternative.

10) I am really concerned that this train will destroy many small and local businesses on Washington from the 605 to Lambert, and on Lambert Ave in Whittier, and businesses on the streets off of Washington Ave.

I-212-1
I-212-2
I-212-3
I-212-4
I-212-5
I-212-6
I-212-7
I-212-8
I-212-9
I-212-10
I-212-11
I-212-12

I disagree with the Alternative 1, it is not the best plan and I see it as not only the least environmentally superior option but also the least practical. It will inhibit traffic on a main street like Washington Boulevard and will only cause traffic and delays on an already busy street.

I-212-13

I am worried about the crime it will bring and the danger it will bring to crosswalks because they will be at level grade with the street versus underground.

I-212-14

It will also negatively affect the businesses in the surrounding areas and will make it more difficult to get to them and park. Parking is also another issue which this EIR does not specifically touch on. The fact that existing businesses will have to be torn down in order to create parking lots for vehicles to take the train seems counterintuitive to wanting to help the environment.

I-212-15

Alternative 1 is the most at-grade plan and for that reason it will have the most negative impact on the lives of people. This is why I am not in favor of Alternative 1 and would much rather see nothing built and those funds spent on upgrading the fleet of Metro to Electric/Gas Powered Vehicles which will be instantly more beneficial environmentally than a plan that will not be ready for a minimum of 13 years from now.

I-212-16

To finish off, I believe that the traffic congestion, environmental hazards that come along with the project as noted in the report (such as geological, noise pollution, etc.), pollution, delays, unsafe train crossings, homelessness, as well as the impacts to surrounding homes outweigh any benefit that the construction of Alternative 1 could provide.

I-212-17

Sticking to a plan that is entirely underground such as Alternative 3 would have less of a negative overall environmental impact and the impact of surrounding homes and families.

I-212-18

From: [Cristales-Cevallos, Jenny](#)
To: [Guzman, Jaime](#); ["Owston, Kathleen"](#); [Egge, Matthew N.](#); [Edgar Gutierrez](#); [Edna Jimenez](#); [Yvette Ximenez](#); [Rashanda Davis](#)
Cc: [Roybal, Dolores](#); [Moir, Eva](#)
Subject: FW: REQUEST THAT RECIRCULATED DRAFT EIR
Date: Tuesday, August 30, 2022 9:18:56 AM

Please see comments forwarded from Supervisor Solis' office.

From: Reyes, Martin <MReyes@bos.lacounty.gov>
Sent: Monday, August 29, 2022 5:54 PM
To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Subject: FW: REQUEST THAT RECIRCULATED DRAFT EIR

Could you please incorporate into the public record? Thank you.

From: Sandra Parra <sandra.parra.2022@lawmail.usc.edu>
Sent: Saturday, August 27, 2022 12:43 PM
To: Ron Mukai <ronmukai@icloud.com>
Cc: Eddie Torres <eddie.torres@att.net>; Reyes, Martin <MReyes@bos.lacounty.gov>; claramsolis@earthlink.net; First District <firstdistrict@bos.lacounty.gov>; francisco.quintana@asm.ca.gov; bethany.renfree@sen.ca.gov; Rep. Jimmy Gomez <Congressman.Gomez@mail.house.gov>; Tony DeMarco <westernloan@aol.com>; lavernemash@gmail.com; Mark Lopez <markl.eycej@gmail.com>; Feldman, Benjamin <BFeldman@bos.lacounty.gov>; Chapa, Antonio <AChapa@bos.lacounty.gov>; sofiaguinones@sbcglobal.net; Sofia Quinones <sofiaguin@gmail.com>; Kristie Hernandez <kristiehz@yahoo.com>; Theresa Vazquez <theresaaceves@hotmail.com>; juanu2@aol.com; hernanj@elac.edu; MPH Patrice A. Wagonhurst <pwagonhurst@viacarela.org>; Nolla Professional Services <nollaservices@gmail.com>; Victor Garcia <vgarciajr518@aol.com>; Tom Gamez <tomjt@pacbell.net>; Steve Acevedo <Stvnacevedo@gmail.com>; Carolinasantiqueappliances Info <info@carolinasantiqueappliances.com>; Patsy Ma <patsyma@bpinternational.net>; Manuel Davila <excellence.ventures@gmail.com>; Martha Ofelia Jimenez <marthaofeliajz@yahoo.com>; Carmen Gonzales <midore1716@yahoo.com>; sparra93@gmail.com
Subject: Re: REQUEST THAT RECIRCULATED DRAFT EIR

Hi All,

As an ELA resident, I concur with Eddie Torres that there should be transparency. Community members who this project would most impact should be able to voice their opinions, and county officials should not dismiss their concerns and limit their time to speak in meetings.

I look forward to working with the community to address this issue.

Sandie

On Fri, Aug 26, 2022 at 2:56 PM Ron Mukai <ronmukai@icloud.com> wrote:

Hello all, my name is Ron Mukai and I'm a property owner and business leader here in East LA. I

was also a former member of the gold line RAC and was very involved with the MTA during that time.

I fundamentally agree with Mr. Torres' letter. I would also add the additional comment that the MTA has a horrible reputation in East LA and the community does not trust them to do the right thing in the community's best interest. I, personally, have been lied to and misled by the MTA and i was a person deeply involved in these matters.

The burden is on the MTA to overcome that stigma, to adequately inform the public and to build the best possible project for the community.

The MTAs structure fundamentally lacks real accountability, so earlier mistakes can easily be blamed on the former team leaders and the community never really knows who is taking real responsibility.

These are harsh accusations but I stand by each of them, as they are based on personal, ongoing experience with the MTA staff.

I trust that the local political leaders will actually hold them accountable and not let them push through another mediocre project.

I am happy to meet or answer any questions you may have.

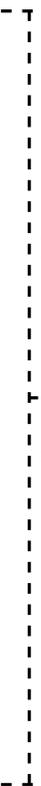
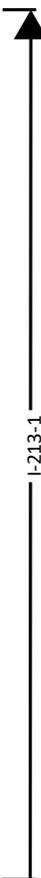
Ron Mukai

On Aug 25, 2022, at 11:25 PM, Eddie Torres <eddie.torres@att.net> wrote:

Hello everyone my name is Eddie Torres I'm the co-founder of the East Los Angeles coalition, immediate past president of the East Los Angeles Chamber of Commerce. Lifelong resident and property owner in east Los Angeles also will be impacted as a East Los Angeles resident by the upcoming Construction for the East Side gold Lane Extension. We agree that there needs to be an extension and a redistribution of the environmental impact report it is severely flawed does not address East Los Angeles as it should be addressed as an underserved minority economically disadvantaged community.

Also at the public hearing at Kaiser Permanente July 21st 2022 I attended there was only seven or eight individuals the publicly spoke all only three of them were residents of East Los Angeles but every single person other than those three spoke against the Metro Light Rail there must have been about 15 and I'm being generous attendees there was more Metro Staff than there was attendees. Also I believe was March 2022

East Los Angeles residents at a community outreach meeting were cut off from being able to give their public comments even though they waited for over 45 minutes to



From: [Cristales-Cevallos, Jenny](#)
To: [Guzman, Jaime](#); ["Owston, Kathleen"](#); [Egge, Matthew N.](#); [Edgar Gutierrez](#); [Edna Jimenez](#); [Yvette Ximenez](#); [Rashanda Davis](#)
Cc: [Roybal, Dolores](#); [Moir, Eva](#)
Subject: FW: REQUEST THAT RECIRCULATED DRAFT EIR
Date: Tuesday, August 30, 2022 9:18:56 AM

Please see comments forwarded from Supervisor Solis' office.

From: Reyes, Martin <MReyes@bos.lacounty.gov>
Sent: Monday, August 29, 2022 5:54 PM
To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Subject: FW: REQUEST THAT RECIRCULATED DRAFT EIR

Could you please incorporate into the public record? Thank you.

From: Sandra Parra <sandra.parra.2022@lawmail.usc.edu>
Sent: Saturday, August 27, 2022 12:43 PM
To: Ron Mukai <ronmukai@icloud.com>
Cc: Eddie Torres <eddie.torres@att.net>; Reyes, Martin <MReyes@bos.lacounty.gov>; claramsolis@earthlink.net; First District <firstdistrict@bos.lacounty.gov>; francisco.quintana@asm.ca.gov; bethany.renfree@sen.ca.gov; Rep. Jimmy Gomez <Congressman.Gomez@mail.house.gov>; Tony DeMarco <westernloan@aol.com>; lavernemash@gmail.com; Mark Lopez <markl.eycej@gmail.com>; Feldman, Benjamin <BFeldman@bos.lacounty.gov>; Chapa, Antonio <ACHapa@bos.lacounty.gov>; sofiaguinones@sbcglobal.net; Sofia Quinones <sofiaguin@gmail.com>; Kristie Hernandez <kristiehz@yahoo.com>; Theresa Vazquez <theresaaceves@hotmail.com>; juanu2@aol.com; hernanj@elac.edu; MPH Patrice A. Wagonhurst <pwagonhurst@viacarela.org>; Nolla Professional Services <nollaservices@gmail.com>; Victor Garcia <vgarciajr518@aol.com>; Tom Gamez <tomjt@pacbell.net>; Steve Acevedo <Stvnacevedo@gmail.com>; Carolinasantiqueappliances Info <info@carolinasantiqueappliances.com>; Patsy Ma <patsyma@bpinternational.net>; Manuel Davila <excellence.ventures@gmail.com>; Martha Ofelia Jimenez <marthaofeliajz@yahoo.com>; Carmen Gonzales <midore1716@yahoo.com>; sparra93@gmail.com
Subject: Re: REQUEST THAT RECIRCULATED DRAFT EIR

Hi All,

As an ELA resident, I concur with Eddie Torres that there should be transparency. Community members who this project would most impact should be able to voice their opinions, and county officials should not dismiss their concerns and limit their time to speak in meetings.

I look forward to working with the community to address this issue.

Sandie

On Fri, Aug 26, 2022 at 2:56 PM Ron Mukai <ronmukai@icloud.com> wrote:

Hello all, my name is Ron Mukai and I'm a property owner and business leader here in East LA. I

1 followed by Jorge Martinez. And then I have a third
2 card that's also listed as George Martinez. If that's
3 a different person, then please plan on lining up for
4 that.

5 But, Arturo Hay, if you could unmute yourself
6 and start your comment. Just a reminder to state your
7 name, first and last, into the record and ZIP code if
8 possible. Arturo, go ahead.

9 ARTURO HAY: Yes. Can you hear me?

10 EDGAR GUTIERREZ: Yes.

11 ARTURO HAY: Okay. Great. First of all,
12 thank you. I appreciate this investment in the East
13 Side. I want to make it quick, but I wanted to note
14 that I've looked through the documentation in the
15 previous EIRs and I have not found any information
16 regarding an alternative to build this line along the
17 Union Pacific right-of-way where the Montebello
18 Metrolink currently is servicing. There's about 50 to
19 60 extra feet of right-of-way along the side of the
20 rails that could easily fit a station. You could still
21 have a Citadel station that would be adjacent to the
22 Citadel, and you wouldn't require a subway or having to
23 interrupt traffic and community members on Washington
24 Boulevard. This alignment will go closer to population
25 centers and Commerce, East LA along Garfield Avenue,

1 closer to Downtown Montebello and closer to the
2 Whittier Boulevard alignment and Pico Rivera. And it
3 would save a lot of money, which, you know, this seems
4 like a lot of an investment specifically to put the
5 subway portion of the rail in an empty area where the
6 Citadel has parking lots and there's warehouses. It
7 will also be adjacent to many potential properties that
8 could be used for maintenance facility without having a
9 lot of the issues the current facility locations will
10 be located. So, again, I'd just like to advocate to
11 put the rail line along the Union Pacific tracks that
12 are south of the Ferguson Avenue and north of
13 Washington Boulevard. Thank you.

14 EDGAR GUTIERREZ: Thank you, Arturo.

15 So as noted, we're going to our on-site
16 audience in Pico Rivera. So our first speaker is
17 lining up. So we'll have Edmond Veloz, followed by
18 Jorge Martinez. I was informed that the other Jorge
19 Martinez has left. So followed by Jorge Martinez will
20 be Marina Martinez.

21 So, Edmond, please go ahead when you're ready.
22 And start off by stating your name into the record and
23 ZIP code if possible.

24 EDMOND VELOZ: Can you hear me?

25 EDGAR GUTIERREZ: Yes.

1 BRICIA SATELLO: Sorry about that. I was
2 muted. I apologize. Can you hear me?

3 EDGAR GUTIERREZ: Yes. Please state your name
4 in the record.

5 BRICIA SATELLO: Absolutely. My name is
6 Bricia Satello, and I live in Montebello -- south
7 Montebello. So I am near one of the stations that you
8 are proposing. So I'm not necessarily opposed to
9 having a train as I believe that transportation is very
10 crucial; however, I have to tell you that some of the
11 points that have been brought up are some of the points
12 that I want to bring up for sure. So having the train
13 come down from East LA underground is great. I think
14 that's great. You know, we reduce some of the traffic
15 that would have been on there anyways, and it's safe;
16 however, when you come up to Commerce, you put it up on
17 top. I don't live in Commerce, but if I were a
18 resident, I may have an opinion on that. I do live in
19 Montebello. And bringing it grade level, it's just --
20 to me, it almost seems like we're considered second to
21 a different city. I have no idea why you didn't decide
22 to go underground as well, especially when you have
23 children crossing from one street to another in the
24 only place that there's going to be a public
25 elementary. And that is ongoing with where you propose

1 to actually have a station. That is very crucial
2 because I can just see accidents happen. You did the
3 same thing in Boyle Heights where you had no rail when
4 you first put it in. And even with rail, that seemed
5 still to be a very dangerous section. So if you were
6 to go underground, I promise you that I will walk
7 around and try to convince my neighbors that this is a
8 good project; however, I want you to consider that.

9 EDGAR GUTIERREZ: Thank you for your comment.

10 All right. So for now, that concludes the
11 speakers that have raised their hand or submitted
12 speaker card in person. We're going to remain online
13 until 8:00. But I just wanted to note that tonight is
14 not the end of the comment period. Speaking or
15 providing oral comments is not the only way. And it's
16 not just a way or the single way you can do so. In
17 addition to those that submitted oral comments or not
18 did not, you have additional ways to make comments
19 through August 29th. And those are shown on the
20 screen. You have via mail listed there. We have the
21 online web comment form at Metro.net/eastside comments.
22 The web comment form -- and we'll go over it in a
23 little bit if no additional speakers go -- raise their
24 hands, but this is a great way to just upload your
25 comment, submit any attachments or additional resources

1 5 billion subway to the Citadel. We know that
2 Washington Boulevard buses are nearly empty and so is
3 the current East Side gold line on Third Street.
4 Again, Metro's own numbers show that it's lowest
5 ridership segment in the system with two stations that
6 barely serve a few hundred boardings each day. This is
7 not the right solution for transportation in this area,
8 and Metro definitely owes it to the public to review
9 how low the project benefits are compared to this
10 incredibly high cost. Ultimately, a \$5 billion subway
11 makes no sense, and we deserve a lot more transit
12 service. Thank you.

13 EDGAR GUTIERREZ: Thank you, Linda. It looks
14 like Mike has lowered his hand, so I'm going to call on
15 DK to go up next and followed by Arturo Hay.

16 So, DK, please go ahead when prompted.

17 DK: From the Whittier Daily News, recent
18 article, even the line going to Whittier with the
19 Montebello site instead of Commerce has problems
20 according to the report. It has many mitigation
21 measures to address, noise and vibration impacts
22 applied to 70 percent of the receivers compared to 29
23 percent of receivers, construction impacts associated with
24 rerouting transit, traffic, bicycle and pedestrian
25 facilities. Given the greater number of mitigation

1 measures, the route to Whittier option would not be
 2 considered the environmentally superior alternative,
 3 the report said. On that, I will say this can -- we
 4 can attempt to stop this by valid measure if this goes
 5 forward in Whittier, which is what we will do if it
 6 does. Number three, homelessness and crime would
 7 decrease dramatically. 5,700 homeless ride the Metro
 8 today according to Sheriff Villanueva. The 2035 gas
 9 vehicle ban, which you can Google, is the gas vehicle
 10 ban planned by Newsome, would be disastrous. It's
 11 interesting that the end service date for the gold line
 12 to Whittier or whatever alternative you choose is 2035.
 13 I believe that this plan is to create riders by this
 14 ban, not that anyone would be riding this gold line.
 15 Nobody is going to be riding it. The Atlantic project
 16 proves that. This would destroy Whittier's quality of
 17 life.

18 EDGAR GUTIERREZ: Thank you, DK. Your time is
 19 up. I appreciate your comment. I will now transition
 20 over to Arturo Hay.

21 But before you go, Arturo, I just want to
 22 start prompting the audience in person so that they can
 23 start getting ready.

24 I have the first three listed speakers that
 25 have submitted a speaker card, are Edmond Velos,



1 EDMOND VELOZ: I'm Edmond Veloz, V-E-L-O-Z.
2 Tonight, we're talking about public
3 transportation, the word "public." Now, in front of me
4 here, I have a page from a 2019 public meeting that
5 took place in Whittier, and these are the very words of
6 a Cevallos, the project manager, and she was told to
7 say this according by the EMTA. And these are from
8 their transcripts. It says, "So all these elements
9 need to go through the public review process and the
10 environmental process down to when we identify the
11 locally preferred alternative." So this is currently
12 the purpose and need of the project. Again, we're
13 soliciting input to ensure that that this purpose and
14 need meets the community's needs and concerns. I have
15 here 1,550 signatures for the locally preferred
16 alternative, which is the environmentally superb
17 alternative and it is for the TSM alternative,
18 transportation system management alternative. The
19 Metro has no kind of support anything close to this,
20 and we're advocating the use of electric buses instead
21 of the light rail. It'll cost 1/100th of the cost and
22 it'll be much more efficient, a much better project and
23 something that the public will definitely use.

24 EDGAR GUTIERREZ: Thank you for your comments,
25 Edmond. We appreciate them. As noted, please use the

1 Rivera. So for Zoom users, just be prompted. Jesse
2 Garcia will go after Celia -- I mean Esther Salese.
3 And then Jesse will be followed by Dominic Gonzalez and
4 then Mike.

5 So, Esther, please go ahead and make your
6 comments. Start off by stating your name into the
7 record.

8 ESTHER SALESE: Hello. My name is Esther
9 Salese and I live here in Pico Rivera. I'm very
10 against this project. During this meeting, none of the
11 speakers mentioned Pico Rivera. Pico Rivera will be
12 affected, because it comes down -- this train will come
13 down Washington. So once it passes Bluff to
14 Washington, you're going to hit our homes on Paramount.
15 You're going to hit our businesses that have been very
16 hard hit during the COVID, and now they're going to be
17 hit again with construction on Washington. You will
18 have a station on Washington and Rosemead that will
19 affect our children and crossing on Passens and
20 Washington where our children, over 3,000, will cross
21 from school to El Rancho High School daily. And you
22 will have this train coming down Washington Boulevard.
23 We have homes on Washington all the way down to the 605
24 freeway underpass. You have homes there. What are we
25 going to do with that? What's going to happen to the

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1 street as all the construction is going on? What's the
2 safety issues, environmental issues? It's very
3 dangerous to have this train come down for the sake of
4 our children and the residents that live on that
5 street. I also would like to ask you to please extend
6 the deadline. You have August 29th. You look at the
7 books we have here, and they are huge. Please extend
8 it another two months. At least give us to
9 November 1st for the cities to look at this, because we
10 do not want this coming into our city. Thank you.

11 EDGAR GUTIERREZ: Okay. Thank you, Esther,
12 for your comment.

13 And now we'll go back to the Zoom audience,
14 those who have their hands raised.

15 As I mentioned, Jesse Garcia, you'll be
16 leading off, followed by Dominic Gonzalez, then Mike.
17 So, Jesse, please start when you're prompted. Unmute
18 yourself and initiate by stating your name into the
19 record.

20 JESSE GARCIA: Jesse Garcia. Can you hear me?

21 EDGAR GUTIERREZ: Yes. Please proceed.

22 JESSE GARCIA: Okay. Jesse Garcia, 90640. As
23 I mentioned at the last meeting and everybody keeps
24 mentioning these \$3 billion, everybody keeps forgetting
25 in 2029, you're not going to have 3 billion. You may

1 street as all the construction is going on? What's the
2 safety issues, environmental issues? It's very
3 dangerous to have this train come down for the sake of
4 our children and the residents that live on that
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18 yourself and initiate by stating your name into the
19 record.

20 JESSE GARCIA: Jesse Garcia. Can you hear me?

21 EDGAR GUTIERREZ: Yes. Please proceed.

22 JESSE GARCIA: Okay. Jesse Garcia, 90640. As
23 I mentioned at the last meeting and everybody keeps
24 mentioning these \$3 billion, everybody keeps forgetting
25 in 2029, you're not going to have 3 billion. You may

1 have it on paper, but you're actually going to have
 2 2.5 billion. Inflation is going to already eat you.
 3 So you're already in the red, okay? When I broke
 4 everything down, this is going to be 52 years just to
 5 pay back \$3 billion. And we know we're not going to
 6 raise the ridership. Since the last meeting, I've been
 7 going up and down the boulevard during the weekday when
 8 I come home. Even the buses that run there right now
 9 don't have the audience you guys are looking for.
 10 Mr. Dutra, he's in it for himself. You can tell right
 11 off the bat. He's the only happy camper. The other
 12 folks who are for it, you guys have never really been
 13 involved in a mess. Once you see that mess going down
 14 Washington, good luck. So be careful what you wish
 15 for. The other thing I'm looking at here is the video
 16 you keep presenting when this opens up, it's a bit
 17 misleading because you show Whittier Boulevard. This
 18 thing is not going down Whittier Boulevard. If you're
 19 going to redo this video or you're going to do it, do
 20 it right. Show it going down Atlantic and through
 21 Washington. Why do you keep showing Slauson? Why do
 22 you keep showing Beverly Boulevard? Actually, Beverly
 23 Boulevard would be the best place for this track to go.
 24 It would hook up Rio Hondo and --

25 EDGAR GUTIERREZ: Thank you, Jesse.

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1 the people living along that route, which I do. I live
2 about four or five blocks from Washington Boulevard and
3 Rosemead. So I know I'm going to be impacted with
4 noise, with pollution for seven years at least, and I'm
5 not looking forward to that. And I know they said, oh,
6 we're going to coordinate with the local law
7 enforcement and, you know, traffic and all that.
8 That's a lot of pie in the sky. That's a lot of pie in
9 the sky. I'm sorry.

10 EDGAR GUTIERREZ: Thank you, Marina.

11 So I mentioned, I'm going to transition to our
12 online audience. We'll go through a few of those
13 raised hands, and we'll go back to the Pico Rivera site
14 to check in for additional speaker cards. So online,
15 our Zoom audience, we have raised hands by Jiu Yoon.

16 Jiu Yoon, you will be first, followed by
17 Sergio and then FHN. So, Jiu Yoon, please go ahead and
18 unmute yourself when prompted and start of by stating
19 your name into the record.

20 JIU YOON: Yeah. Hi. Can you guys hear me?

21 EDGAR GUTIERREZ: Yes. Please go ahead.
22 Perfect.

23 JIU YOON: My name is Jiu Yoon, ZIP code
24 90640. I work at a -- on a business off of Washington
25 and Greenwood. And like many of the residents and

1 people who work there have already stated, we are very
2 concerned about why the Metro is so adamant about
3 running this line across Washington when we have Old
4 Dominion right there. We have recycling centers and
5 other construction sites going out with containers and
6 huge, big rigs going in and out. And the Metro and MTA
7 are saying that they'll mitigate traffic as much as
8 possible when it's a nightmare already with three lanes
9 each way. Like the previous resident already said, it
10 just seems like a huge pie in the sky. It seems
11 completely unfeasible. Hard to imagine how that's
12 done. The Alternative 2 with the maintenance site off
13 of -- behind Vail and Washington next to that church
14 also seems completely unfeasible for the very same
15 reasons as we have the trash echo or whatever, like
16 literally right off of Vail going in and out every day
17 with several containers as well in the back. It's
18 just -- it's really baffling and completely really tone
19 deaf with people who have never experienced what it's
20 like traveling on Washington. Thank you.

21 EDGAR GUTIERREZ: Thank you for your comment.

22 Next will go to Sergio. Sergio will be
23 followed by FHN, and then we will go back to the Pico
24 Rivera site to check for additional speaker cards.

25 So, Sergio, unmute yourself and please start

1 safety issue that I'm very concerned about. Our
2 Whittier Police Department is already very
3 understaffed. The unarmed people that you hired to go
4 on the Metro lines are not going to stop a rape, a
5 robbery, which you know are happening on the Metro
6 line, as well as robberies and other things, thefts and
7 things of those sorts. Other than that, I'm very
8 concerned of the impacts our businesses are going to
9 have along Washington Boulevard. We're already very
10 heavily impacted by the numbers that are causing the
11 cities to rezone a lot of business areas to allow for
12 high density housing, and this is causing a lot of
13 businesses to shut down because they're being bought
14 out. And I'm worried that your project is also going
15 to harm our businesses and our residents. We don't
16 need the Metro in Whittier. I oppose it.

17 EDGAR GUTIERREZ: Thank you, SD.

18 All right. As mentioned, we're going to Pico
19 Rivera site. So if we can have Jorge Martinez ready to
20 start and then who will be followed by Esther Salese.

21 Jorge, please go ahead. Start off by reading
22 your name into the record.

23 JORGE MARTINEZ: Hi. My name is Jorge
24 Martinez, 90660 resident. We all have seen how these
25 at-grade level Metro lines have been brought

1 environmentally, destroying single-family residents.
2 So we're at this street that connected Slauson to Rex
3 Road -- got cut off due to all the train crossing
4 accidents and deaths in the past. How can this not be
5 a difference? How can you honestly say our kids will
6 be safe walking to El Rancho High School crossing
7 Washington Boulevard, crossing Lacaline Avenue into our
8 high school and middle schools? My family and local
9 community are not in favor of the proposed gold line
10 extension. I live off Lindsay Avenue in Washington
11 Boulevard. There are environmental noise, pollution.
12 Trembling will just devastate my home and my
13 surrounding neighbors. The only way -- the only
14 entrance to my home is northbound through Lindsay
15 Avenue off Washington Boulevard. If the Metro goes
16 through Washington Boulevard, my entrance will be
17 entirely cut off. Unless this train goes underground
18 through Pico Rivera, as a registered voter, I will make
19 it my duty to support any recall or vote out any public
20 official who was in favor of this project.

21 EDGAR GUTIERREZ: Thank you.

22 We'll now call on Esther Salese to make her
23 comment. She's the last person who submitted a speaker
24 card. So I will go back to the online audience and
25 check again later for additional speakers at Pico

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1 other commenting portals to submit additional comments
2 or anything to the record.

3 I'd now like to follow up with the next
4 speaker on site, Jorge Martinez, who will be followed
5 by Marina Martinez. And then I will be calling on the
6 names for online audience.

7 So please go ahead, Jorge.

8 JORGE MARTINEZ: Hello. My name is Jorge
9 Martinez. I looked online and I found a figure for
10 this project, the gold line, 6.5 billion. What a waste
11 of money. For less than \$50,000 -- I mean,
12 \$50 million, we can have electric buses that run on the
13 boulevard every 15 minutes and have the fare
14 subsidized, too. And then why are they forcing trains
15 on us when according to Metro data in February 2020,
16 the agency reported an estimated average of almost
17 1.2 systemwide riders each weekday. Guess what? The
18 buses take over the population. They're the preferred
19 alternative. 871,000 took the bus. 321,000 were on
20 the rails. And transit ridership is also a serious
21 decline. And this is looking at Metro's old data and
22 others that are available online. Better railroad
23 administration statistics for 2021 show that highway
24 rail crossings are more deadly in collisions in
25 California between cars and trains. California ranks

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1 number two in collisions in the United States, and we
2 will have at least four of them -- Greenwood Avenue,
3 Rosemead Boulevard, Norwalk Boulevard and Lambert Road.
4 These are at-grade. Everybody is on the same level --
5 pedestrians, cars, trucks, trains. They're dangerous.
6 Thank you.

7 EDGAR GUTIERREZ: Okay. Thank you, Jorge.
8 Next is Marina Martinez. Please start by
9 stating your name into the record.

10 MARINA MARTINEZ: My name is Marina Martinez
11 and I'm a resident of Pico Rivera. And I'm opposed to
12 the gold line, specifically the alternative coming down
13 Washington and Lambert. This is a \$3 billion train to
14 nowhere. I don't know of anybody who would want to
15 take the train down to its terminus, which is the
16 hospital. And, you know, as far as the shops around
17 that route, you know, it's not going to attract
18 ridership that Metro is looking for. And that's been
19 the problem with the gold line through -- especially
20 coming in through -- which I've seen coming in through
21 the East Los Angeles area, coming down 3rd. I rarely
22 see any car full. I see at the most 3 or 6 or 12
23 people, not even that. So it's a \$3 billion debacle.
24 It's a cash cow for I'm sure some people will benefit
25 financially from it, but certainly not the residents or

1 on site to make sure that everyone has an opportunity
2 to comment.

3 So to start off, I'm going to call on the
4 first three people who have raised their hand online.
5 First starting out with Mike, followed by Linda
6 Palacios, and then DK.

7 So, Mike, you should be prompted to unmute.
8 And please start speaking and the clock will start as
9 soon as you start speaking. Mike, we are not hearing
10 you. And in case you can hear me, please try unmuting
11 your microphone. I'll give you another few seconds.
12 If not, we'll go with Linda Palacios.

13 Okay. I'm not hearing Mike. So let's go with
14 Linda Palacios. We'll go back to Mike after Linda.

15 Linda.

16 LINDA PALACIOS: Hi. Thank you for your
17 presentation. My name is Linda Palacios. I want to
18 know why Metro is insisting on building this 5 billion
19 subway to the Citadel Mall. Is this really the best
20 and highest priority transit solution for the East
21 Side? You know, Metro's own numbers say only 4100
22 people will ride the subway, which essentially equates
23 to \$1.5 million per rider. Metro has packed buses that
24 have a lot more riders and you're making them ride slow
25 buses on congested streets so you can prioritize this

1 5 billion subway to the Citadel. We know that
2 Washington Boulevard buses are nearly empty and so is
3 the current East Side gold line on Third Street.
4 Again, Metro's own numbers show that it's lowest
5 ridership segment in the system with two stations that
6 barely serve a few hundred boardings each day. This is
7 not the right solution for transportation in this area,
8 and Metro definitely owes it to the public to review
9 how low the project benefits are compared to this
10 incredibly high cost. Ultimately, a \$5 billion subway
11 makes no sense, and we deserve a lot more transit
12 service. Thank you.

13 EDGAR GUTIERREZ: Thank you, Linda. It looks
14 like Mike has lowered his hand, so I'm going to call on
15 DK to go up next and followed by Arturo Hay.

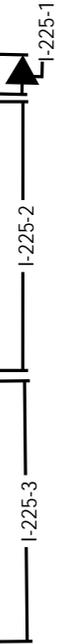
16 So, DK, please go ahead when prompted.

17 DK: From the Whittier Daily News, recent
18 article, even the line going to Whittier with the
19 Montebello site instead of Commerce has problems
20 according to the report. It has many mitigation
21 measures to address, noise and vibration impacts
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1 number two in collisions in the United States, and we
2 will have at least four of them -- Greenwood Avenue,
3 Rosemead Boulevard, Norwalk Boulevard and Lambert Road.
4 These are at-grade. Everybody is on the same level --
5 pedestrians, cars, trucks, trains. They're dangerous.
6 Thank you.

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13 Washington and Lambert. This is a \$3 billion train to
14 nowhere. I don't know of anybody who would want to
15 take the train down to its terminus, which is the
16 hospital. And, you know, as far as the shops around
17 that route, you know, it's not going to attract
18 ridership that Metro is looking for. And that's been
19 the problem with the gold line through -- especially
20 coming in through -- which I've seen coming in through
21 the East Los Angeles area, coming down 3rd. I rarely
22 see any car full. I see at the most 3 or 6 or 12
23 people, not even that. So it's a \$3 billion debacle.
24 It's a cash cow for I'm sure some people will benefit
25 financially from it, but certainly not the residents or



1 the people living along that route, which I do. I live
2 about four or five blocks from Washington Boulevard and
3 Rosemead. So I know I'm going to be impacted with
4 noise, with pollution for seven years at least, and I'm
5 not looking forward to that. And I know they said, oh,
6 we're going to coordinate with the local law
7 enforcement and, you know, traffic and all that.
8 That's a lot of pie in the sky. That's a lot of pie in
9 the sky. I'm sorry.

10 EDGAR GUTIERREZ: Thank you, Marina.

11 So I mentioned, I'm going to transition to our
12 online audience. We'll go through a few of those
13 raised hands, and we'll go back to the Pico Rivera site
14 to check in for additional speaker cards. So online,
15 our Zoom audience, we have raised hands by Jiu Yoon.

16 Jiu Yoon, you will be first, followed by
17 Sergio and then FHN. So, Jiu Yoon, please go ahead and
18 unmute yourself when prompted and start of by stating
19 your name into the record.

20 JIU YOON: Yeah. Hi. Can you guys hear me?

21 EDGAR GUTIERREZ: Yes. Please go ahead.
22 Perfect.

23 JIU YOON: My name is Jiu Yoon, ZIP code
24 90640. I work at a -- on a business off of Washington
25 and Greenwood. And like many of the residents and

1 Don't throw away \$5 billion for nothing. Thank you.

2 EDGAR GUTIERREZ: Thank you, Mike.

3 So now, Maude Manji, you'll be prompted to
4 unmute yourself. And then you'll be followed by BCS.

5 Currently, I don't see additional hands raised
6 after BCS. If you're wishing to speak, please consider
7 raising your hand at this time, and I will call you
8 later in the process. For now, I will call Maude Manji
9 to start off.

10 Please state your name for the record.

11 MAUDE MANJI: Hi. My name is Maude Manji.
12 I'm a resident of Whittier 90602. Really excited for
13 this project. Thank you, Metro, for bringing this
14 project. You know, I would say the option that brings
15 this the fastest in one phase, that's the option I
16 support. You know, this is really a project we need.
17 Nobody likes being stuck on the freeway going all the
18 way to downtown. This is just really going to make my
19 life easier. It's going to make my wife's life a lot a
20 easier. We're really excited to have this project.
21 You know, I was in south Pasadena for a while and, you
22 know, they had the gold line down there. I would just
23 go down to Downtown. Now I'm excited to be a homeowner
24 in Whittier and to take this train down to Downtown and
25 even hopefully down all the way to Santa Monica and the

1 beach. So I'm just very excited for the project. The
2 one thing I just want to add is I really hope there's a
3 consideration of making an extension to Uptown, because
4 that's really where I think a lot of businesses are,
5 where a lot of folks can utilize this. And there's a
6 lot of density in Uptown. For me, right now, if I were
7 to walk to the station, it's like a 25-minute walk.
8 It's a little bit selfish of me as well. I'd like if
9 it's Uptown, that's more of a 10 or 15-minute walk for
10 me. That's a little bit selfish, but I feel like a lot
11 of the density, a lot of the apartment buildings are
12 going to be in Uptown. So I'm just really hoping
13 that's considered as well, but overall excited for this
14 project. Thank you to the mayor of Whittier and to all
15 the Metro board who brought this forward, and I hope we
16 get this as soon as possible. So thank you again.
17 Thank you to the staff as well. Thank you for putting
18 the hearing together.

19 EDGAR GUTIERREZ: Thanks for your comment.

20 Now, we'll go to BCS. As stated, BCS is the
21 last speaker. So anyone wishing to speak both online
22 via Zoom, if you're on Zoom, you can raise your hand.
23 Or if you're in person, please submit a speaker card.

24 BCS, please go ahead and make a comment. And
25 start off by stating your name into the record.

I-226-1
I-226-2

1 to throw some support behind the idea of putting it
2 possibly down the existing Metrolink tracks. I know
3 it's hard because there's freight down there, too. But
4 if you could fix that as well, too, I think that might
5 be worth looking into. That way, you can skip
6 Washington if it seems undoable. Also, look into grade
7 separation at Washington and Rosemead and look into
8 better connections at each station, especially like at
9 Rosemead if you're planning to BRT light rail line down
10 that and better connections to old town Whittier. I
11 think that would be really good. But also, I'm very
12 excited for this project, and there's lots of
13 naysayers. But, you know, at the end of the day, if
14 we're going to move on from cars, we need to keep doing
15 things like this.

16 EDGAR GUTIERREZ: Thank you, Dominic.

17 Up next will be Mike. And I've been informed
18 by my team at the Pico Rivera site that we don't have
19 any additional speakers, but I will continue checking
20 and monitoring to make sure we get any additional
21 speakers wishing to speak tonight. So Mike will be
22 followed meanwhile by Maude Manji and then BCS.

23 So, Mike, go ahead and state your name into
24 the record.

25 MIKE MARTINEZ: Mike Martinez, ZIP code 90022,

1 East LA resident for eight years who's been living in
2 front of the gold line -- existing gold line on Third
3 Street. I really don't have to be here because our
4 extension is going to be all run underground through
5 Atlantic. I'm looking out for more the residents after
6 East LA. Don't let them build it above ground. It is
7 not good. I'll tell you why. Environmental report,
8 1,012 pages long. Section 61. -- 6.9.2.3, the
9 outreach, the outreach was supposed to -- including
10 banners and electronic signs down the corridors that
11 they're going to build. I have not seen one sign, so
12 they failed on that. There's going to be detour routes
13 on Telegraph, Olympic, Whittier, and possibly Slauson.
14 When they're building this thing, a lot of noise, a lot
15 of dust. Let's talk about asbestos. Asbestos was
16 banned back in the late '90s because of the brake pads,
17 a lot of the brake pads had asbestos. According to
18 that law, asbestos in brake pads should have gone away.
19 Any after-market brake pads, anybody can put on. Is
20 Metro putting these types of brake pads on there? My
21 son has asthma. He's only two years old. He's had
22 asthma since he was small, since he was born. He has
23 to be on nebulizer treatment every morning and
24 afternoon. Could it be it? Who knows. Underground is
25 more efficient and more stations to be more efficient.

I-227-1
I-227-2
I-227-3
I-227-4

1 Don't throw away \$5 billion for nothing. Thank you.

2 EDGAR GUTIERREZ: Thank you, Mike.

3 So now, Maude Manji, you'll be prompted to
4 unmute yourself. And then you'll be followed by BCS.

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6 after BCS. If you're wishing to speak, please consider
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22 know, they had the gold line down there. I would just
23 go down to Downtown. Now I'm excited to be a homeowner
24 in Whittier and to take this train down to Downtown and
25 even hopefully down all the way to Santa Monica and the

1 at-grade or aerial and then maybe move it down to
2 underground? A couple of the comments. But for the
3 most part, we're really looking forward to this. There
4 will be a day where this will be on the ballot, and we
5 can't wait to vote on that. Thank you.

6 EDGAR GUTIERREZ: Thank you, Sergio.

7 Up next, we have FHN who will be the last
8 speaker for our Zoom audience for now. And I'll be
9 transitioning to the Pico Rivera site. So meanwhile, I
10 would like to ask the Pico Rivera site -- we have two
11 speakers waiting -- for Jorge Martinez to be ready
12 after FHN. And Jorge will be followed by Esther
13 Salise. So now let's go to FHN.

14 You'll be prompted to unmute yourself. And
15 once do you that, please start off by stating your name
16 into the record.

17 SD: Hi. I'm just going to give my initials,
18 SD. And I live in Whittier. I applaud the city of
19 Pico Rivera residents for coming out and opposing this
20 project. This is definitely something that I think is
21 being perpetrated by politicians, such as Mr. Dutra who
22 sits on the board and is also a council member. What
23 I'd like to know is are you going to have Mr. Dutra
24 recuse himself? And also, how much subsidies is the
25 City of Whittier going to give Metro? There's a public

I-228-1
I-228-2

↑ I-228-2
I-228-3
I-228-4

1 safety issue that I'm very concerned about. Our
2 Whittier Police Department is already very
3 understaffed. The unarmed people that you hired to go
4 on the Metro lines are not going to stop a rape, a
5 robbery, which you know are happening on the Metro
6 line, as well as robberies and other things, thefts and
7 things of those sorts. Other than that, I'm very
8 concerned of the impacts our businesses are going to
9 have along Washington Boulevard. We're already very
10 heavily impacted by the numbers that are causing the
11 cities to rezone a lot of business areas to allow for
12 high density housing, and this is causing a lot of
13 businesses to shut down because they're being bought
14 out. And I'm worried that your project is also going
15 to harm our businesses and our residents. We don't
16 need the Metro in Whittier. I oppose it.

17 EDGAR GUTIERREZ: Thank you, SD.

18 All right. As mentioned, we're going to Pico
19 Rivera site. So if we can have Jorge Martinez ready to
20 start and then who will be followed by Esther Salese.

21 Jorge, please go ahead. Start off by reading
22 your name into the record.

23 JORGE MARTINEZ: Hi. My name is Jorge
24 Martinez, 90660 resident. We all have seen how these
25 at-grade level Metro lines have been brought

1 off by stating your name into the record.

2 SERGIO ARANGULA: Hi, Edgar. Can you hear me?

3 EDGAR GUTIERREZ: Yes. Please go ahead.

4 SERGIO ARANGULA: Perfect. Okay. My name is
5 Sergio Arangula, ZIP code is 90606. And unlike many
6 who have been opposing this, I'm actually looking
7 forward to this. I'm a young professional that lives
8 close by on Washington and Broadway. And we're really
9 looking forward to seeing this in the ballot. A lot of
10 my friends have been looking for the day for us to
11 support this. But I'm going to stick to the topic here
12 and critique a little bit of the environmental aspect
13 of this. I'm looking specifically on page 337 of the
14 environmental document where it states about the
15 transmission lines. My concern is how much will we
16 have to mitigate those transmission lines as we get
17 closer to Whittier? I know that when once you cross
18 over, I believe, San Gabriel River, you have two 20KB
19 and 500KB lines. And if we do have to mitigate those
20 lines in regards to clearances to the OCS, how much
21 would we be on the hook for? And would we have to
22 underground lines as well? I guess -- and have we
23 compared those to other route options such as the
24 purple line or the blue line? How much more
25 significant would that cost us if we were to keep it

I-229-1

I-229-2

I-229-2

1 at-grade or aerial and then maybe move it down to
2 underground? A couple of the comments. But for the
3 most part, we're really looking forward to this. There
4 will be a day where this will be on the ballot, and we
5 can't wait to vote on that. Thank you.

6 EDGAR GUTIERREZ: Thank you, Sergio.

7 Up next, we have FHN who will be the last
8 speaker for our Zoom audience for now. And I'll be
9 transitioning to the Pico Rivera site. So meanwhile, I
10 would like to ask the Pico Rivera site -- we have two
11 speakers waiting -- for Jorge Martinez to be ready
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19 Pico Rivera residents for coming out and opposing this
20 project. This is definitely something that I think is
21 being perpetrated by politicians, such as Mr. Dutra who
22 sits on the board and is also a council member. What
23 I'd like to know is are you going to have Mr. Dutra
24 recuse himself? And also, how much subsidies is the
25 City of Whittier going to give Metro? There's a public

Next stop: your input.



DATE / FECHA: 8-7-22

LOCATION / LOCALIZACIÓN:

PICO RIVERA
MONTBELLO

We welcome your feedback on / Agradecemos sus comentarios sobre:

VERY VERY BAD
IDEA

Put your TRAIN
SOME PLACE ELSE

I oppose this
PROJECT

EVA CUELLAR

NAME / NOMBRE

ORGANIZATION / ORGANIZACIÓN

562 322-8086

PHONE / TELÉFONO

EMAIL / CORREO ELECTRÓNICO

6635 Loch AENE AVE

MAILING ADDRESS / DIRECCIÓN

PICO RIVERA CA 90660

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL


Metro

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Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

FOLD ALONG DOTTED LINES / DOBLAR A LO LARGO DE LAS LÍNEAS DE PUNTOS

EVA CUELLAR
6435 Loch AENE Ave
Pico RIVERA CA 90060

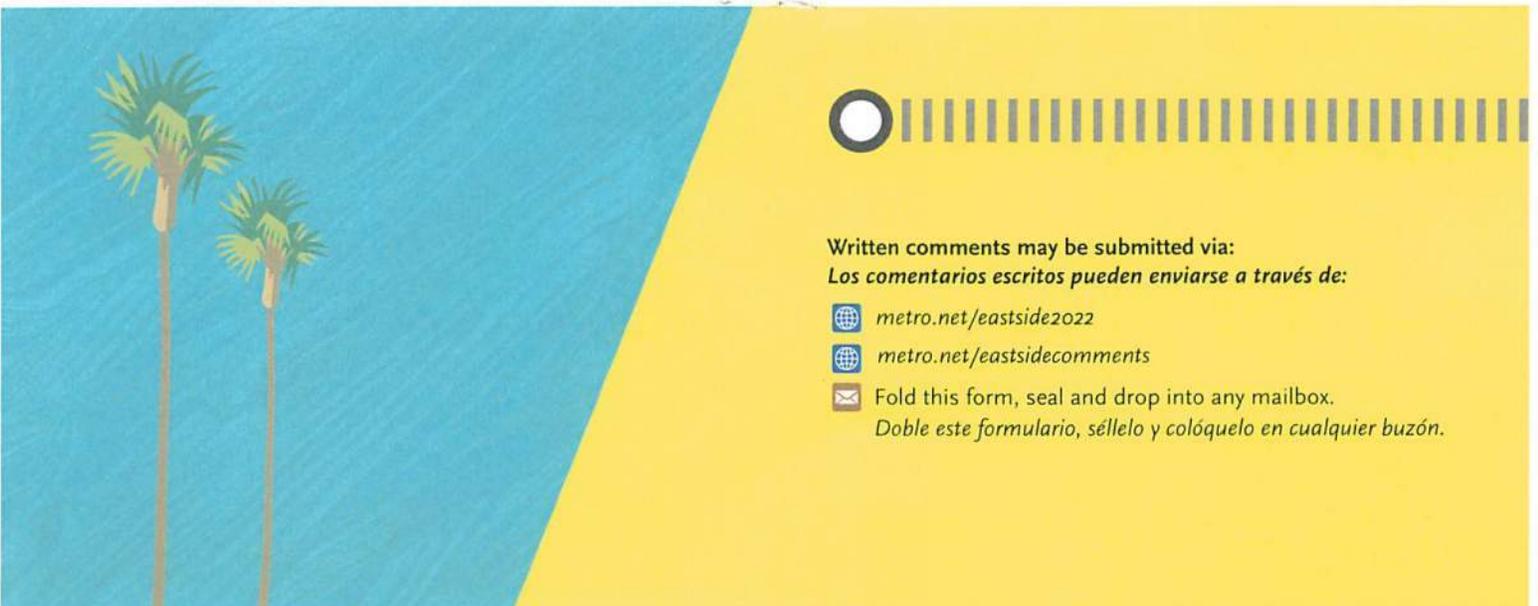
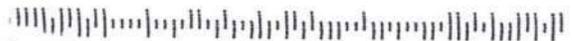
SANTA ANA CA 92705

10 AUG 2022 PM 3 L



JENNY CRISTALES-CEVALLOS, PROJECT MANAGER
METRO
ONE GATEWAY PLAZA, MS 99-22-7
LOS ANGELES, CA 90012

94-22-5



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-  metro.net/eastside2022
-  metro.net/eastsidecomments
-  Fold this form, seal and drop into any mailbox.
Doble este formulario, séllelo y colóquelo en cualquier buzón.

Next stop: your input.



DATE / FECHA: 7-18-22

LOCATION / LOCALIZACIÓN:

PICO RIVERA
MONTEBELLO

We welcome your feedback on / *Agradecemos sus comentarios sobre:*

PICO RIVERA IS A
RESIDENTIAL CITY
WE HAVE A HIGH
SCHOOL AND A
MIDDLE SCHOOL
THIS IS GOING TO
BE VERY DANGEROUS
KIDS DON'T EVEN WAIT
FOR GREEN LIGHTS

CASSIE CUELLAR

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562 322-5477

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EMAIL / CORREO ELECTRÓNICO

4635 Loch ALENE AVE

MAILING ADDRESS / DIRECCIÓN

PICO RIVERA CA 90660

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

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Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

FOLD ALONG DOTTED LINES / DOBLAR A LO LARGO DE LAS LINEAS DE PUNTOS

CASSIE CUELLAR
6635 Loch ALENDE AVE
PICO RIVERA CA 90660

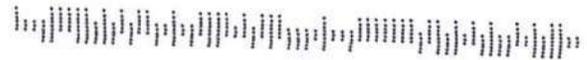
SANTA ANA CA 926

10 AUG 2022 PM 1 L



JENNY CRISTALES-CEVALLOS, PROJECT MANAGER
METRO
ONE GATEWAY PLAZA, MS 99-22-7
LOS ANGELES, CA 90012

9001233746 0057




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Next stop: your input.



DATE / FECHA: 7-28-22

LOCATION / LOCALIZACIÓN:

Pico Rivera
MONTEBELLO

We welcome your feedback on / Agradecemos sus comentarios sobre:

Your project is a
really bad idea
Pico Rivera doesn't
Need any "TRAIN"
the TRAFFIC IS GOING
TO BE DANGEROUS &
UNBEARABLE WILL BE DIFFICULT
FOR RESIDENTS TO GET AROUND

I-232-1

NICOLE COELLAR

NAME / NOMBRE

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562 417-7484

PHONE / TELÉFONO

EMAIL / CORREO ELECTRÓNICO

712 S. 5th ST.

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MONTEBELLO CA 90640

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL


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EASTSIDE TRANSIT CORRIDOR PHASE 2

FOLD ALONG DOTTED LINES / DOBLAR A LO LARGO DE LAS LÍNEAS DE PUNTOS

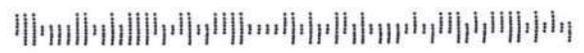
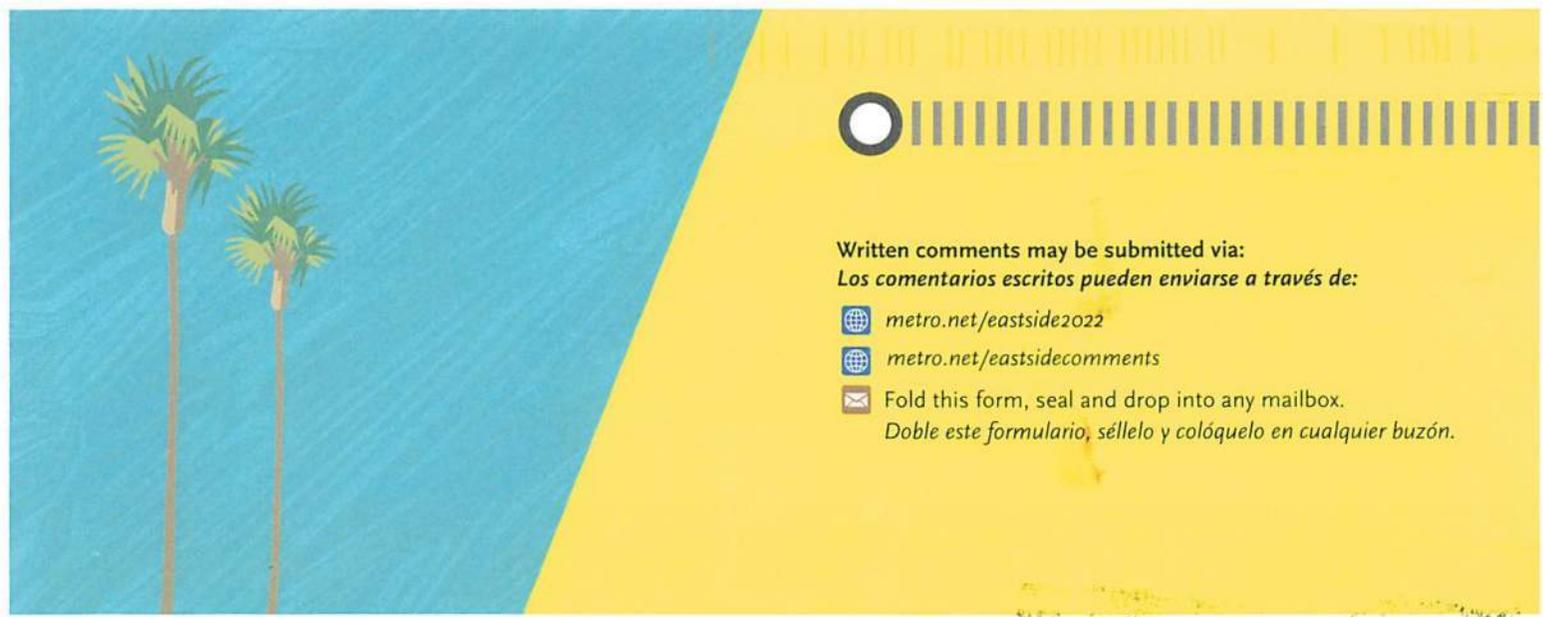
NICOLE CUELLAR
712 S. 5th ST.
MONTES DELLO CA 90640

SANTA ANA CA 926
10 AUG 2022 PM 5 L



JENNY CRISTALES-CEVALLOS, PROJECT MANAGER
METRO
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LOS ANGELES, CA 90012

90012-374602

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-  metro.net/eastsidecomments
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 Doble este formulario, séllelo y colóquelo en cualquier buzón.

Next stop: your input.



DATE / FECHA: Aug. 11, 2022

LOCATION / LOCALIZACIÓN: Pro Rivera
City Hall - Calif. 90665
Public Hearing #3

We welcome your feedback on / Agradecemos sus comentarios sobre:

1) We are against this train, coming thru our city - your consideration for not coming down Washington Blvd. please have consideration for our students from El Rancho High School crossing on Washington/Passons, students from Rivera Middle School, a total of over 3,000 student will be crossing Washington Blvd and Passons on a daily Basis.

Very unsafe, for our student and/ residents.

We do not want another 3rd St. in E.L.A.

2) Congestion on Washington Blvd, will be tremendous with trucks and traffic, Washington Blvd. bridge will need to be reinforced, from over use of trucks. you will cause more traffic to also congest Slawson and Slawson bridge.

Homes on Washington which you have not considered will be overwhelmed by construction and daily train noise.

Safety is our main concern, and your ridership is very low. Do not ruin our city by making this train.

ESTHER Celiz

ecgrejo@yahoo.com

NAME / NOMBRE

EMAIL / CORREO ELECTRÓNICO

9563 Burma Rd.

9563 Burma Rd.

ORGANIZATION / ORGANIZACIÓN

MAILING ADDRESS / DIRECCIÓN

562-619-9883

Pro Rivera, CA. 90660

PHONE / TELÉFONO

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

I-233-1

I-233-2

I-233-3

I-233-4

August 25, 2022

Jenny Cristales-Cevallos, Project Manager
Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012

Ms. Cristales-Cevallos,

This letter consists of my comments concerning the Eastside Transit Corridor Phase 2 - Draft Environmental Impact Report, June, 2022.

To begin with, due to the 1,012 page length of the report, the length of time for the public to examine the EIR should have been significantly more than 60 days. I believe this short period of time to allow for the inspection of the document for accuracy, and cross-referencing of other information is a standard fixture of a corrupt project. Such a daunting amount of information as is contained in this EIR is impossible for even an experienced bureaucrat to be able to make a cursory examination of it in 60 days. I believe that was intentional. This document of 1,012 pages containing an overflow of dense, technical information basically crippled public scrutiny. I believe that a document packed with so much information as this EIR contained should allow the public at least 180 days to inspect it. After all, this project is supposed to be for the **public**, - and for the **public's benefit**, as in **public** transportation.

But, from what I could make out, this Environmental Impact Report is, in parts, biased, negligent, hypocritical, naive, contradictory, and possibly even fraudulent.

The bias of the people who produced the EIR of 2014, and the people who paid them to produce it, is right in plain sight. Going back to the EIR of August, 2014, it shows a light rail train right on the face page. That was the exact picture of what the final result of the EIR was going to be, and the public was supposed to immediately accept it. It was the light rail train that the EIR was always supposed to ultimately recommend. Virtually the same cover is on the new EIR dated June, 2022, and no doubt the same expectation is held by the producers of the EIR, and the people who paid them.

I-234-1

I-234-2

On one of the very first pages of the EIR of August, 2014 the original four alternatives were shown: 1. The No Build Alternative, 2. The TSM Alternative, 3. State Route 60 (SR 60) LRT Alternative, and 4. The Washington Boulevard LRT Alternative.

Any project that would become reality would emanate from one of these four alternatives. The entire EIR consists of data dealing with the four alternatives.

The data detailed in the EIR emanating from the four alternatives is supposed to result in the most ideal public transportation project. That most ideal public transportation project was/is stated as **"a locally preferred alternative."**

In each of the six community scoping meetings which the Metro conducted in June of 2019 each one of your (Jenny Cristales-Cevallos) introductory speeches stated that the goal of the Metro 2019 EIR scoping meetings was to identify **"a locally preferred alternative."** This was often accompanied by a statement similar to, **". . . we're soliciting input to ensure that this purpose and need meets the community's needs and concerns."**

The above excerpts were a policy speech written for you by a Metro administrator, and the excerpts defined official Metro policy, not that of Jenny Cristales-Cevallos. This Metro policy was carried forward, and showed-up in the EIR of June, 2022. It is stated in the last sentence of the second paragraph on page ES-5. It states, "The NOI/NOP also described consideration of adopting a **Locally Preferred Alternative (LPA)** by the Metro Board based on the findings of the Supplemental/Recirculated Draft EIS/EIR."

However, it is evident that the official Metro policy was to somehow force that the Washington Boulevard Gold Line light rail train system was the **"locally preferred alternative,"** and **". . . meets the community's needs and concerns."** - no matter what. That was to be done while making it look like the public actually had a voice in the matter. The other three alternatives were to be eliminated from the very beginning.

This was evidenced by the appearance of the term "Environmentally Superior Alternative" shown on page ES-37, and more thoroughly detailed on page 5-28.

In 2019, after studying the 2014 EIR, I realized that the Transportation System Management Alternative (TSM) was a much more efficient, and cheaper alternative than any of the other three. Also the TSM Alternative would have a much less negative effect on all neighborhoods through which Washington Boulevard ran. I was able to put together some volunteers who believed the same as I, and we circulated petitions against the Washington Boulevard Gold Line. At the same time, those same petitions endorsed the TSM Alternative. For the purposes of fulfilling the input of

comments concerning this newest EIR, I am submitting 16 mostly completed petitions, and one petition which contains the signers and the names of the businesses they represent, only.

Enclosed are 16 mostly completed petitions which contain 1583 signatures. There is another petition for businesses only which contains 48 signatures. The total of all the petitions is 1631 signatures. All the signers of the petitions are against the Washington Boulevard Gold Line light rail, and all the signers endorsed the TSM Alternative.

We have 1631 people who are unmistakably stating that the TSM Alternative is our "**locally preferred alternative**," hands down. The Gold Line light rail must be eliminated. It has been thoroughly rejected. The Washington Boulevard Gold Line light rail has virtually no popular support. There is no case for it to be built.

The TSM Alternative is also the "**Environmentally Superior Alternative**." In looking through the EIR, I did not see where the subject of **demolition** was addressed. That is, if the light rail is to be constructed, along the entire atgrade route, much of Washington Boulevard will have to be demolished. That means that much of the concrete and asphalt will have to be broken through with things like pile-drivers, jack hammers and other machines used for breaking-up large areas of concrete and asphalt. The problem is that over the several decades that the pavement has been in place it has absorbed huge amounts of various lubricants, automotive chemicals, and any other chemical or substance that falls on it. When the pavement is broken-up it releases clouds of dust into the air. This dust is contaminated with all the aforementioned substances, and it can be carried by the wind, and can affect large areas of the neighborhoods near Washington Boulevard. Watering these sections down prior to demolition can result in further contamination because the water sprayed on the demolition site will become contaminated and fall into the soil underneath where the broken pavement used to be.

Almost none of this would happen with the TSM Alternative. The only places that might have to be excavated would be to improve the bus stops, and that would be on the sidewalk, not in the roadway, and it would consist of a very minimum of jack-hammering to possibly place new support columns for the bus stop roofs. By itself, the TSM Alternative would be robust operation which can easily function on its own. It will operate with electric buses which emit no exhaust, and cause no noise pollution because they are silent. As it is, while not perfect, at present, the public is using the buses, even though they are presently diesel powered, and we are getting along with the buses just fine.

There is no listing for NEPA, or the National Environmental Policy Act in the the section for references in the EIR.

I-234-5

I-234-6

I-234-7

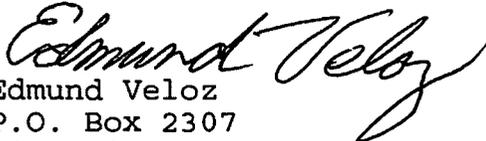
I-234-8

I-234-9

I-234-10

There is no remedy for the rights-of-way for emergency vehicles. It has been my experience on several occasions that emergency vehicles travelling down one side of the street had to switch to the other side of the street when they encountered impassable congestion. That will not be possible if there is a light rail right-of-way in the middle of the street. Lastly, there is no contingency for earthquakes.

Sincerely yours,



Edmund Veloz
P.O. Box 2307
Pico Rivera, CA 90662
(323) 530-4104

Enclosures

I-234-11
I-234-12

99

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority(Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report(EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.

2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.

3. I have become aware of the Transportaion System Management(TSM) Alternative, which was detailed in Metro's own Environmental Impact Report(EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.

4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.

5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

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75.	Danny Rodriguez (Print Name) (Signature)	845 S 6th St Montebello CA 90640
76.	Heidi Rodriguez (Print Name) (Signature)	845 S 6th St Montebello CA 90640
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94.	(Print Name) Jonathan Cruz (Signature)	(Address) 843 S. Bluff Rd Montebello, CA 90640
95.	(Print Name) Angelito Fructo (Signature)	(Address) 300 Jacmar Dr montebello CA 90640

96.	(Print Name) Wanda P. ...	(Address) 300 JAE MAN
	(Signature) [Signature]	Date Montebello CA 90640
97.	(Print Name) ...	(Address) ...
	(Signature) [Signature]	...
98.	(Print Name) TIFFANY SOU	(Address) 1017 W. Mariposa Lane
	(Signature) Tiffany Sou	Montebello, CA. 90640
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	(Signature) Carmen Holland	MONTEBELLO, CA 90640
100.	(Print Name) PASCUA HOLLAND	(Address) 1005 W. MARIPOSA LN
	(Signature) Pasqua Holland	MONTEBELLO CA 90640

100

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

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52.	(Print Name) Arlene Acciola (Signature) <i>Arlene Acciola</i>	(Address) 411 Date St Montebello CA 90640
53.	(Print Name) Alexander Hernandez (Signature) <i>Alexander Hernandez</i>	(Address) 411 Date St Montebello, CA 90640
54.	(Print Name) Randy Perez (Signature) <i>Randy Perez</i>	(Address) 1056 S. 5th St Montebello CA 90640
55.	(Print Name) Jasolito Cabal (Signature) <i>Jasolito Cabal</i>	(Address) 1040 S 5th St. Montebello CA. 90640
56.	(Print Name) Edith Mercado Jimenez (Signature) <i>Edith Mercado Jimenez</i>	(Address) 1036 S. 5th St. Montebello, CA 90640
57.	(Print Name) Ramiro Mercado Jr. (Signature) <i>Ramiro Mercado Jr.</i>	(Address) 1036 S. 5th St. Montebello, CA 90640
58.	(Print Name) Maria G. Mercado (Signature) <i>Maria G. Mercado</i>	(Address) 1036 S. 5th St. Montebello, CA 90640
59.	(Print Name) Ramiro Mercado Alcala (Signature) <i>Ramiro Mercado Alcala</i>	(Address) 1036 S. 5th St. Montebello, CA 90640

	(Print Name)	(Address)
60.	Danny Flores (Signature)	1032 S 5th St Montebello CA 90640
61.	Gary (Signature)	400 Washington Blvd, Montebello, CA, 90640
62.	R. Rubio (Signature)	404 - OAKWOOD ST MONTEBELLO, CA 90640
63.	Jeanie Cervantes (Signature)	401 W Oakwood St Montebello, CA 90640
64.	CHRIS PROTHERO (Signature)	1317 S 4TH ST Montebello, CA 90640
65.	EDUARDO RODRIGUEZ (Signature)	1349 S 4th St MONTEBELLO CA 90640
66.	LORRAINE RODRIGUEZ (Signature)	1349 S 4th St MONTEBELLO CA 90640
67.	Signature (Signature)	1401 So. 4th St Montebello CA 90640
68.	Cathy Arizano (Signature)	1433 S 7th St MONTEBELLO CA 90640
69.	Maxian Bermudez (Signature)	14335 4th Montebello
70.	Signature (Signature)	14335 4th Montebello 90640
71.	ALBA COATES (Signature)	1428 Birch St MONTEBELLO, CA 90640
72.	Socorro del Real (Signature)	1424 S Birch St Montebello, CA 90640
73.	Signature (Signature)	1412 Birch St Montebello 90640
74.	Anays Salazar (Signature)	200 W Elm St Montebello CA 90640
75.	Jeanette Kalpakoff (Signature)	1337 Bluff Rd Montebello CA 90640
76.	BRAD. KALPAKOFF (Signature)	13375 Bluff Rd MONTEBELLO CA 90640
77.	Ivan Contreras (Signature)	917 S Bluff Rd Montebello CA 90640

	(Print Name)	(Address)
78.	Troy Ezek (Signature)	1300 S. 4th Street, Montebello, 90640
79.	ANA ABAJIAN (Signature)	1336 S. Fourth St. Montebello, CA 90640
80.	DANIEL ABAJIAN (Signature)	3501 Via San Delaera Montebello, CA 90640
81.	(Signature) (Signature)	1350 S. 4th St Montebello, CA 90640
82.	(Print Name) (Signature)	1400 S. 4th St., Montebello CA.
83.	SERGIO CORIAN (Signature)	1400 S. 4th St. Montebello CA
84.	MARIA GUENA MUNGUA (Signature)	1416 S. 4th St. MONTEBELLO, CA 90640
85.	MIKE TORRES (Signature)	1424 S 4th St MONTEBELLO CA 90640
86.	Rosemary Torres (Signature)	1424 S. 4th St Montebello, CA 90640
87.	Elizabeth Rivas (Signature)	1432 S 4th ST montebello CA. 90640
88.	CARLA GUTIERREZ (Signature)	1432 S 4th St MONTEBELLO CA. 90640
89.	(Signature) (Signature)	1432 S 4TH ST MONTEBELLO CA. 90640
90.	ROD LAPA (Signature)	1436 So. 4th St. mtb.
91.	Rachel P. LAPIA (Signature)	1436 So. 4th mtb.
92.	Abraham Barragán (Signature)	1441 Birch St Montebello, CA 90640
93.	Asra V. Barragán (Signature)	1441 Birch St Montebello, CA 90640
94.	Andre Vasquez (Signature)	1441 Birch St Montebello CA 90640
95.	LORRAINE MONTES (Signature)	1433 S Birch St Montebello 90640

	(Print Name)	(Address)
96.	FRED MONTEZ (Signature) <i>Fred Monte</i>	1433 So Birch St
97.	Jennifer Morales (Signature) <i>Jennifer Morales</i>	1421 Birch St, Montebello, CA 90640
98.	Ariselda Lauregui (Signature) <i>Ariselda Lauregui</i>	1417 Birch St (Address) Montebello Ca 90640
99.	Nancy Dominguez (Signature) <i>Nancy Dominguez</i>	1413 Birch St (Address) Montebello CA 90640
100.	Juan Dominguez (Signature) <i>Juan Dominguez</i>	1413 Birch St (Address) Montebello CA 90640

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PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
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3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
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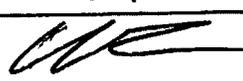
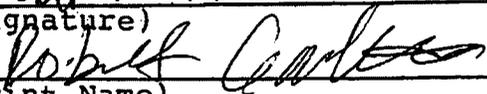
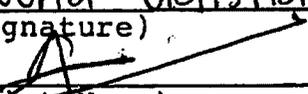
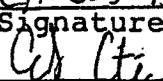
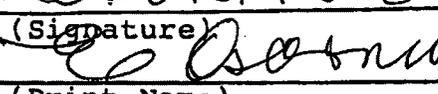
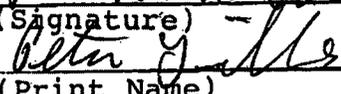
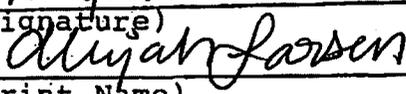
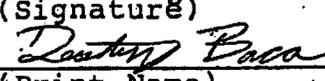
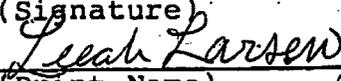
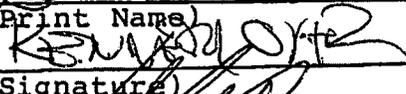
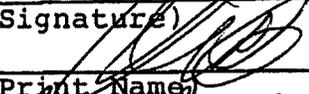
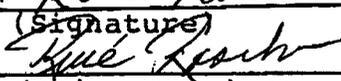
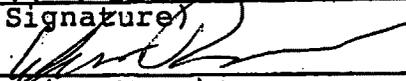
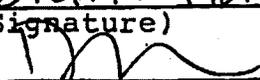
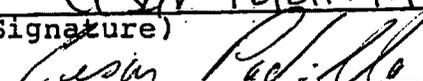
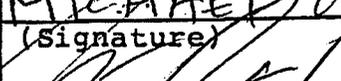
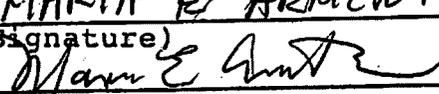
1.	(Print Name) Rosie Martinez (Signature) <i>Rosie Martinez</i>	(Address) 704 S. Taylor Ave Montebello 90640
2.	(Print Name) Guadalupe Martinez (Signature) <i>Guadalupe Martinez</i>	(Address) 704 S Taylor Ave Montebello 90640
3.	(Print Name) Alejandro Roman (Signature) <i>Alex Roman</i>	(Address) 704 S. Taylor Ave Montebello 90640
4.	(Print Name) Nicholas Roman (Signature) <i>Nicholas Roman</i>	(Address) 704 S. Taylor Ave Montebello.
5.	(Print Name) Thom Martinez (Signature) <i>Thom Martinez</i>	(Address) 704 S. Taylor Ave Montebello 90640.

	(Print Name)	(Address)
6.	Maria Espinosa (Signature)	609. South Taylor Ave. Montebello CA 90640
7.	Hector Espinosa (Signature)	609 S. Taylor Ave Montebello CA 90640
8.	Marco Garcia (Signature)	617 S. Taylor Ave. Montebello, CA 90640
9.	Vernica Trujillo (Signature)	617 S. Taylor Ave Montebello, CA 90640
10.	Fernando J (Signature)	637 S. Taylor Ave Montebello C.A 90640
11.	Kassidy James (Signature)	637 S Taylor Ave Montebello CA 90640
12.	Shisa Diamante (Signature)	637 S. Taylor Ave Montebello CA 90640
13.	Kelli Stephenson (Signature)	637 S Taylor Ave Montebello CA 90640
14.	CAROL HERRON (Signature)	645 S. TAYLOR AVE Montebello, CA 90640
15.	Paul Armijo (Signature)	647 S Taylor Ave Montebello 90640
16.	Paul Armijo (Signature)	653 S. Taylor Ave Montebello CA 90640
17.	ROSALIE BACA (Signature)	705 So. Taylor Ave Montebello, CA 90640
18.	LYDIA MALDONADO (Signature)	709 S. Taylor Ave Montebello, CA 90640
19.	Gilberto Mejia (Signature)	713 S. Taylor Ave. Montebello CA 90640
20.	Jessica Garcia (Signature)	741 S Taylor Montebello CA 90640
21.	Michelle Garcia (Signature)	741 S Taylor Ave Montebello, CA 90640
22.	ELIZABETH MENDOZA (Signature)	745 S. TAYLOR AVE. MONTEBELLO, CA
23.	Rita Estrada (Signature)	613 S. Taylor Ave Montebello CA 90640

	(Print Name)	(Address)
24.	(Signature)	
* 25.	(Print Name) Emily Estruelens	(Address) 613 S Taylor Ave. 90640 Montebello CA 90640
	(Signature)	
* 26.	(Print Name) Esteban Estrada	(Address) 613 S Taylor Ave. Montebello CA 90640
	(Signature)	
27.	(Print Name) Eliz Vare	(Address) 621 S Taylor Ave. Mt. B. CA 90640
	(Signature)	
28.	(Print Name) Dusan Andrade	(Address) 1205 S. BLUFF Road Montebello CA 90640
	(Signature)	
29.	(Print Name) Natalie R. Nuñez	(Address) 1205 S. Bluff Rd. Montebello, CA 90640
	(Signature)	
30.	(Print Name) Thomas Nuñez	(Address) 1205 S BLUFF RD. MONTEBELLO, CA 90640
	(Signature)	
31.	(Print Name) SUSANA KACHINSKY	(Address) 1217 S Bluff Rd. Montebello CA 90640
	(Signature)	
32.	(Print Name) Delia Sandoval	(Address) 1245 S. Bluff Rd. Montebello, CA. 90640
	(Signature)	
33.	(Print Name) Ramiro Sandoval	(Address) 1245 S. Bluff Rd. Montebello, CA. 90640
	(Signature)	
34.	(Print Name) Bob Corralgo	(Address) 1253 S Bluff Road Montebello CA 90640
	(Signature)	
35.	(Print Name) Salvador Torres	(Address) 1557 S. Bluff Rd. Montebello, CA 90640
	(Signature)	
36.	(Print Name) Selina N. Vera	(Address) 1257 S. Bluff Rd. Montebello CA 90640
	(Signature)	
37.	(Print Name) Yadira Vera	(Address) 1257 South Bluff Road Montebello, CA, 90640
	(Signature)	
38.	(Print Name) Joshua Torres	(Address) 1257 South Bluff Road Montebello, CA 90640
	(Signature)	
39.	(Print Name) Doreen H. Hecox	(Address) 1301 Bluff Road Montebello, CA 90640
	(Signature)	
40.	(Print Name) Sclera Hecox	(Address) 1301 Bluff Rd. Montebello CA 90640
	(Signature)	
41.	(Print Name) Josephina Gomez	(Address) 1861 S. Bluff Rd. Montebello, CA 90640
	(Signature)	

	(Print Name)	(Address)
42.	(Signature)	
	(Print Name)	(Address)
43.	GILBERTO SANCHEZ	1405 S S BLUFF RD MONTEBELLO 90640
	(Signature)	
44.	Jerry Chappell	1413 S. Bluff Rd. Montebello, CA 90640
	(Signature)	
45.	LIAN VALADEZ	1425 S BLUFF RD MONTEBELLO, CA 90640
	(Signature)	
46.	MAX LOPEZ	7028 PELLET ST DOWNEY CA 90241
	(Signature)	
47.	Daniel Kim	112 Sycamore St Montebello CA 90640
	(Signature)	
48.	Priscilla Y Kim	112 Sycamore Montebello CA 90640
	(Signature)	
49.	ALFREDO ALVAREZ	1341 S. Bluff Rd Montebello CA 90640
	(Signature)	
50.	Veronica Alvarez	1341 S. Bluff Rd Montebello, CA 90640
	(Signature)	
51.	Bhanna Alvarez	1341 Bluff Rd Montebello CA 90640
	(Signature)	
52.	Arianna Alvarez	1341 Bluff Rd Montebello, CA 90640
	(Signature)	
53.	Victoria Alvarez	1341 Bluff Rd Montebello, 90640
	(Signature)	
54.	Mia Alvarez	1341 Bluff Rd Montebello, 90640
	(Signature)	
55.	DAVID APARICIO	1444 CEDAR ST MONTEBELLO, CA. 90640
	(Signature)	
56.	Raymond Correa	1317 S. Bluff Rd. Montebello, Ca. 90640
	(Signature)	
57.	Bonnie Ventura	527 S. 4th St Montebello CA 90640
	(Signature)	
58.	Mark Sojelo	523 S. 4th St Montebello CA. 90640
	(Signature)	
59.	Celia Pineda	424 W. Mines Montebello CA
	(Signature)	

	(Print Name)	(Address)
60.	(Signature)	
	(Print Name)	(Address)
61.	Maria Vera (Signature)	424 West Mines Ave. Mtb. Ca. 90640
	(Print Name)	(Address)
62.	Joey Quintana (Signature)	424 W. Mines Ave Mtb. Ca. 90640
	(Print Name)	(Address)
63.	Jonathan Reyes (Signature)	424 W mines ave. Mtb. Ca. 90640
	(Print Name)	(Address)
64.	Amy Ferrante (Signature)	424 Mines Ave Mtb. CA 90640
	(Print Name)	(Address)
65.	Christina Lee (Signature)	402 W Mines Ave 90640
	(Print Name)	(Address)
66.	Sandra Diaz (Signature)	519 S. 4th St Montebello CA-90640
	(Print Name)	(Address)
67.	MARIA MORILLO (Signature)	512 So 5th St Montebello CA - 90640
	(Print Name)	(Address)
68.	SANDRA GUERRERO (Signature)	407 WALNUT AVE MONTEBELLO CA 90640
	(Print Name)	(Address)
69.	BEATRIZ GUERRERO (Signature)	407 WALNUT AVE MONTEBELLO, CA 90640
	(Print Name)	(Address)
70.	FRIEDRICO AGUIAR (Signature)	509 So. 5th St MONTEBELLO, CA. 90640
	(Print Name)	(Address)
71.	LUCIA AGUIAR (Signature)	509 So. 5th St MONTEBELLO, CA. 90640
	(Print Name)	(Address)
72.	(Print Name) (Signature)	(Address)
	(Print Name)	(Address)
73.	LUIS GILBERTO (Signature)	512 WALNUT MONTEBELLO 90640
	(Print Name)	(Address)
74.	Matt Sanjuan (Signature)	4040 Badillo Cir Apt 50, Baldwin Park, CA 91706
	(Print Name)	(Address)
75.	Mark Sanjuan (Signature)	529 5th St Montebello, CA 90640
	(Print Name)	(Address)
76.	Melanie Tran (Signature)	500 W. Mines Ave Montebello, CA 90640
	(Print Name)	(Address)
77.	SUSAN MIFAMONTEZ (Signature)	605 S. Bluff Rd Montebello, CA 90640

78.	(Print Name) Edmund Rosas (Signature) 	(Address) 525 S. Bluff Rd. Montebello
79.	(Print Name) Robert Galstian (Signature) 	(Address) 521 S Bluff Rd
80.	(Print Name) Nona Galstian (Signature) 	(Address) 521 S Bluff Rd
81.	(Print Name) CARLOS AVITIA (Signature) 	(Address) 513 S. BLUFF RD.
82.	(Print Name) OSORRIO Elizabeth (Signature) 	(Address) 477 S Bluff Rd
83.	(Print Name) PETER-Trujillo (Signature) 	(Address) 417 S. BLUFF RD
84.	(Print Name) Aliyah Larsen (Signature) 	(Address) 420 S. Bluff Rd Montebello Ca 90640
85.	(Print Name) Destiny Baca (Signature) 	(Address) 420 S. Bluff RD
86.	(Print Name) Ken Larsen (Signature) 	(Address) 420 S. Bluff Rd
87.	(Print Name) Leah Larsen (Signature) 	(Address) 420 S. Bluff Rd.
88.	(Print Name)  (Signature) 	(Address) 516 5TH ST Montebello, CA 90640
89.	(Print Name) Rene Roach (Signature) 	(Address) 526 SOUTH 5th ST. MONTEBELLO, CA 90640
90.	(Print Name) Carmen Ramirez (Signature) 	(Address) 416 S. Bluff Rd. Montebello Ca. 90640
91.	(Print Name) Alfredo Ramirez (Signature) 	(Address) 416 S. Bluff Rd Montebello Ca. 90640
92.	(Print Name) Diana Haro (Signature) 	(Address) 529 S. Bluff Rd Montebello CA 90640
93.	(Print Name) Cesar Padilla (Signature) 	(Address) 529 S. Bluff Rd Montebello CA 90640
94.	(Print Name) MICHAEL DAXACA (Signature) 	(Address) 1137 MAXWELL ST MONTEBELLO CA 90640
95.	(Print Name) MARIA E ARMENTA (Signature) 	(Address) 1140 Maxwell ST Montebello Ca. 90640

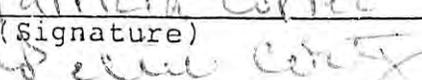
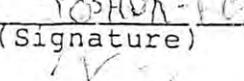
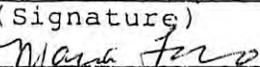
96.	(Print Name) SERGIO MORENO (Signature) <i>Sergio Moreno</i>	(Address) 1136 S. MAXWELL ST. MONT. CA 90640
97.	(Print Name) ARNO FERRER (Signature) <i>Arno Ferrer</i>	(Address) 1124 MAXWELL ST Montebello CA 90640
* 98.	(Print Name) SALVADOR N. HERNANDEZ (Signature) <i>Salvador N. Hernandez</i>	(Address) 1120 MAXWELL ST MONTEBELLO CA. 90640
99.	(Print Name) Sandra Hernandez (Signature) <i>Sandra H.</i>	(Address) 1116 Maxwell St Montebello CA
100.	(Print Name) F. A. Jarama (Signature) <i>F. A. Jarama</i>	(Address) 809 FRANKEL AVE Montebello CA 90640

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PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

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1.	(Print Name) Angelica Cortez	(Address) 825 South Park Ave Montebello, CA 90640
	(Signature) 	
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8.	MARY ROWE (Signature)	1215 Beach St. Montebello, CA. 90640
9.	CARLOS CASTILLO SR. (Signature)	810 S. Taylor Ave. Montebello CA 90640
10.	Vasilicia Castillo (Signature)	810 S. Taylor Ave Montebello, Ca. 90640
11.	Carlos S Castillo Jr (Signature)	814 S. Taylor Ave Montebello CA 90640
12.	Daniel G. Castillo (Signature)	810 S. Taylor Ave Montebello CA- 90640
13.	Armando Castillo (Signature)	810 S. Taylor Ave Montebello 90640
14.	Miguel Ramos (Signature)	809 South Taylor Ave Montebello CA 90640
15.	Joanna Marquez (Signature)	809 South Taylor Ave Montebello CA 90640
16.	Miguel Avilos (Signature)	809 South Taylor Ave Montebello CA 90640
17.	Beatriz DeLaTorre (Signature)	805 S. Ford Bl. Montebello CA, 90640
18.	ROBERT LOPEZ (Signature)	809 S. BLUFF RD MONTEBELLO, CA 90640
19.	GILL ENOIAN-LOPEZ (Signature)	809 S. BLUFF RD MONTEBELLO, CA 90640
20.	ERIK MONARRO (Signature)	1209 BEACH ST. MONTEBELLO, CA. 90640
21.	BENNY COSTA (Signature)	1108 Beach St Montebello CA 90640
22.	SUMMA RAMERO (Signature)	1120 Beach St. Montebello, CA 90640
23.	Ronald Hooker KIMBERLY VELMAS (Signature)	1128 Beach St Montebello CA 90640

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27.	(Print Name) Jail Ruane	(Address) 724 DAVIS AV MONTEBELLO 90640
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29.	(Print Name) Mary Gonzalez	(Address) 1133 Beach St Montebello
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34.	(Print Name) Nathan Coleman	(Address) 640 Davis Ave Montebello, CA 90640
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35.	(Print Name) Lynette Coleman	(Address) 640 Davis Ave Montebello, CA 90640
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38.	(Print Name) Luz Garcia Palayo	(Address) 628 S Davis Ave Montebello ca 90640
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39.	(Print Name) Asaka Uribe	(Address) 616 Davis AVE. montebello ca. 90640
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51.	(Print Name) OLIVIA CERVANTES	(Address) 617 DAVIS AVE, MONTEBELLO 90640
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58.	(Print Name) JUAN RODRIGUEZ	(Address) 661 DAVIS AVE MONTEBELLO CA 90640
	(Signature) 	
59.	(Print Name) FRANK CENTERO	(Address) 717 DAVIS AVE MONTEBELLO CA 90640
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63.	Luis Corzo (Signature)	700 S. TAYLOR AVE. Montebello CA
64.	LAMIA LOZA (Signature)	700 S. TAYLOR AVE. Montebello CA
65.	JEFF SICCAMA (Signature)	729 DAVIS AVE MONTEBELLO
66.	Manuela Ortiz (Signature)	745 Davis Ave Montebello 90640
67.	NIKKOL ORTIZ (Signature)	745 Davis Ave Montebello 90640
68.	Christopher Ortiz (Signature)	745 Davis Ave Montebello 90640
69.	Luis Ortiz (Signature)	745 DAVIS AVE MONTEBELLO CA 90640
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75.	Jose Santoro (Signature)	624 S. TAYLOR AVE MONTEBELLO, CA 90640
76.	Emanuel Rodriguez (Signature)	612 S. Taylor Ave Montebello CA 90640
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79.	Maria Jimenez (Signature)	1133 Beach St Montebello 90640
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82.	Christine Macias (Signature)	1121 Maxwell St. Montebello Ca. 90640
83.	BENJAMIN HERNANDEZ (Signature)	1129 MAXWELL ST MONTEBELLO CA 90640
84.	MARGARET Rubio (Signature)	1128 MAXWELL STREET MONTebello, CA 90640
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86.	Jesse Asundis (Signature)	505 S 5th St Montebello, CA 90640
87.	MARTHA BRYAN (Signature)	500 S 5TH ST Montebello, Ca 90640
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89.	Melinda Medina (Signature)	808 Frankel A. MTB 90640
90.	Lori Valenzuela (Signature)	11925 Broadway Ave Whittier CA 90607
91.	Victor Ruiz (Signature)	1104 S Montebello Blvd Montebello Ca
92.	Michael Villegas (Signature)	800 Frankel Ave Montebello CA 90640
93.	SANDRA Ariza (Signature)	824 FRANKEL AVE MONTebello CA. 90640
94.	PAMELA PATALINCHUK (Signature)	878 FRANKEL AVE Montebello, CA 90640
95.	Miriam Gomez (Signature)	1148 South Montebello Blvd CA. 90640

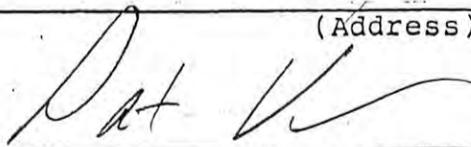
96.	(Print Name) Rosario Sanchez	(Address)
	(Signature) <i>Rosario Sanchez</i>	1045 So 5th St Montebello
97.	(Print Name) Ambrosio CABRERA	(Address)
	(Signature) <i>Ambrosio Cabrera</i>	601 S Taylor Ave Montebello
98.	(Print Name) Eduardo Garcia	(Address)
	(Signature) <i>Eduardo Garcia</i>	601 S TAYLOR AVE MONTEBELLO
99.	(Print Name) ANTONIO PROVEDA	(Address)
	(Signature) <i>Antonio Proveda</i>	712 S TAYLOR AVE MONTEBELLO CA 90640
100.	(Print Name) Hector Gonzalez	(Address)
	(Signature) <i>Hector Gonzalez</i>	605 S. Taylor Ave MTS CA 90640

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PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority(Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report(EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, **one traffic lane in each direction will be eliminated.** Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportaion System Management(TSM) Alternative, which was detailed in Metro's own Environmental Impact Report(EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundreth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) Pat Vera	(Address)
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2.	(Print Name) Julio Perez	(Address)
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3.	(Print Name) Raul Martinez	(Address)
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	(Signature) <i>Joshua De La Torre</i>	
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	(Signature) <i>Jaden Ballester</i>	
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	(Signature) <i>Carlos Ballester</i>	
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	(Signature) <i>Katherine Olvera</i>	
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	(Signature) <i>Christine Lazo</i>	
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	(Signature) <i>Leticia Ramirez</i>	
34.	(Print Name) FRANCIS CHINTAS	(Address) 905 W Hughes Ave Montebello CA 90640
	(Signature) <i>Francis Chintas</i>	
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	(Signature) <i>Consuelo Saidano</i>	
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	(Signature) <i>Natalie Salmeron</i>	
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	(Signature) <i>Alex Pinon</i>	
38.	(Print Name) Orlando Davila	(Address) 812 S. Montebello Blvd Montebello CA 90640
	(Signature) <i>Orlando Davila</i>	
39.	(Print Name) JORGE MARTINEZ	(Address) 808 South Montebello Blvd MTB CA 90640
	(Signature) <i>Jorge Martinez</i>	
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	(Signature) <i>Maria Jimenez</i>	

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56.	Fernando Gomez (Signature)	813 W HUGHES AVE. MONTEBELLO CA. 90640
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63.	Jose Godinez (Signature)	652 S 6th St Montebello CA
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65.	Martin Salazar (Signature)	636 S. 6th Montebello, CA 90640
66.	Alex Cordero (Signature)	628 S. 6th St MONTEBELLO CA 90640
67.	LETITIA C REYES (Signature)	628 S 6th St Montebello, CA 90640
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69.	Jorge Alberto Cruz (Signature)	616 S 6 TH ST. 90640
70.	Cristina Moreno (Signature)	612 S. 6th street Montebello ca 90640
71.	Elizabeth Jimenez (Signature)	617. S. 5th St. Montebello C. A.
72.	Martin Vargas (Signature)	653 S. 5th St. Montebello CA 90640
73.	Victoria Rivas (Signature)	640 S. 5th Montebello Ca. 90640
74.	Rosemaril Melendez (Signature)	624 So. 5th St Montebello CA
75.	Judy Murillo (Signature)	620 S 5th St Montebello CA 90640
76.	ABEL RIVERA (Signature)	616 S. 5TH ST. MONTEBELLO CA. 90640
77.	ENRIQUE RIVERA (Signature)	616 S. 5th St. Montebello CA. 90640

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	(Signature) 	
81.	(Print Name) MARIO GONZALEZ	(Address) 648. S. 4TH. ST. MONTEBELLO, CA. 90640
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82.	(Print Name) Guadalupe Rodriguez	(Address) 644 S 4th St Montebello CA. 90640
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83.	(Print Name) Neliza Gomez	(Address) 624 S. 4th Street Montebello CA 90640
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84.	(Print Name) Juan Gomez Ind	(Address) 624 S. 4th Street Montebello CA 9064
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85.	(Print Name) Joshua Curiel	(Address) 511 Robert J. King Jr Ct. Montebello CA 90640
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86.	(Print Name) Molly Curiel	(Address) 511 Robert J. King Jr. Ct. Montebello. CA 90640
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	(Signature) 	
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	(Signature) 	

96.	(Print Name) Andrew Argott	(Address) 661. S. Bluff Rd
	(Signature) <i>[Signature]</i>	Montebello, CA 90640
97.	(Print Name) <i>[Signature]</i>	(Address) 752 So. 6th St.
	(Signature) <i>[Signature]</i>	Montebello, CA 90640
98.	(Print Name) Joel R. Parra	(Address) 744 S. 6th St.
	(Signature) <i>[Signature]</i>	Montebello CA. 90640
99.	(Print Name) Rudy Ramos	(Address) 732 So. 6th St
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100.	(Print Name) <i>[Signature]</i>	(Address) 708 S 6th St
	(Signature) <i>[Signature]</i>	MONTEBELLO Ca. 90640

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PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

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	(Print Name) <i>Trinity Martinez</i>	(Address)
19.	(Signature) <i>Trinity Martinez</i>	820 Date St. Montebello
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21.	(Signature) <i>Luis Apolava</i>	732 DATE ST Montebello CA 90640
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22.	(Signature) <i>Mary Gil</i>	732 DATE ST Montebello CA, 90640
	(Print Name) <i>Lydia Morales</i>	(Address)
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59.	(Print Name) MARCA ROTO (Signature) <i>[Signature]</i>	(Address) 7234 CRAVELL AVE PICO RIVERA CA 90660

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62.	Manuel Valdez Jr (Signature)	7212 Cravell Ave Pico Rivera CA 90660
63.	Natalie Valdez (Signature)	7212 Cravell Ave Pico Rivera CA 90660
64.	Damian Valdez (Signature)	7212 Cravell Ave Pico Rivera CA 90660
65.	Kenia Villalobos (Signature)	7207 Loch Alene Ave Pico Rivera CA 90660
66.	Diana Calderon (Signature)	7207 Loch Alene Pico Rivera Ca 90660
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68.	Angelica Gonzalez (Signature)	7321 Bequette Ave. Pico Rivera CA 90660
69.	Jessica Gonzalez (Signature)	7321 Bequette Ave. Pico Rivera Ca 90660
70.	Bobbie Rose Gonzalez (Signature)	7321 Bequette Ave Pico Rivera Ca 90660
71.	Losa Gonzalez (Signature)	7321 Bequette Ave. Pico Rivera Ca 90660
72.	Rico Luis (Signature)	7227 Loch Alene Ave Pico River CA 90660
73.	Victor Perez (Signature)	7323 LOCH ALENE AVE PICO RIVERA, CA 90660
74.	Lizem Munillo (Signature)	7333 Loch Alene Ave Pico Rivera, CA 90660
75.	Teremi Canillo (Signature)	7339 Loch Alene Ave Pico Rivera CA 90660
76.	James Canillo (Signature)	7339 LOCH ALENE AVE. Pico Rivera, CA. 90660
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82.	(Print Name) Leonard Garcia (Signature) 	(Address) 7322 Lindsay Ave PICO Rivera CA 90660
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85.	(Print Name) Eric Villanueva (Signature) 	(Address) 9203 ABBOTSFORD RD PICO RIVERA 90660
86.	(Print Name) Paris Jimenez (Signature) 	(Address) 9221 Abbotsford Rd Pico Rivera CA 90660
87.	(Print Name) Daniel Villanueva (Signature) 	(Address) 9221 Abbotsford Rd PICO Rivera CA 90660
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89.	(Print Name) Jason Encinas (Signature) 	(Address) 7349 Lindsey Ave PICO Rivera, CA 90660
90.	(Print Name) MICHAEL CYPRIAS (Signature) 	(Address) 7355 LINDSEY AVE PICO Rivera CA 90660
91.	(Print Name) Patricia Soto (Signature) 	(Address) 7355 Lindsey Ave PICO Rivera CA 90660
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93.	(Print Name) Socorro Ley (Signature) 	(Address) 7372 LINDSEY AVE PICO RIVERA, CA 90660
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95.	(Print Name) Albert Ramos (Signature) 	(Address) 7350 Loch Alene Ave. Pico Rivera, CA 90660

96.	(Print Name)	Gina Lopez Ramos	(Address)	7350 Loch Alene
	(Signature)	Gina Lopez Ramos		Pico Rivera, CA 90660
97.	(Print Name)	Julissa Delacruz	(Address)	4702 Danbridge St
	(Signature)	[Signature]		Pico Rivera CA 90660
98.	(Print Name)	MARTIN CALDERON	(Address)	9212 Foxbury Way
	(Signature)	[Signature]		PICO RIVERA 90660
99.	(Print Name)	Lorraine Calderon	(Address)	9212 Foxbury Way
	(Signature)	[Signature]		Pico Rivera CA 90660
100.	(Print Name)	SONIA ALVAREZ	(Address)	9216 FOXBURY WAY
	(Signature)	[Signature]		PICO RIVERA, CA. 90660

99

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
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4.	(Print Name) Graciela Guerrero (Signature) <i>Graciela Guerrero</i>	(Address) 1241 S. Montebello Blvd Montebello CA 90640
5.	(Print Name) Ariel Chavez (Signature) <i>Ariel Chavez</i>	(Address) 1241 S. Montebello Blvd. Montebello; CA. 90640

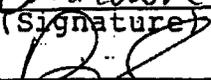
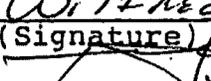
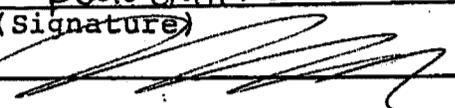
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	(Signature) Robert Ybarra	
44.	(Print Name) Robert Ybarra	(Address)
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	(Signature) Alph Rabo	
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	(Signature) Geraldine Orona	
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	(Signature) Mr. Henry Boca Herrera	
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	(Signature) Henry R. Herrera JR	

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62.	Veronica Corda Flores (Signature)	910 W Elm St CA, Montebello 90640
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64.	Ruth Morales (Signature)	1360 S. Greenwood Ave Montebello CA 90640
65.	Gladys Melgar (Signature)	1360 S. Greenwood Ave. Montebello CA 90640
66.	Ivette Melgar (Signature)	1360 S. Greenwood Ave. Montebello CA 90640
67.	JOSE JESUS AGUIRRE (Signature)	1400 S. GREENWOOD AVE MONTEBELLO CA. 90640
68.	Ivan Solis (Signature)	923 W Elm St Apt A Montebello CA. 90640
69.	Isabel Torres (Signature)	919 W Elm St Apt A Montebello CA 90640
70.	Bing Fai Han (Signature)	621 W Elm St Montebello CA 90640
71.	Dania Ramirez Velasco (Signature)	721 W Oakwood St. Montebello CA 90640
72.	ROBERT M. MURRIETTA (Signature)	15219 GIORDANO ST LA PUENTE
73.	ROBERT M. MURRIETTA (Signature)	15219 GIORDANO ST LA PUENTE
74.	Jeanne Kervantes (Signature)	401 W. OAKWOOD ST. MONTEBELLO, CA 90640
75.	Chong (Signature)	333 Oakwood St, Montebello 90640
76.	Andres Samudio (Signature)	1201 Crab way Montebello CA. 90640
77.	Felix Duran (Signature)	1241 Crab way Montebello CA 90640

78.	(Print Name) Miguel A Cueva (Signature)	(Address) 1261 Carob way, Montebello, CA 90640
79.	(Print Name) Imelda Gaitan (Signature)	(Address) 1361 S. Montebello Blvd. Montebello CA. 90640
80.	(Print Name) LOUISE BARRAGA (Signature)	(Address) 1301 Carobway Montebello
81.	(Print Name) Sylvia Brown (Signature)	(Address) 1317 Carob Way, Montebello, Ca 90640
82.	(Print Name) Irene Arellano (Signature)	(Address) 1325 Carob Way Montebello Ca 90640
83.	(Print Name) SANEI ARELLANO (Signature)	(Address) 1307 CAROB WAY MONTEBELLO CA 90640
84.	(Print Name) Michael Rojas (Signature)	(Address) 425 Carob Way Montebello CA 90640
85.	(Print Name) Rosemary Rojas (Signature)	(Address) 425 Carob Way Montebello CA 90640
86.	(Print Name) Javier Gonzalez (Signature)	(Address) 1449 Carobway Montebello 90640
87.	(Print Name) ALFRED AYILA (Signature)	(Address) 1436 CAROB WAY MONTEBELLO, CA. 90640
88.	(Print Name) Noemi Gomez (Signature)	(Address) 1401 Carob Way Montebello Ca 90640
89.	(Print Name) Nancy Viverentes (Signature)	(Address) 1432 Carob Way Montebello CA 90640
90.	(Print Name) Juan Carlos Viverentes (Signature)	(Address) 1432 Carob Way Montebello CA 90640
91.	(Print Name) Rosaldo Aguilar (Signature)	(Address) 1416 Carob way Montebello. CA. 90640
92.	(Print Name) MARIA M. NAJERA (Signature)	(Address) 1336 S. CAROB way Montebello, Ca. 90640
93.	(Print Name) MR. ALBERT Lopez (Signature)	(Address) 1336 CAROB WAY MONTEBELLO. CA. 90640.
94.	(Print Name) Myalopez (Signature)	(Address) 1336 Carob way montebello CA 90640
95.	(Print Name) Timothy Ramos (Signature)	(Address) 1736 S. carob way Montebello Ca, 90640

96.	(Print Name) Brandon Valenzuela	(Address) 1324 Carob Way Montebello, CA 90640
	(Signature) 	
97.	(Print Name) Samantha Valenzuela	(Address) 1324 Carob Way Montebello, CA 90640
	(Signature) Sarah Villa	
98.	(Print Name) Wilfred Lopez	(Address) 1328 CAROB WAY MONTEBELLO CA 90640
	(Signature) 	
99.	(Print Name) Don Myer	(Address) 1328 CAROB WAY Montebello Cal 90640
	(Signature) Don Myer	
100.	(Print Name) Rocio Gallardo	(Address) 1304 Carob way Montebello CA 90640
	(Signature) 	

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PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

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	(Print Name)	(Address)
1.	Ruben Zarate (Signature)	1252 CAROB WAY MTB
2.	RICARDO LEON (Signature)	1213 CAROB WAY MONTEBELLO CA 90640
3.	EULLERMINA LEON (Signature)	13 CAROB WAY MONTEBELLO CA 9064
4.	DAVID WALLS (Signature)	1341 CAROB WAY MONTEBELLO CA 90640
5.	Felvin Rivas (Signature)	1341 Carob way Montebello CA 90640

6.	(Print Name) Eduardo Aguilar	(Address) 6522 clara st. Bull Cedars, CA 90201
	(Signature) 	
7.	(Print Name) Luis Navas	(Address) 1399 Carob way Montebello ca 90640
	(Signature) 	
8.	(Print Name) Avlin Navas	(Address) 1349 Carob Way Montebello CA 90640
	(Signature) 	
9.	(Print Name) Dolita Navas	(Address) 1349 Carob Way Montebello CA, 90640
	(Signature) 	
10.	(Print Name) Carlos Cesar Negrete	(Address) 1405 Carob Way Montebello, CA 90640
	(Signature) 	
11.	(Print Name) FERNANDA RODRIGUEZ	(Address) 1413 CAROB WAY Montebello PA 90640
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12.	(Print Name) Kubly Dominguez	(Address) 1417 Carob Way Mt. CA 90640
	(Signature) 	
13.	(Print Name) Henry Dominguez	(Address) 1417 Carob Way Montebello, CA 90640
	(Signature) 	
14.	(Print Name) Jerry Pino	(Address) 1417 Carob Way Mt. CA 90640
	(Signature) 	
15.	(Print Name) Tina M. Pinon	(Address) 1429 Carob way Montebello, CA. 90640
	(Signature) 	
16.	(Print Name) Derek Wei	(Address) 1420 CAROB WAY MONTEBELLO, CA 90640
	(Signature) 	
17.	(Print Name) ABRAHAM CLAVIJO	(Address) 1360 CAROB WAY, Montebello, CA 90640
	(Signature) 	
18.	(Print Name) Kimberly CLAVIJO	(Address) 1360 carob way Montebello CA. 90640
	(Signature) 	
19.	(Print Name) Anabel Garcia	(Address) 733 Albee St. Montebello CA 90640
	(Signature) 	
20.	(Print Name) Alexander Villanueva	(Address) 740 Albee st. Montebello, CA 90640
	(Signature) 	
21.	(Print Name) Reyna Villanueva	(Address) 740 Albee St. Montebello. CA. 90640
	(Signature) 	
22.	(Print Name) Victor Villanueva	(Address) 740 Albee St. Montebello. CA. 90640
	(Signature) 	
23.	(Print Name) JUAN. DABBA	(Address) 736 ALBEE ST. Montebello CA. 90640
	(Signature) 	

24.	(Print Name) DARLENE Alcalá	(Address) 1344 CAROB WAY
	(Signature) <i>[Signature]</i>	
25.	(Print Name) Daniel Alcazar	(Address) 1344 CAROB WAY
	(Signature) <i>[Signature]</i>	MTB, CA 90640
26.	(Print Name) Karen Rodriguez	(Address) 517 Allis Dr.
	(Signature) <i>[Signature]</i>	MTB, CA 90640
27.	(Print Name) Bill Proffeso	(Address) 505 Allis Dr
	(Signature) <i>[Signature]</i>	Montebello CA 90640
28.	(Print Name) Patricia Salazar	(Address) 505 Allis Drive
	(Signature) <i>[Signature]</i>	Montebello, CA 90640
29.	(Print Name) Yolanda Garcia	(Address) 501 Allis Dr. Montebello 90640
	(Signature) <i>[Signature]</i>	
30.	(Print Name) Yolanda Garcia	(Address) 501 Allis DR. MONTEBELLO 90640
	(Signature) <i>[Signature]</i>	
31.	(Print Name) NICOLE VILLASENOR	(Address) 413 Allis Dr.
	(Signature) <i>[Signature]</i>	Montebello CA 90640.
32.	(Print Name) Laura Cardenas	(Address) 508 Allis Drive
	(Signature) <i>[Signature]</i>	MONTEBELLO, CA 90640
33.	(Print Name) Maura Cardenas	(Address) 508 Allis Drive
	(Signature) <i>[Signature]</i>	Montebello, CA 90640
34.	(Print Name) MARIA TERESA CARDENAS	(Address) 508 Allis Drive
	(Signature) <i>[Signature]</i>	MONTEBELLO, CA 90640
35.	(Print Name) Jesus Cardenas	(Address) 508 W Allis Dr.
	(Signature) <i>[Signature]</i>	Montebello ca. 90640
36.	(Print Name) Jeanette Helguera	(Address) 1133 Maxwell St.
	(Signature) <i>[Signature]</i>	Montebello, CA 90640
37.	(Print Name) Lina Lina	(Address) 1101 Carob Way
	(Signature) <i>[Signature]</i>	Montebello. CA 90640
38.	(Print Name) Yazmin Resendiz	(Address) 713 Frankel Ave
	(Signature) <i>[Signature]</i>	montebello, ca 90640
39.	(Print Name) Emily Resendiz	(Address) 713 Frankel Ave
	(Signature) <i>[Signature]</i>	montebello ca 90640
40.	(Print Name) MANUEL JOHN CARRILLO III	(Address) 701 ALBEE ST
	(Signature) <i>[Signature]</i>	MONTEBELLO, CA 90640
41.	(Print Name) CYNTHIA LOPEZ	(Address) 231 E. BETHANY RD
	(Signature) <i>[Signature]</i>	BURBANK, CA 91504

	(Print Name)	(Address)
42.	ANTHONY P. VILLA-LOWE (Signature) 807 19th St Montebello, CA	A.P. Villa-Lowe
43.	Gilbert Melendez (Signature)	1341 S Spruce St Montebello, CA 90640
44.	OFELIA VIDAL (Signature)	1217 S. 5th St. Montebello CA. 90640
45.	Vanessa Machicad (Signature)	1220 Carob Way Montebello CA 90640
46.	Victor Salazar (Signature) Victor Salazar	1361 Carob Way Montebello
47.	Eva Salazar (Signature) Eva Salazar	1361 Carob Way Montebello, Ca.
48.	ROBERT SALAZAR (Signature) Robert Salazar	1361 Carob Way Montebello, CA, 90640
49.	PERLA TOVAR (Signature)	1321 S. SPRUCE ST MONTEBELLO CA 90640
50.	ANTONIA TOVAR (Signature) Antonia Tovar	1321 S. SPRUCE ST MONTEBELLO CA 90640
51.	USANA ALONZO (Signature)	1325 S. Spruce St. Montebello. CA 90640
52.	FRANCKO YEPEZ (Signature)	1327 S. Spruce St Montebello CA 90640
53.	Marie Simmons (Signature) Marie Simmons	1349 S. Spruce St Montebello, Ca 90640
54.	Thomas Sinters (Signature)	1349 South Spruce Montebello CA 90640
55.	Angela Salazar (Signature)	1441 S - Spruce. S. Montebello 90640.
56.	Sonia Hernandez (Signature) Sonia H.	1447 S. Spruce. S Montebello 90640
57.	RICHARD ROMERO (Signature)	(Address) MONTEBELLO 1456 S SPRUCE ST
58.	Margie Langel (Signature)	(Address) 1456 S. Spruce St Montebello 90640
59.	BESSA SOTELO (Signature) Bessa Sotelo	(Address) 1233 S. Bluff Rd Montebello, CA 90640

60.	(Print Name) Mauricio Vargas (Signature) <i>Mauricio Vargas</i>	1233 S. Bluff Rd Montebello, CA 90640
61.	(Print Name) Beverly Johnson-Opara (Signature) <i>Beverly Johnson-Opara</i>	1144 So. Spruce St. Montebello, CA 90640
62.	(Print Name) Beatriz Lara (Signature) <i>Beatriz Lara</i>	825 W. Gary Ave. Mt. Ca 90640
63.	(Print Name) Damaris Rubalcava (Signature) <i>Damaris Rubalcava</i>	1124 S. Spruce St. Montebello Ca.
64.	(Print Name) MIRIA CANABDO Edwards Cruz (Signature) <i>Edwards Cruz</i>	1136 S Spruce St Montebello Ca
65.	(Print Name) Ana Guerrero (Signature) <i>Ana Guerrero</i>	1457 S. Spruce St Montebello, CA
66.	(Print Name) Rosario Rojas (Signature) <i>Rojas</i>	1457 S. Spruce St Montebello, CA
67.	(Print Name) Lindee S. Brown Larsen (Signature) <i>Lindee S. Brown Larsen</i>	420 S. Bluff Rd Montebello CA 90640
68.	(Print Name) Nicholas Smith (Signature) <i>Nicholas Smith</i>	2081 W. Lafayette Dr Anaheim CA 92801.
69.	(Print Name) JAN (Signature) <i>JAN</i>	9498 - Glencannon DR Dixonville CA 90660
70.	(Print Name) Belén Tamayo (Signature) <i>Belén R. Tamayo</i>	912 Jacmar DR Montebello, CA 90640
71.	(Print Name) Jose L. Jimenez (Signature) <i>Jose L. Jimenez</i>	920 Jacmar Dr. Montebello CA 90640
72.	(Print Name) Sylvia Jimenez (Signature) <i>Sylvia Jimenez</i>	920 Jacmar Dr. Montebello CA 90640
73.	(Print Name) CARLOS H. Lopez (Signature) <i>Carlos H. Lopez</i>	928 Jacmar DR Montebello CA 90640
74.	(Print Name) Mara Bonilla (Signature) <i>Mara Bonilla</i>	928 Jacmar Dr. Montebello CA 90640
75.	(Print Name) Yoselin Cobian (Signature) <i>Yoselin Cobian</i>	932 Jacmar Dr Montebello CA 90640
76.	(Print Name) Nancy Mendoza (Signature) <i>Nancy Mendoza</i>	932 Jacmar Dr Montebello CA 90640
77.	(Print Name) Nina Negret (Signature) <i>Nina Negret</i>	1514 Clark Way Montebello CA 90640

	(Print Name)	(Address)
78.	Harry Barchone (Signature)	812 Sycamore St Montebello CA, 90640
79.	Santiago R. Rojas (Signature)	1457 S Spruce St., Montebello, CA 90640
80.	Gabriel Melendez (Signature)	1337 S. Spruce St Montebello CA 90640
81.	Martha Melendez (Signature)	1337 S. Spruce St Montebello, CA 90640
82.	Christina Maya (Signature)	1337 S. Spruce St. Montebello, CA 90640
83.	Knob Machiels (Signature)	1337 S. Spruce St. Montebello CA 90640
84.	GUILLERMINA ZEPEDA (Signature)	1307 S SPRUCE MONTEBELLO CAL 90640
85.	ISELA MARTINEZ (Signature)	924 Jacmar Dr Montebello CA 90640
86.	CARLOSA Bohorquez (Signature)	924 Jacmar Dr Montebello, CA 90640
87.	Patia Cabiao (Signature)	932 Jacmar Dr. Montebello, CA 90640
88.	Frances L Ramirez (Signature)	7093 Milton #2 Whittier CA 90602
89.	Brenda Ramos (Signature)	2924 1/2 Glenhurst Ave Los Angeles CA. 90039
90.	Gilman Salvador (Signature)	941 S. Brannick Ave LACA 90023
91.	ALVARO TORRES (Signature)	2106 S. MONTEBELLO BLVD CITY MONTEBELLO CA 90640
92.	Jose Hernandez (Signature)	9307 Nan St Pico Rivera CA 90660
93.	Marina Murina Mota (Signature)	9307 Nan St Pico Rivera CA 90660
94.	Victor Mota (Signature)	9307 Nan St Pico Rivera CA 90660
95.	Daniel Murrillo (Signature)	9307 Nan St Pico Rivera CA 90660

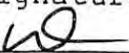
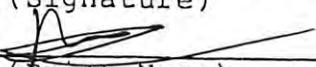
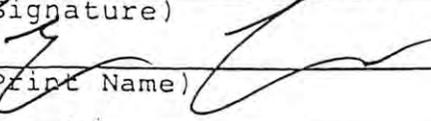
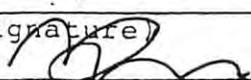
96.	(Print Name) Jose Espinoza	(Address) 9244 Nan St.
	(Signature) Jose Espinoza	Pico Rivera CA 90660
97.	(Print Name) Stephanie Espinera	(Address) 9244 Nan St.
	(Signature) <i>[Signature]</i>	Pico Rivera, CA 90660
98.	(Print Name) Jose Espinoza	(Address) 9244 nan st
	(Signature) <i>[Signature]</i>	Pico Rivera, CA 90660
99.	(Print Name) Naomi Ponce	(Address) 9238 Nan St 90660
	(Signature) Naomi Ponce	
100.	(Print Name) LORA PONCE	(Address) 9238 NAN St CA 90660
	(Signature) <i>[Signature]</i>	

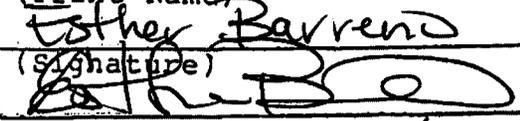
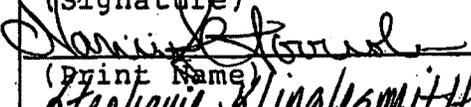
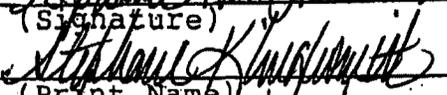
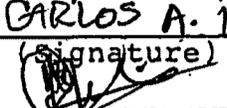
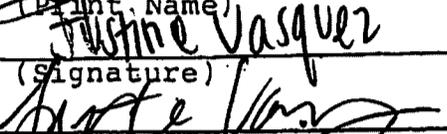
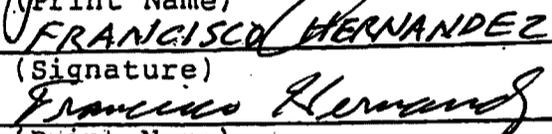
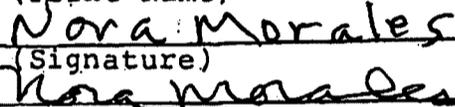
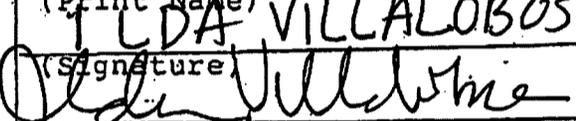
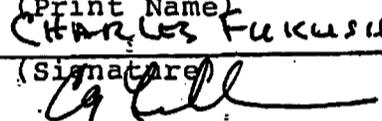
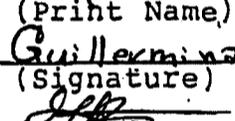
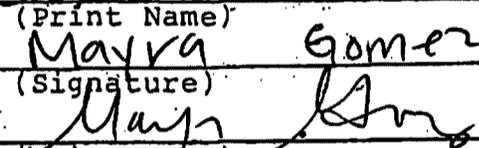
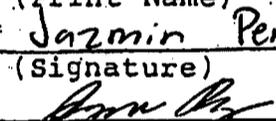
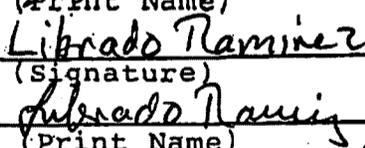
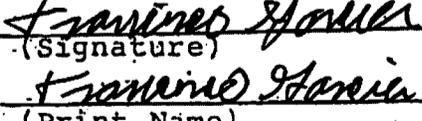
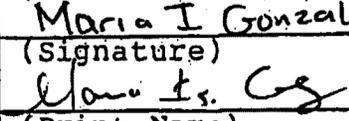
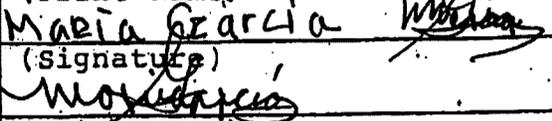
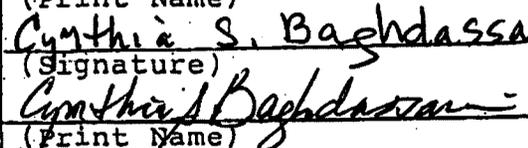
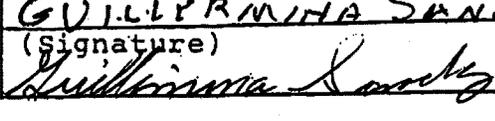
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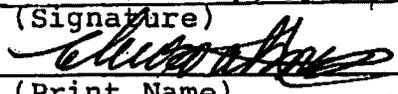
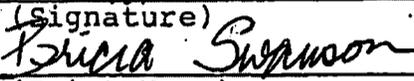
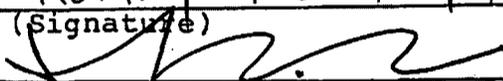
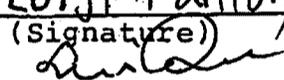
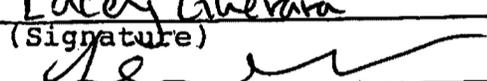
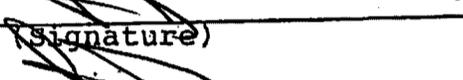
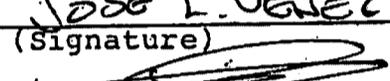
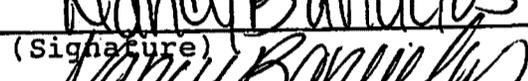
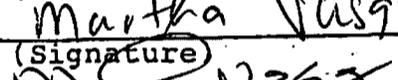
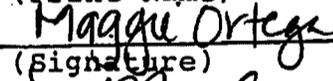
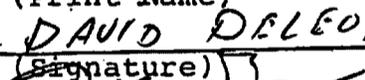
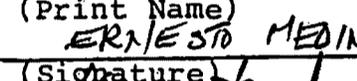
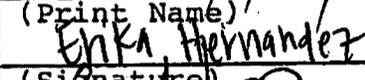
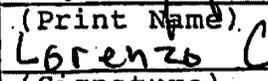
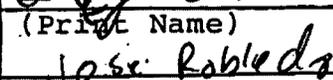
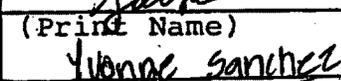
1.	(Print Name) LILAC COBOS	(Address) 704 S. 6TH ST. MONTEBELLO, CA 90640
	(Signature) 	
2.	(Print Name) Ricardo Valencia	(Address) 709 S. 6th St Montebello, CA 90640
	(Signature) 	
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	(Signature) Rosa M. Rocha	
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	(Signature) 	
5.	(Print Name)	(Address) 753 S. 5th St. Montebello, CA 90640
	(Signature) 	

6.	(Print Name) Ester Barrend (Signature) 	745 S. 5th St. Montebello ca 90640 (Address)
7.	(Print Name) NANCY S ARREOLA (Signature) 	721 S 5th St Montebello CA 90640. (Address)
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10.	(Print Name) Thine Vasquez (Signature) 	728 S. 5th St Montebello CA. 90640 (Address)
11.	(Print Name) FRANCISCO HERNANDEZ (Signature) 	732 S. 5TH ST. MONTEBELLO, CA 90640 (Address)
12.	(Print Name) Nora Morales (Signature) 	736 S. 5th St. Montebello, Ca. 90640 (Address)
13.	(Print Name) LIDA VILLALOBOS (Signature) 	748 S. 5TH ST. Montebello, CA 90640 (Address)
14.	(Print Name) CHARLES FUKUSITANA (Signature) 	752 S 5th St Montebello, CA 90640 (Address)
15.	(Print Name) Guillermina Perez (Signature) 	756 S 5th St Montebello Calif 90640 (Address)
16.	(Print Name) Mayra Gomez (Signature) 	756 S. 5th St Montebello CA 90640 (Address)
17.	(Print Name) Jazmin Perez (Signature) 	756 S 5th St Montebello, CA 90640 (Address)
18.	(Print Name) Librado Ramirez (Signature) 	721 S. 4th St Montebello CA 90640 (Address)
19.	(Print Name) Francisco Garcia (Signature) 	745 S 4TH ST MONTEBELLO (Address)
20.	(Print Name) Maria I Gonzalez (Signature) 	749 S. 4th St Montebello CA (Address)
21.	(Print Name) MARIA Garcia (Signature) 	748 S. 4th St Montebello, Ca. 90640. Ca. (Address)
22.	(Print Name) Cynthia S. Baghdassarian (Signature) 	740 S. 4th St Montebello, CA 90640 (Address)
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24.	(Print Name) JAVIER SANCHEZ	(Address) 778 S. 4TH ST MONTEBELLO CA. 90640
	(Signature) <i>Javier Sanchez</i>	
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	(Signature) <i>Laura Gonzalez</i>	
26.	(Print Name) Jose Batres	(Address) 716 S. 4TH Montebello CA 90640
	(Signature) <i>J Batres</i>	
27.	(Print Name) Catalina Serrano	(Address) 708 S. 4th St. Montebello 90640
	(Signature) <i>Catalina Serrano</i>	
28.	(Print Name) Laru Serrano	(Address) 708 S. 4th St. Montebello, Ca. 90640
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	(Signature) <i>Rose Lomez</i>	
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	(Signature) <i>Alicia Hernandez</i>	
31.	(Print Name) MARY CORREA	(Address) 713 S 3RD ST Montebello CA 90640
	(Signature) <i>Mary Correa</i>	
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	(Signature) <i>Jenny Madrid</i>	
33.	(Print Name) Rosaura Madrid	(Address) 713 S. 3rd. st. Montebello, CA 90640
	(Signature) <i>Rosaura Madrid</i>	
34.	(Print Name) HECTOR M CORREA	(Address) 713 S. 3RD STREET MONTEBELLO, CA 90640
	(Signature) <i>Hector M Correa</i>	
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	(Signature) <i>Gerardo Lacios</i>	
36.	(Print Name) Esperanza Paez	(Address) 725 S. 3rd St Montebello, CA 90640
	(Signature) <i>Esperanza Paez</i>	
37.	(Print Name) Yolanda Nuñez Galada	(Address) 729 S. 3rd St Montebello CA, 90640
	(Signature) <i>Yolanda Nuñez Galada</i>	
38.	(Print Name) RAMONA HINOJOS	(Address) 733 So. 3rd St Mtb CA. 90640
	(Signature) <i>Ramona Hinojos</i>	
39.	(Print Name) Linda Phung	(Address) 812 S Montebello Blvd. Montebello. CA 90640
	(Signature) <i>Linda Phung</i>	
40.	(Print Name) William Chardelarin	(Address) 709 S. BLUFF RD MONT CA. 90640
	(Signature) <i>William Chardelarin</i>	
41.	(Print Name) Esmeralda Altamirano	(Address) 731 S. Bluff rd. Montebello CA 90640.
	(Signature) <i>Esmeralda Altamirano</i>	

42.	(Print Name) Jose Arroyo	(Address) 305 W Los Angeles St. CA Montebello 90640.
	(Signature) <i>Jose Arroyo</i>	
43.	(Print Name) MARK N KOBZOFF	(Address) 749 S. BLUFF RD MONTREBELLO CA 90640
	(Signature) <i>Mark N Kobzoff</i>	
44.	(Print Name) Cheryl I. Kobzoff	(Address) 749 S. Bluff Rd Montebello CA 90640
	(Signature) <i>Cheryl I. Kobzoff</i>	
45.	(Print Name) HELEN KONOLIAN	(Address)
	(Signature) <i>Helen Konolian</i>	745 Bluff Rd Montebello 90640
46.	(Print Name) ARAM KONOLIAN	(Address)
	(Signature) <i>Aram Konolian</i>	745 Bluff Rd, Montebello 90640
47.	(Print Name) GAINA KONOLIAN	(Address)
	(Signature) <i>Gaina Konolian</i>	745 Bluff Rd. Mt 90640
48.	(Print Name) ROSINA RARRA	(Address)
	(Signature) <i>Rosina Rarra</i>	212 S 7th St. Montebello Ca. 90640
49.	(Print Name) JUAN BRIZOLA	(Address)
	(Signature) <i>Juan Brizola</i>	242 S 7TH MONTREBELLO CA 90640
50.	(Print Name) Martha Jimenez	(Address)
	(Signature) <i>Martha Jimenez</i>	253 S. 6TH MONT. 90640
51.	(Print Name) Jose Hernandez	(Address)
	(Signature) <i>Jose Hernandez</i>	232 S. 6th St. APT A Montebello C.A. CP 90640
52.	(Print Name) ANDREW TORRES	(Address)
	(Signature) <i>Andrew Torres</i>	117 S. 5th ST montebello, CA 90640
53.	(Print Name) Elizabeth Gonzalez	(Address)
	(Signature) <i>Elizabeth Gonzalez</i>	127 S. 5th St Montebello CA 90640
54.	(Print Name) Elias Mendibles	(Address)
	(Signature) <i>Elias Mendibles</i>	144 5th St montebello, CA 90640
55.	(Print Name) Wilson Nino	(Address)
	(Signature) <i>Wilson Nino</i>	3419 W Los Angeles Ave. Montebello CA, 90640
56.	(Print Name) Erika Herrera	(Address)
	(Signature) <i>Erika Herrera</i>	200 S. 5th St. Montebello CA 90640
57.	(Print Name) Mario Peñalosa	(Address)
	(Signature) <i>Mario Peñalosa</i>	212 S 5th St Montebello C.A. 90640
58.	(Print Name) Cristine Gonzalez	(Address)
	(Signature) <i>Cristine Gonzalez</i>	240 S 5th Montebello
59.	(Print Name) Nicolete Rivas	(Address)
	(Signature) <i>Nicolete Rivas</i>	242 S 5th St. Montebello

	(Print Name)	(Address)
60.	Connie Castellanos (Signature) <i>Connie Castellanos</i>	414 W. Olympic Blvd. MTB, CA
61.	Connie Costello (Signature) <i>Connie Costello</i>	416 W. Olympic Blvd. MTB, CA
62.	Jesus Murillo (Signature) <i>Jesus Murillo</i>	412 West Olympic Blvd. Montebello, CA 90640
63.	Ana Terrones (Signature) <i>Ana Terrones</i>	137 3/4 S 4th St Montebello CA 90640
64.	PAULINETTE DE LEON (Signature) <i>Paulinette De Leon</i>	133 3/4 S. 4th St Montebello CA 90640
65.	Tenaya Maytorena (Signature) <i>Tenaya Maytorena</i>	228 S. 4th St Montebello, CA 90640
66.	Emilio Cesar Ortiz (Signature) <i>Emilio Cesar Ortiz</i>	2405 4th St 90640
67.	Alex Gonzalez (Signature) <i>Alex Gonzalez</i>	141 S 3rd St 90640
68.	Julia Tomeli (Signature) <i>Julia Tomeli</i>	133 S. 3rd St. Montebello CA 900 90640
69.	Francisco Quintan (Signature) <i>Francisco Quintan</i>	122 S. 3rd St Montebello CA
70.	Frank S Bacio (Signature) <i>Frank S Bacio</i>	136 So 3rd St MTB W CA 90640
71.	NANCY QUEVEDO (Signature) <i>Nancy Quevedo</i>	219 S. 3RD ST (Address) MONTEBELLO, CA 90640
72.	ANTONIO MERCADO (Signature) <i>Antonio Mercado</i>	213 S. 3RD ST (Address) MONTEBELLO, CA 90640
73.	Cesar Maldonado (Signature) <i>Cesar Maldonado</i>	219 W. Los Angeles Av Montebello ca 90640
74.	Dolores Cid (Signature) <i>Dolores Cid</i>	209 LOS ANGELES AVE. Montebello, CA 90640
75.	Dell Almanza (Signature) <i>Dell Almanza</i>	203 W. LOS ANGELES AVE. Montebello, CA 90640
76.	Vasilia Gattiera (Signature) <i>Vasilia Gattiera</i>	117 W. Los Angeles Av Montebello
77.	Remigio Almanza (Signature) <i>Remigio Almanza</i>	113 W. Los Angeles (Address) Montebello CA 90640

	(Print Name)	(Address)
78.	ARLADO AMAR (Signature) 	113.4 W. ROOSEVELT AVE MONTEBELLO CA
79.	DIEGO LEDERMA (Signature) 	MONTEBELLO CA 90640 112. LOS ANGELES AVE.
80.	BRICIA SWANSON (Signature) 	133 Given Pl. Montebello CA 90640
81.	HENRY MONTAÑA (Signature) 	121 GIVEN PL Montebello CA 90640
82.	LUIGI PARIANY (Signature) 	117 GIVEN PL Montebello CA 90640
83.	LACEY GUERRA (Signature) 	117 Given Pl. Montebello CA 90640
84.	JUAN JIMENEZ (Signature) 	141 Given Pl Montebello CA 90640
85.	DOUG L. VENEZAS (Signature) 	112 MOUNTAIN VIEW MONTEBELLO CA 90640
86.	NANCY BANUELOS (Signature) 	124 Mountain View Montebello, CA 90640
87.	MARTHA VASQUEZ (Signature) 	136 Mountain View Ave Montebello CA 90640
88.	MAAGU ORTEGA (Signature) 	131 Mountain View Ave Montebello, CA 90640
89.	DAVID DELEON (Signature) 	129 MOUNTAIN VIEW AVE. MONTEBELLO CA. 90640
90.	ALEXANDRA DELEA (Signature) 	129 Mountain View Ave MTB CA 90640
91.	ERNESTO MEDINA (Signature) 	105 W. ROOSEVELT AV MONTEBELLO, CA. 90640
92.	ENKA HERNANDEZ (Signature) 	404 S. 3rd St. Montebello, CA 90640
93.	LORENZO CARLOS (Signature) 	416 E. 3rd St. Montebello, CA 90640
94.	JOSE ROBLES (Signature) 	132 W. ROOSEVELT AVE. Montebello, CA 90640
95.	YVONNE SANCHEZ (Signature) 	108 W ROOSEVELT AVE Montebello, CA 90640

96.	(Print Name) Patricia Gonzalez	(Address) 1316 Spruce St Montebello, CA 90640
	(Signature) <i>Patricia Gonzalez</i>	
97.	(Print Name) Vanessa Galvez	(Address) 1320 S Spruce St. Unit B Montebello 90640
	(Signature) <i>Vanessa Galvez</i>	
98.	(Print Name) Jose Jesus Lopez	(Address) 1320 S Spruce St Unit B Montebello CA. 90640
	(Signature) <i>Jose Jesus Lopez</i>	
99.	(Print Name) Margarita Rivalcaba	(Address) 1328 S Spruce Montebello CA 90640
	(Signature) Margarita Rivalcaba	
100.	(Print Name) Jose Reyes	(Address) 1328 S Spruce St. Montebello CA. 90640
	(Signature) <i>Jose Reyes</i>	

99

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) MARY Murillo	(Address) 7011 Bonnievale PL Pico Rivera CA 90660
	(Signature) <i>Mary Murillo</i>	
2.	(Print Name) Gilbert Murillo	(Address) 7011 Bonnievale PL Pico Rivera CA 90660
	(Signature) <i>Gilbert Murillo</i>	
3.	(Print Name) Jaqueline Estrada	(Address) 7025 Bonnievale PL Pico Rivera CA 90660
	(Signature) <i>Jaqueline Estrada</i>	
4.	(Print Name) Maria Morales	(Address) 7039 Bonnievale PL, Pico Rivera CA 90660
	(Signature) <i>Maria Morales</i>	
5.	(Print Name) Alberta Morales	(Address) 7039 Bonnievale PL, Pico Rivera CA 90660
	(Signature) <i>Alberta Morales</i>	

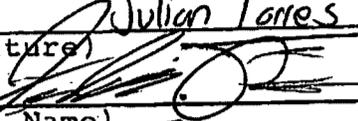
6.	(Print Name) Cristina Ceballos	(Address) 7032 Bonnie Vale Pl
	(Signature) 	Pico Rivera, CA 90660.
7.	(Print Name) Miguel Adame	(Address) 9214 Washington Blvd
	(Signature) 	Pico Rivera Ca 90660
8.	(Print Name) Erica Arias	(Address) 9214 Washington Blvd
	(Signature) 	Pico Rivera CA 90660
9.	(Print Name) Miguel Adame III	(Address) 9214 Washington Blvd
	(Signature) Miguel Adame	Pico Rivera CA 90660
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	(Signature) DAVID SERNA	PICO RIVERA, CA 90660
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	(Signature) Frances D. Hernandez	Pico Rivera CA 90660
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16.	(Print Name) MICHELE MORA	(Address) 9260 WASHINGTON BLVD
	(Signature) Michelle Mora	PICO RIVERA CA 90660
17.	(Print Name) Joey Hernandez	(Address) 9260 Washington Blvd
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20.	(Print Name) Celeste Aguayo	(Address) 7032 Bonnie Vale Pl,
	(Signature) 	Pico Rivera, 90660
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	(Signature) D. Palacios	PICO RIVER, CA 90660
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	(Signature) 	90601

	(Print Name)	(Address)
24.	Maria Furukabe (Signature)	7054 Bonnie Vale Pl. Pico Rivera CA 90660
25.	Luis GARDIA (Signature)	7017 Loch Alene Ave Pico Rivera CA 90660
26.	MARITA GARDIA (Signature)	7017 Loch Alene Ave Pico Rivera CA 90660
27.	Jim Vasquez (Signature)	7025 Loch Alene Ave Pico Rivera CA 90660
28.	LETICIA MARTINEZ (Signature)	7039 Loch Alene Ave. Pico Rivera, CA 90660
29.	YOLANDA VELAZ (Signature)	7045 Loch Alene Ave Pico Rivera, CA 90660
30.	Laura Blanco (Signature)	7055 Loch Alene Ave Pico Rivera, CA 90660
31.	Jesse Garcia (Signature)	9056 NAN ST Pico Rivera CA 90660
32.	Tan K Blanco (Signature)	7055 Loch Alene Ave Pico RIVERA, CA 90660
33.	Lora Gomes (Signature)	7066 Loch Alene Ave Pico Rivera, CA 90660
34.	JACK BLANCO (Signature)	9081 NAN ST Pico Rivera CA 90660
35.	Lon Alvarado (Signature)	4319 Amistad Ave Pico Rivera CA 90660
36.	Hugo Dominguez (Signature)	9228 WASHINGTON BLVD Pico RIVERA CA 90660
37.	Katarina Dominguez (Signature)	9228 Washington Blvd Pico Rivera CA 90660
38.	Rosa Maria Touar (Signature)	9228 AS ABOVE
39.	Chris Zavala (Signature)	9266 Washington Blvd Pico Rivera, CA 90660
40.	Yolanda Bando (Signature)	9266 E. Washington Blvd Pico Rivera CA 90660
41.	Gabriela Martinez (Signature)	7011 Loch Alene Ave Pico Rivera CA 90660

	(Print Name)	(Address)
42.	Nester Maguel (Signature) NRM	7011 Loch Alane Ave Pico River CA 90660
43.	Neha E. Brown (Signature) Neha E. Brown	9203 Lochinvar Dr Pico Rivera CA 90660
44.	(Signature) (Print Name) Maggie Gonzales	9219 Lochinvar Dr Pico Rivera Cal 90660
45.	(Signature) (Print Name) Frank Gonzales	9219 Lochinvar Dr Pico Rivera, Cal 90660
46.	(Signature) (Print Name) Celeste Gonzalez	9229 Lochinvar Dr Pico Rivera Ca 90660
47.	(Signature) (Print Name) Don Mamano	9229 Lochinvar Dr Pico Rivera Ca 90660
48.	(Signature) (Print Name) Guillermo Chavez	9255 Lochinvar Dr Pico Rivera CA 90660
49.	(Signature) (Print Name) Patricia Gutierrez	9225 Knise Rd Pico Rivera CA 90660
50.	(Signature) (Print Name) Emily Chavez	9255 Lochinvar Dr Pico Rivera CA 90660
51.	(Signature) (Print Name) Marco Chavez	9555 LOCHINVAR DRIVE PICO RIVERA CA 90660
52.	(Signature) (Print Name) Frank Lopez	9261 LOCHINVAR DR PICO RIVERA, CA 90660
53.	(Signature) (Print Name) Ana G. Lopez	9261 Lochinvar Dr Pico Rivera, Ca 90660
54.	(Signature) (Print Name) George Castillo	7007 Kilgarry Ave Pico Rivera Ca 90660
55.	(Signature) (Print Name) Sandra Castillo	7007 Kilgarry Ave Pico Rivera, Ca 90660
56.	(Signature) (Print Name) Sandra Castillo	7026 Kilgarry Ave Pico Rivera, Ca 90660
57.	(Signature) (Print Name) Roberto Ochoa	7026 Kilgarry Ave Pico Rivera CA 90660
58.	(Signature) (Print Name) Roberto Ochoa	7026 KILGARRY AVE PICO RIVERA CA 90660
59.	(Signature) (Print Name) Roberto Ochoa	7026 KILGARRY AVE PICO RIVERA CA 90660

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	(Signature) Kathleen H. Sinnett	
62.	(Print Name) Ralph Hammond	(Address) 1609 3rd Manhattan Beach CA 90266
	(Signature) 	
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	(Signature) Nancy Gonzalez	
64.	(Print Name) Cecencio Ruiz	(Address) 9288 Lochinvar Drive Pico Rivera, CA 90660
	(Signature) CRM	
65.	(Print Name) Teresa Gonzalez	(Address) 9019 Washington Blvd Pico Rivera CA 90660
	(Signature) Teresa Gonzalez	
66.	(Print Name) Laura Valles-Salas	(Address) 7030 Kilgarry Ave. Pico Rivera, CA 90660
	(Signature) Laura Valles Salas	
67.	(Print Name) Rachel Salas	(Address) 7030 Kilgarry Ave Pico Rivera, CA 90660
	(Signature) Rachel Salas	
68.	(Print Name) Jose L. Garibaldo	(Address) 9266 Lochinvar Dr. Pico Rivera, Ca 90660
	(Signature) Jose L. Garibaldo	
69.	(Print Name) MARIA T. GARIBALDO	(Address) 9266 LOCHINVAR DRIVE PICO RIVERA, CA 90660
	(Signature) Maria T. Garibaldo	
70.	(Print Name) Eusebio Delgado	(Address) 9211 Lochinvar Dr. Pico Rivera OH. 90660
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71.	(Print Name) Dedse Aguila-	(Address) 9265 Lochinvar Drive Pico Rivera, CA 90660
	(Signature) Dedse	
72.	(Print Name) Emma Klimentko	(Address) 9265 Lochinvar Dr Pico Rivera Ca 90660
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73.	(Print Name) Sandra Simenon	(Address) 9249 LOCHINVAR DR. PICO RIVERA, CA 90660
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74.	(Print Name) Sandra Simenon	(Address) 9249 Lochinvar Dr. Pico Rivera, CA 90660
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	(Signature) Linda Delgado	
76.	(Print Name) HENRY S. Delgado	(Address) 9230 Lochinvar Drive Pico Rivera, CA 90660
	(Signature) Henry S. Delgado	
77.	(Print Name) Sofia Rivera	(Address) 9224 Lochinvar Drive Pico Rivera CA 90660
	(Signature) 	

	(Print Name)	(Address)
78.	Myrian Cisneros (Signature)	9224 Lochinvar Drive Pico Rivera, CA 90660
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80.	Valeria Cisneros (Signature)	9224 Lochinvar Drive Pico Rivera, CA 90660
81.	Rafael Cisneros Sr. (Signature)	9218 Lochinvar Dr Pico Rivera, CA 90660
82.	Hannah Caceres (Signature)	9218 Lochinvar Drive Pico Rivera, CA 90660
83.	Randon Caceres II (Signature)	9218 Lochinvar Dr. Pico Rivera, CA 90660
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85.	Rubel Cerda (Signature)	9203 NAN ST. PICO RIVERA, CA 90660
86.	MARY CERDA (Signature)	9203 NAN ST PICO RIVERA, CA 90660
87.	Shannon E. Kueng (Signature)	9221 Nan St Pico Rivera, CA 90660
88.	Daniel J. Tak (Signature)	9221 Nan St Pico Rivera, CA 90660
89.	ERNEST GARCIA (Signature)	9227 NAN ST PICO RIVERA CA, 90660
90.	Louie Montes Navarro (Signature)	9239 Nan St Pico Rivera CA 90660
91.	José Manuel B. B. B. (Signature)	9313 NAN ST Pico Riverca
92.	Daisy Morales (Signature)	9313 NAN ST. PICO RIVERA, CA 90660
93.	Jimmy B. B. (Signature)	9313 NAN ST PICO RIVERA CA 90660
94.	OSWALDO BOSA (Signature)	9313 NAN ST PICO RIVERA CA 90660
95.	Winnie M. A. B. (Signature)	9313 NAN ST. P.R. CA 90660

96.	(Print Name) Angel Lopez	(Address) 9254 Nan St Pico Rivera Ca 90660
	(Signature) 	
97.	(Print Name) MARY LILLIE FRANCO	(Address) 9215 NAN ST PICO RIVERA 90660
	(Signature) Mary Lillie Franco	
98.	(Print Name) Michelle Lopez	(Address) 9254 Nan St Pico Rivera Ca 90660
	(Signature) 	
99.	(Print Name) Julian Torres	(Address) 9248 Nan st. Pico Rivera CA. 90660
	(Signature) 	
100.	(Print Name) Ascencion Espinoza	(Address) 9244 Nan St. Pico Rivera, CA 90660
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PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

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	(Signature) <i>Jeffrey Goldstone</i>	
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	(Signature) <i>Cheryl Valdivia</i>	
4.	(Print Name) Anyana Robledo	(Address) 9120 Nan St PICO RIVERA, CA 90660
	(Signature) <i>Anyana Robledo</i>	
5.	(Print Name) CLEMENTE RAMIREZ	(Address) 9114 NAN ST PICO RIVERA CA 90660
	(Signature) <i>Clemente Ramirez</i>	

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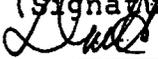
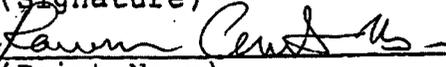
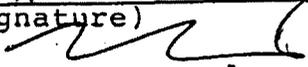
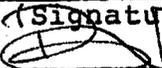
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15.	(Print Name) ERICK Gomez	(Address) 9044 Canford St Pico RIVERA CA 90660
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	(Signature) <i>Christopher Torres</i>	
26.	(Print Name) BRANDON TORRES	(Address) 9231 CANFORD ST PICO RIVERA CA 90660
	(Signature) <i>Brandon Torres</i>	
27.	(Print Name) ERNEST RETA	(Address) 9203 CANFORD ST PICO RIVERA
	(Signature) <i>Ernest Reta</i>	
28.	(Print Name) ANGIE RETA	(Address) 9203 CANFORD ST PICO RIVERA CA.
	(Signature) <i>Angie Reta</i>	
29.	(Print Name) Sydney Wood	(Address) 9149 Canford Street PICO RIVERA, CA 90660
	(Signature) <i>Sydney Wood</i>	
30.	(Print Name) Oliver J. Baesa	(Address) 9149 CANFORD ST PICO RIVERA CA 90660
	(Signature) <i>Oliver Baesa</i>	
31.	(Print Name) DANIEL BAESA	(Address) 9149 CANFORD ST PICO RIVERA CA 90660
	(Signature) <i>Daniel Baesa</i>	
32.	(Print Name) Briana Javega Baesa	(Address) 9149 Canford Street PICO RIVERA, CA 90660
	(Signature) <i>Briana Baesa</i>	
33.	(Print Name) Dennis Baesa	(Address) 9149 Canford St. Pico Rivera, CA 90660
	(Signature) <i>Dennis Baesa</i>	
34.	(Print Name) Emilio Fierro	(Address) 9143 Canford st Pico Rivera Ca 90660
	(Signature) <i>Emilio Fierro</i>	
35.	(Print Name) GEROME NAJERA	(Address) 9109 CANFORD ST PICO RIVERA, CA 90660
	(Signature) <i>Gerome Najera</i>	
36.	(Print Name) Irma Grillo	(Address) 9209 Co 9080 Nan st
	(Signature) <i>Irma Grillo</i>	
37.	(Print Name) LISAM LOPEZ	(Address) 9215 NAN ST Pico Rivera Ca 90660
	(Signature) <i>Lisam Lopez</i>	
38.	(Print Name) ALBA ESTUDES	(Address) 9215 NAN Pico River CA 90660
	(Signature) <i>Alba Estudes</i>	
39.	(Print Name) LILIAN BLANCO	(Address) 9251 NAN ST Pico Rivera
	(Signature) <i>Lilian Blanco</i>	
40.	(Print Name) JAMES DURAN	(Address) 9303 NAN ST PICO RIVERA 90660
	(Signature) <i>James Duran</i>	
41.	(Print Name) Jorge GARCIA	(Address) 9037 CANFORD ST PICO RIVERA CA 90660
	(Signature) <i>Jorge Garcia</i>	

	(Print Name)	(Address)
42.	MARTIN ALCAIA (Signature) <i>Mt Al</i>	9323 NAN ST. PICO RIVERA, CA 90660
43.	Jose Alcala (Signature) <i>Jose Alcala</i>	9323 Nan St. Pico Rivera, CA. 90660
44.	Maria Alcala (Signature) <i>Maria Alcala</i>	9323 Nan St. Pico Rivera, CA. 90660
45.	Edith Blas (Signature) <i>Edith Blas</i>	9058 Canford St Pico Rivera, CA 90660
46.	Francisco J Blas (Signature) <i>Francisco J Blas</i>	9058 Canford St Pico Rivera, CA 90660
47.	MANUEL G. JIMENEZ (Signature) <i>Manuel Jimenez</i>	9108 CANFORD ST. PICO RIVERA CA 90660
48.	Carmen Jimenez (Signature) <i>Carmen M. Jimenez</i>	9108 CANFORD ST. PICO RIVERA CA 90660
49.	SAL HERNANDEZ (Signature) <i>Sal Hernandez</i>	9208 CANFORD ST. PICO RIVERA CA 90660
50.	Ariana Peralta (Signature) <i>Ariana Peralta</i>	9208 Canford St. Pico Rivera, CA. 90660
51.	Alma Peralta (Signature) <i>Alma Peralta</i>	148 N. Poplar # C Montebello, CA.
52.	Yesenia Salazar Osorio (Signature) <i>Yesenia Salazar Osorio</i>	9218 Canford St. Pico Rivera, 90660.
53.	Ricardo Osorio (Signature) <i>Ricky</i>	9218 Lanford St Pico Riveia, 90660 CA
54.	Rafael Osorio Jr (Signature) <i>Rafael Osorio Jr</i>	7218 Canford St Pico Rivera, CA, 90660
55.	Bernie Osorio (Signature) <i>Bernie Osorio</i>	9218 Canford St. Pico Rivera CA - 90660
56.	Damian Loera (Signature) <i>Damian Loera</i>	7143 Bequette Ave 90660
57.	Jose Flores (Signature) <i>Jose Flores</i>	9038 Danbridge Pico Rivera ca 90660
58.	Cristina Flores (Signature) <i>Cristina Flores</i>	9038 Danbridge St. Pico Rivera, CA 90660
59.	ROBERT JAREZ (Signature) <i>Robert Jarez</i>	9029 DANBRIDGE ST PICO RIVERA, CA 90660

60.	(Print Name) RUBY JUAREZ (Signature) <i>[Signature]</i>	(Address) 9029 Danbridge St Pico Rivera, Ca 90660
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62.	(Print Name) CARLO LOPEZ (Signature) <i>[Signature]</i>	(Address) 9041 Danbridge St Pico Rivera CA 90660
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71.	(Print Name) VICTORIA TORRES (Signature) <i>[Signature]</i>	(Address) 1421 S. 10th Ave Arcadia, CA 91006
72.	(Print Name) VICTORIA RODRIGUEZ (Signature) <i>[Signature]</i>	(Address) 7232 Farmland Ave Pico Rivera, Ca 90660
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78.	Estela Aleman (Signature) Estela de	7216 Lindell Ave Pico Rivera 90660
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80.	DANIEL HOLGUIN (Signature)	9046 Foxbury Way PR
81.	RAY HOLGUIN (Signature)	9046 Foxbury Way
82.	EVA CORONADO (Signature) Eva Coronado	7220 Lindell Ave Pico Rivera
83.	KRYSTAL PEREZ (Signature)	12600 KATHRIDGE ST. North Hollywood CA 91606
84.	JOSE A. VARGAS (Signature)	7331 Bequette Ave Pico Rivera CA 90660
85.	MANUELA VARGAS (Signature)	7331 BEQUETTE AVE PICO RIVERA CA 90660
86.	DANNA CHAVEZ (Signature)	9041 Burma Rd Pico Rivera, Ca, 90660
87.	MUELLE CHAVEZ (Signature)	9041 Burma Road Pico Rivera CA 90660
88.	OLIVIA RODRIGUEZ (Signature)	7335 Bequette Ave Pico Rivera, CA 90660
89.	TRAM (Signature)	9048 Canford Pico Rivera 90660
90.	HOANG BHAM (Signature)	9048 Canford Pico Rivera 90660
91.	Priscilla Dominguez (Signature)	9022 Danbridge St Pico Rivera Ca 90660
92.	GARY DOMINGUEZ JR (Signature)	9022 Danbridge St Pico Rivera, CA 90660
93.	ERICA DOMINGUEZ (Signature)	9022 Danbridge St. Pico Rivera, CA 90660
94.	MARIE BENGALUA (Signature)	7350 Bequette Ave Pico Rivera, CA 90660
95.	DAVE RECHNER (Signature)	7350 Bequette Ave Pico Rivera, CA 90660

96.	(Print Name) Debra Carrillo	(Address) 7340 Bequette Ave PICO RIVERA, CA 90660
	(Signature) 	
97.	(Print Name) Paul J. Carrillo	(Address) ↑ SAME ↑ PRC
	(Signature) Paul J. Carrillo	
98.	(Print Name) Ramon Cervantes	(Address) 7320 Bequette Av Pico Rivera Ca 90660
	(Signature) 	
99.	(Print Name) Norma Nunez	(Address) 7314 Bequette Ave. Pico Rivera CA 90660
	(Signature) 	
100.	(Print Name) Brenda Nwa	(Address) 7314 Bequette Ave Pico Rivera, CA 90660
	(Signature) 	

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PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

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	(Signature) Carlos Robledo	
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	(Signature) Maria P. Robledo	
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	(Signature) Derrick Lee	
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	(Signature)	
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	(Signature) Franco	

	(Print Name)	(Address)
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	(Signature)	Teo. Lopez
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	(Signature)	Montebello, CA 90640
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	(Signature) Isabella Falcon	Montebello, CA 90640
10.	(Print Name) Jacqueline Falcon	(Address) 1008 W. Mariposa Ln
	(Signature)	Montebello CA 90640
11.	(Print Name) Gabriela Ramos	(Address) 1016 W. Mariposa Ln
	(Signature) Gabriela Ramos	Montebello, CA 90640
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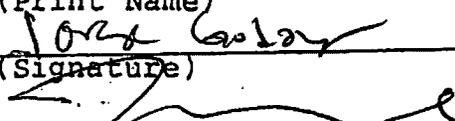
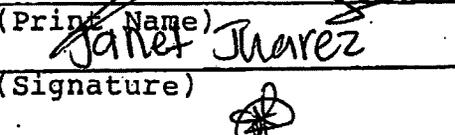
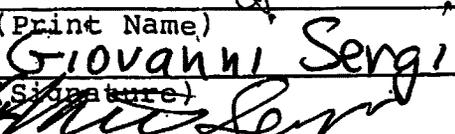
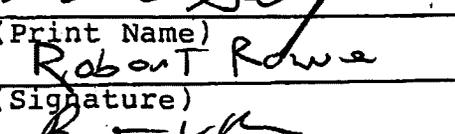
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44.	Pearl Moran (Signature)	628 S. Montebello Blvd Montebello CA 90640
45.	Elia Dorado (Signature)	614 S. Montebello Blvd Montebello CA 90640
46.	Marcos Sandoval (Signature)	809 W. Mines Ave Montebello CA 90640
47.	BRIAN VALDEPENA (Signature)	813 W. MINES MONTEBELLO CA
48.	PABLO DELEON (Signature)	851 W MINES AV MTB CA 90640
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85.	Al Hermons (Signature)	608 S. Greenwood Montebello.
86.	Col Watkins (Signature)	653 S Greenwood Ave Montebello CA 90640
87.	Mercy Aparicio (Signature)	653 S. Greenwood Ave Montebello CA 90640
88.	Juana Garcia (Signature)	653 S Greenwood Ave Montebello CA 90640
89.	Maria Aparicio (Signature)	653 S Greenwood Ave Montebello CA 90640
90.	Bravlio Meza (Signature)	653 S Greenwood Ave Montebello CA 90640
91.	Henry Arredondo (Signature)	653 S Greenwood Ave Montebello CA
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95.	Susana Romero (Signature)	11 11

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97.	(Print Name) Janet Juarez	(Address) 737 S. Greenwood Ave. Montebello Ca 90640
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98.	(Print Name) Giovanni Sergi	(Address) 844 S. 3rd ST Montebello CA 90640
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99.	(Print Name) Robert Rowe	(Address) 813 S. PARK AVE Montebello CA 90640
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100.	(Print Name) Frances Rowe	(Address) 813 S. Park Ave Montebello, Ca 90640
	(Signature) Frances Rowe	

99

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.

2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.

3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.

4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.

5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

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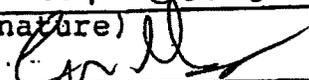
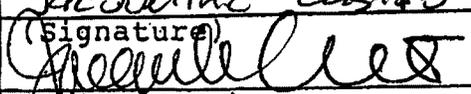
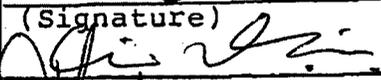
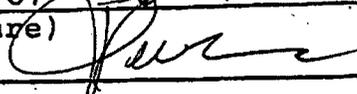
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93.	(Print Name) Andres E. Carmona Ruiz	(Address) 6631 Citronell Ave Pico Rivera CA 90660
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94.	(Print Name) Margarita Ruiz	(Address) 6631 Citronell Pico Rivera, CA 90660
	(Signature) <i>Margarita Ruiz</i>	
95.	(Print Name) GABRIEL CLIFT	(Address) 6704 BEQUETTE Ave PICO RIVERA CA. 90660
	(Signature) <i>Gabriel Clift</i>	

96.	(Print Name) Cesar Gomez	(Address) 6736 Citronell Ave Pico Rivera, CA 90660
	(Signature) 	
97.	(Print Name) Jacouline Castro	(Address) 6736 Citronell Ave Pico Rivera, CA 90660
	(Signature) 	
98.	(Print Name) NIRVANIA MAGANA	(Address) 2319 Dunbridge St Pico Rivera, CA 90660
	(Signature) Nirvania Magana	
99.	(Print Name) Eric Garcia	(Address) 2113 Dunbridge St. Pico Rivera CA 90660
	(Signature) 	
100.	(Print Name) Herber Somanu	(Address) 7345 Bequette Ave Pico Rivera CA 90660
	(Signature) 	

99

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

- 1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

Table with 5 rows and 2 columns. Column 1: (Print Name), (Signature). Column 2: (Address). Row 1: Ronney Alvarez, 9216 Foxbury Way, Pico Rivera, CA. 90660. Row 2: Fiviana Alvarez, 9216 Foxbury Way, Pico Rivera, CA. 90660. Row 3: Aaron Alvarez, 9216 Foxbury Way, Pico Rivera, CA. 90660. Row 4: Graciela Gil, 5245 Rex Rd, P.R. 90660. Row 5: Noemi Arcila, 7356 Loch Alene Ave., Pico Rivera, CA 90660.

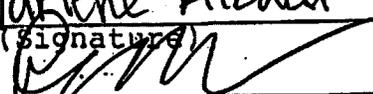
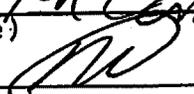
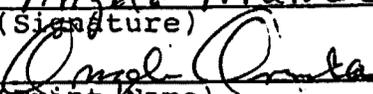
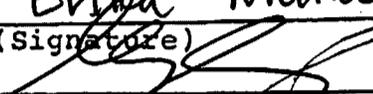
6.	(Print Name) Jorge Avila (Signature)	(Address) 7356 Loch Alene Ave. Pico Rivera CA 90660
7.	(Print Name) Michelle Avila (Signature)	(Address) 7356 Loch Alene Ave Pico Rivera, CA 90660
8.	(Print Name) George Avila (Signature)	(Address) 7356 Loch Alene Ave. Pico Rivera, CA 90660
9.	(Print Name) SOTIA PESQUEIRA (Signature)	(Address) 7384 Jindry Ave Pico Rivera Ca 90660
10.	(Print Name) Humberto PESQUEIRA (Signature)	(Address) 7384 Jindry Ave Pico-Rivera CA-90660.
11.	(Print Name) Guzmán P-Arellano (Signature)	(Address) 9296 Danbridge St Arrellano
12.	(Print Name) Dante S. (Signature)	(Address) 9296 Danbridge St
13.	(Print Name) Alex ALEXANDRO (Signature)	(Address) 9296 Danbridge St
14.	(Print Name) Myla Ocasio (Signature)	(Address) 9238 Danbridge St, Pico Rivera
15.	(Print Name) Esteban Soto (Signature)	(Address) 7213 Citronell Ave Pico Rivera ca 90660
16.	(Print Name) Julie Cardejas (Signature)	(Address) 7233 Citronell Ave Pico Rivera 90660
17.	(Print Name) Nancy Garcia (Signature)	(Address) 1421 S. BLUFF Rd Montebello, CA 90640
18.	(Print Name) Carlos Garcia (Signature)	(Address) 1421 S. BLUFF Rd. Montebello CA 90640
19.	(Print Name) Eris Arroyo-Jones (Signature)	(Address) 1441 S. 4th St. Montebello
20.	(Print Name) Elizabeth Jones (Signature)	(Address) 1441 S. 4th St. Montebello CA 90640
21.	(Print Name) CNSIE ROSEN (Signature)	(Address) 1441 S. 4th St Montebello Ca. 90640
22.	(Print Name) Patricia Salazar (Signature)	(Address) 505 ALBIS Drive Montebello, CA 90640
23.	(Print Name) ESTHER STUPIN (Signature)	(Address) 113 DATE ST MONTEBELLO, CA 91709

	(Print Name)	(Address)
24.	(Signature)	
25.	(Print Name) PAUL STUPIN	113 DATE ST MONTEBELLO, CA 90640
	(Signature) <i>Paul Stupin</i>	
26.	(Print Name) NELSA HICKS	12835 ROCK CREST W CHINO HILLS CA 91709
	(Signature) <i>Nelsa Hicks</i>	
27.	(Print Name) RENE CALDERA	1052 S. 5th ST MONTEBELLO, CA 90640
	(Signature) <i>Rene Caldera</i>	
28.	(Print Name) Filiberto Valdivinos	1222 CAROB WAY MONTEBELLO CA. 90640
	(Signature) <i>Filiberto Valdivinos</i>	
29.	(Print Name) William Wong	12015. 5th ST Montebello, CA 90640
	(Signature) <i>William Wong</i>	
30.	(Print Name) DONNA GUARDIAN	1020 S 4th ST montebello ca. 90640
	(Signature) <i>Donna Guardian</i>	
31.	(Print Name) Leticia P. Amador	6132 Mylax Avenue Pico Rivera CA 90660
	(Signature) <i>Leticia P. Amador</i>	
32.	(Print Name) Emetina B. Arriola	305 S. Montebello Blvd Montebello Blvd 90640
	(Signature) <i>Emetina B. Arriola</i>	
33.	(Print Name) Martha Palomares	850 1/2 Date St Montebello, CA 90640
	(Signature) <i>Martha Palomares</i>	
34.	(Print Name) Andrew Tabazon	1040 S 4th St Montebello CA 90640
	(Signature) <i>Andrew Tabazon</i>	
35.	(Print Name) LEO PALOMIN	1036 S 4th St Montebello
	(Signature) <i>Leo Palomin</i>	
36.	(Print Name) Flora Aparicio	6233 S 5th St Montebello, CA.
	(Signature) <i>Flora Aparicio</i>	
37.	(Print Name) Sandra Sandoval	429 Belden Ave East Los Angeles, CA 90022
	(Signature) <i>Sandra Sandoval</i>	
38.	(Print Name) ISAAC G. ARCINIEGA	9123 Danbridge St. Pico Rivera, Ca. 90660
	(Signature) <i>Isaac G. Arciniega</i>	
39.	(Print Name) Jessica Cuevas	9223 Danbridge St Pico Rivera CA 90660
	(Signature) <i>Jessie Cuevas</i>	
40.	(Print Name) Diana Herz	9223 Danbridge St Pico Rivera CA 90660
	(Signature) <i>Diana Herz</i>	
41.	(Print Name) PAUL RUIZ	9223 Danbridge St Pico Rivera, CA 90660
	(Signature) <i>Paul Ruiz</i>	

42.	(Print Name) Maria Rivera	(Address) 7143 Kilgarry Ave.
	(Signature) <i>Maria E. Rivera</i>	Pico Rivera, CA 90660
43.	(Print Name) Maria Iwane-Rivera	(Address) 7143 Kilgarry Ave.
	(Signature) <i>Maria Iwane-Rivera</i>	Pico Rivera, CA 90660
44.	(Print Name) Frank Rivera	(Address) 7143 Kilgarry Ave
	(Signature) <i>FR</i>	Pico Rivera CA 90660
45.	(Print Name) Ramon Lopez	(Address) 9307 Danbridge St
	(Signature) <i>Ramon Lopez</i>	Pico Rivera CA 90660
46.	(Print Name) Xenia Magallon	(Address) 9307 Danbridge St Pico Rivera
	(Signature) <i>Xenia</i>	
47.	(Print Name) Leticia Lopez	(Address) 9307 Danbridge St.
	(Signature) <i>Leticia Lopez</i>	Pico Rivera 90660
48.	(Print Name) Fabian Magallon	(Address) 9307 Danbridge St
	(Signature) <i>Fabian Magallon</i>	Pico Rivera 90660
49.	(Print Name) Jaime Munillo	(Address) 9325 Danbridge St.
	(Signature) <i>Jaime Munillo</i>	Pico Rivera Ca 90660
50.	(Print Name) Ramon Hurtado	(Address) 9325 Danbridge St.
	(Signature) <i>Ramon Hurtado</i>	Pico Rivera 90660
51.	(Print Name) Esteban Soto	(Address) 7213 Citronell Ave
	(Signature) <i>Esteban Soto</i>	Pico Rivera CA, 90660
52.	(Print Name) Jorge Sela ToC	(Address) 7213 Citronell Ave
	(Signature) <i>Jorge Sela ToC</i>	Pico Rivera CA 90660
53.	(Print Name) Marisol Soto	(Address) 7213 Citronell Ave
	(Signature) <i>Marisol Soto</i>	Pico Rivera CA, 90660
54.	(Print Name) Nancy Vela	(Address) 7213 Citronell Ave
	(Signature) <i>Nancy Vela</i>	Pico Rivera, CA, 90660
55.	(Print Name) Marcos Cesa	(Address) 7267 Citronell Ave
	(Signature) <i>Marcos Cesa</i>	Pico Rivera, CA 90660
56.	(Print Name) Sandra Cesa	(Address) 7267 Citronell Ave
	(Signature) <i>Sandra Cesa</i>	Pico Rivera, CA 90660
57.	(Print Name) NIGUEL MARTIN	(Address) 7309 CITRONELL AVE.
	(Signature) <i>NIGUEL MARTIN</i>	PICO RIVERA CA 90660
58.	(Print Name) JUAN M PEREZ	(Address) 7319 CITRONELL AVE.
	(Signature) <i>JUAN M PEREZ</i>	PICO RIVERA CA 90660
59.	(Print Name) BENITE BENAVIDEZ	(Address) 7331 CITRONELL AVE
	(Signature) <i>B. Benavidez</i>	PICO RIVERA, CA 90660

60.	(Print Name) Rudy Rivera (Signature) <i>Rudy Rivera</i>	(Address) 7142 Bequette Ave Pico Rivera CA 90660
61.	(Print Name) Nora Sanchez (Signature) <i>Nora Sanchez</i>	(Address) 7142 Bequette Ave Pico Rivera, CA 90660
62.	(Print Name) RAFAEL CORTES (Signature) <i>Rafael Cortes</i>	(Address) 9229 Danbridge St PICO RIVERA, CA 90660
63.	(Print Name) YOLANDA CORTES (Signature) <i>Yolanda Cortes</i>	(Address) 9229 Danbridge St PICO RIVERA CA 90660
64.	(Print Name) Lori Virgen (Signature) <i>Lori Virgen</i>	(Address) 9113 Danbridge St PICO RIVERA, CA 90660
65.	(Print Name) DARIO ZUNO (Signature) <i>Dario Zuno</i>	(Address) 9113 Danbridge St PICO RIVERA, CA 90660
66.	(Print Name) JUAN CARDENAS (Signature) <i>Juan Cardenas</i>	(Address) 9119 Danbridge St PICO RIVERA CA 90660
67.	(Print Name) Ruben Moreno (Signature) <i>Ruben Moreno</i>	(Address) 9119 Danbridge St Pico Rivera, CA 90660
68.	(Print Name) JAIME AVILA (Signature) <i>Jaime Avila</i>	(Address) 9213 DANBRIDGE ST PICO RIVERA CA
69.	(Print Name) Enedina Anderson (Signature) <i>Enedina Anderson</i>	(Address) 9213 Danbridge St. Pico Rivera, CA
70.	(Print Name) George Lopez (Signature) <i>George Lopez</i>	(Address) 7325 Citronell Pico Rivera, CA 90660
71.	(Print Name) Enedina Lopez (Signature) <i>Enedina Lopez</i>	(Address) 7325 Citronell Pico Rivera CA 90660
72.	(Print Name) Joseph D. Lopez (Signature) <i>Joseph D. Lopez</i>	(Address) 7325 Citronell Ave. Pico Rivera, CA 90660
73.	(Print Name) Dolores Vega (Signature) <i>Dolores Vega</i>	(Address) 6738 Loch Alene Ave Pico Rivera CA. 90660
74.	(Print Name) Jose A. Jimenez (Signature) <i>Jose A. Jimenez</i>	(Address) 6718 Loch Alene Av. Pico Rivera CA 90660
75.	(Print Name) SANCHEZ SERGIO (Signature) <i>SANCHEZ SERGIO</i>	(Address) 6704 Loch Alene Av Pico Rivera ca 90660
76.	(Print Name) Eddie R. Garcia (Signature) <i>Eddie R. Garcia</i>	(Address) 6642 Loch Alene Ave Pico Rivera CA 90660
77.	(Print Name) Julio Kwillien (Signature) <i>Julio Kwillien</i>	(Address) 6642 Loch Alene AVE Pico Rivera CA 90660

78.	(Print Name) Edward P. Garcia	(Address) 6642 Loch Alene Ave Pico Rivera CA 90660
	(Signature) <i>[Signature]</i>	
79.	(Print Name) Thomas PEREZ	(Address) 6636 Loch Alene Ave
	(Signature) <i>[Signature]</i>	
80.	(Print Name) ROBERTO PEREZ	(Address) 6636 Loch Alene Ave P.R.
	(Signature) <i>[Signature]</i>	
81.	(Print Name) Alice R. Perez	(Address) 6636 Loch Alene Ave. P.R.
	(Signature) <i>[Signature]</i>	
82.	(Print Name) Marcos Perez	(Address) 6636 Loch Alene Ave P.R.
	(Signature) <i>[Signature]</i>	
83.	(Print Name) Desiree De la Fuente	(Address) 6612 Loch Alene Ave PR
	(Signature) <i>[Signature]</i>	
84.	(Print Name) Oscar Montello	(Address) 6621 Loch Alene Ave Pico Rivera CA 90660
	(Signature) <i>[Signature]</i>	
85.	(Print Name) MIKE TORRES	(Address) 1424 5th St Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
86.	(Print Name) Rosemary Torres	(Address) 1424 S 4th St Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
87.	(Print Name) Eli Espinoza	(Address) 1300 S. CAROL
	(Signature) <i>[Signature]</i>	
88.	(Print Name) Nova & Sergio Castellanos	(Address) 720 Frenkel Ave # C2 Montebello CA 90640
	(Signature) <i>[Signature]</i>	
89.	(Print Name) Alfredo Machuca	(Address) 807 W. Oakwood St. Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
90.	(Print Name) Jesus de Anda	(Address) 829 So. 5th St Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
91.	(Print Name) E. de Anda	(Address) 829 S. 5th St Montebello CA 90640
	(Signature) <i>[Signature]</i>	
92.	(Print Name) Jose Alfredo Machuca	(Address) 807 - W. Oakwood St. Montebello CA. 90640
	(Signature) <i>[Signature]</i>	
93.	(Print Name) Josue Contreras	(Address) 1401 S. 4th St Montebello CA 90640
	(Signature) <i>[Signature]</i>	
94.	(Print Name) Irene Contreras	(Address) 1401 So. 4th St Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
95.	(Print Name) Daniel Alcalá	(Address) 1344 Carob Way Montebello, CA 90640
	(Signature) <i>[Signature]</i>	

96.	(Print Name) Darlene Alcalá	(Address) 1244 carson WAY Montebello, CA 90640
	(Signature) 	
97.	(Print Name) Meliten Castrejon	(Address) 1361 S. 4TH ST Montebello, CA 90640
	(Signature) 	
98.	(Print Name) Angela Aranda	(Address) 1037 S. 5th. ST. Montebello, CA 90640
	(Signature) 	
99.	(Print Name) Elba Granados	(Address) 740 Frankel AVE Apt. A8 Montebello, CA 90640
	(Signature) Elba Granados	
100.	(Print Name) Elba Muñoz	(Address) 1040 S. 4th ST. Montebello, CA 90640
	(Signature) 	

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PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

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Table with 5 rows and 2 columns. Column 1: (Print Name), (Signature). Column 2: (Address). Row 1: AGUSTIN S ROVALCABA, 1328 S PRUCE ST, MONTEBELLO CA 90640. Row 2: SAMUEL BENAVIDES, MONTEBELLO CA 90640, 1328 S SPRUCE ST. Row 3: JERRY ESTRADA, 1340 S SPRUCE, MONTEBELLO, CA 90640, APT D. Row 4: CAROL HERNANDEZ, 1348 S. Spruce St, Montebello Ca 90640. Row 5: Amanda Oliva, 1350 S Spruce St, Montebello CA 90640.

	(Print Name)	(Address)
6.	Angela Pacheco (Signature)	1408 S. Spruce ST MONTABELLO CA
7.	GABRIEL (Signature)	PARRILLO 1416 S Spruce St Mont 90640 (Address)
8.	Vello Aguirre (Signature)	1436 S. Spruce St. Montebello, CA 90640
9.	GEORGE M. MARTINEZ (Signature)	7820 CHATFIELD AVE WHITTIER, CA. 90606-2402 (Address)
10.	Esmeralda Perera (Signature)	11080 S. Ynez Ave. Monterey Park, CA 91754 (Address)
11.	Maria Sandoval (Signature)	376 N AVE 54 APT 7 L.A C.A 90042. (Address)
12.	Carmen Martinez (Signature)	127 Beach. Monte bello. (Address)
13.	JOSE LEI (Signature)	924 Montebello
14.	Robert Chavez (Signature)	521 Allis Dr. Montebello (Address)
15.	JOE ALANIZ (Signature)	3968 Miguel AVE PICO RIVERA 90661 (Address)
16.	Donis Linarez (Signature)	5314 1/2 Lindsey DVE. PICO RIVERA. 90660 (Address)
17.	RICK PEREZ (Signature)	12722 Lambert Whittier ca. 90602. (Address)
18.	Teresa Robles (Signature)	1253 S Greenwood AV montebello CA 90640 (Address)
19.	EDUARDO RAMOS (Signature)	227 W. Markland Dr. Monterey Park, CA 91759 (Address)
20.	JUAN C. DANIAV (Signature)	1425 S MONTEBELLO BLD. (Address)
21.	CARLOS GUTIERREZ (Signature)	613 E OLYVIA ECT. (Address)
22.	ELSA VASQUEZ (Signature)	963 S. BLUFF RD. Montebello (Address)
23.	Estela Vasquez (Signature)	118 N. 12th St. Montebello

24.	(Print Name) CHARLES ANTHONY	(Address) 8718 FRIENDSHIP PICO RIVERA CO. 90660
	(Signature) <i>Ch Anthony</i>	
25.	(Print Name) HENRY TOLEDO	(Address) 5316 OAK ST APT 2 # BELLFLOWER CA 90706
	(Signature) <i>Henry Toledo</i>	
26.	(Print Name) VILAI PORN SIRIMITR	(Address) 9516 OAK ST APT 2 BELLFLOWER, CA. 90706
	(Signature) <i>Vilay Sirimitr</i>	
27.	(Print Name) Anahi Rosas	(Address)
	(Signature) Anahi Rosas	1004 S LORENA ST LA. CA.
28.	(Print Name) Cema Lopez	(Address) montebello.
	(Signature) <i>Cema Lopez</i>	827 S. Greenwood Ave. # F 90640
29.	(Print Name) Rachel Martinez	(Address)
	(Signature) Rachel Martinez	6071 Southside Dr Los Angeles Ca 90022
30.	(Print Name) Lecnor Escalante	(Address)
	(Signature) LEONOR ESCALANTE	812 S Taiter AV APT 5 Montebello ca 90640
31.	(Print Name) Jenn Escote	(Address)
	(Signature)	
32.	(Print Name) James Vigil	(Address)
	(Signature)	2108 Ferguson Dr Montebello CA 90640
33.	(Print Name) EVA Ramirez	(Address)
	(Signature) Eva Ramirez	534 S Sudter R. AV. L.A. CA 90022
34.	(Print Name) Humberto GALLARDO	(Address)
	(Signature)	15358 Midway Whittier ca 90604
35.	(Print Name) CONNIE BUERAS	(Address)
	(Signature) Connie Bueras	7512 Sotensen AVE Whittier CA. 90606
36.	(Print Name) Fernando M. Carabano	(Address)
	(Signature)	5775 Ferguson Dr. Commercer
37.	(Print Name) ANTHONY E. RODRIGUEZ	(Address)
	(Signature)	853 SAN MARINO AVE. MONTEBELLO, CA 90640
38.	(Print Name) Marybel Garcia	(Address)
	(Signature)	622 S MC Bride Ave Los Angeles ca 90022
39.	(Print Name) michel Ortiz	(Address)
	(Signature)	233 North Montebello CA 90640
40.	(Print Name) David Garcia	(Address)
	(Signature)	Pico Rivera. Ca. 90660 5107 Richmond Dr.
41.	(Print Name) Ulises Martinez	(Address)
	(Signature)	532 S. Montebello Blvd.

42.	(Print Name) Sara Barrios	(Address) 708 S. 6th ST
	(Signature) <i>Sara Barrios</i>	Montebello CA 90640
43.	(Print Name) Daniel Larios	(Address) 9318 Maxine ST
	(Signature) <i>Daniel Larios</i>	Pico Rivera, CA 90660
44.	(Print Name) XXXXXXXXXXXX	(Address) 6504 HANMON ST
	(Signature) <i>Bill Glendon</i>	Bell Garden CA 90201
45.	(Print Name) Lorena Diaz	(Address) 6504 HANMON ST
	(Signature) <i>Lorena Diaz</i>	Bell Garden CA 90201
46.	(Print Name) XXXXXXXXXXXX	(Address) 6629 Olympic Blvd
	(Signature) <i>Philus Urbina</i>	Los Angeles CA 90032
47.	(Print Name) FERMINDA GARCIA	(Address) 6613 BIRCHLEAF AVE
	(Signature) <i>Fermina Garcia</i>	PICO RIVERA 90660
48.	(Print Name) Teresa Garcia	(Address) 6613 Birchleaf ave
	(Signature) <i>Teresa Garcia</i>	Pico Rivera Cal. 90660
49.	(Print Name) Fernando Poles	(Address) 500 West 1st St Montebello
	(Signature) <i>Fernando Poles</i>	CA 90640
50.	(Print Name) Jose Jimenez	(Address) 804 S. Montebello Blvd
	(Signature) <i>Jose Jimenez</i>	Montebello Ca 90640
51.	(Print Name) William Antonich	(Address) 853 S. Montebello BL
	(Signature) <i>William A. Antonich</i>	MTB, CA 90640
52.	(Print Name) Angeline Navon	(Address) 523 S MONTEBELLO BLVD.
	(Signature) <i>Angeline Navon</i>	
53.	(Print Name) STEPHANIE MONOZ	(Address) 523 S Montebello Blvd.
	(Signature) <i>Stephanie Monoz</i>	
54.	(Print Name) Yaneth Romero	(Address) 736 S. Montebello Blvd.
	(Signature) <i>Yaneth Romero</i>	Montebello CA 90640
55.	(Print Name) Jesus Oliveros	(Address) 320 Doctar Ct
	(Signature) <i>Jesus Oliveros</i>	Montebello Ca 90640
56.	(Print Name) Kate Xuncax	(Address) 849 Sur Montebello BLV Montebello
	(Signature) <i>Kate Xuncax</i>	CA 90640
57.	(Print Name) Kate Xuncax	(Address)
	(Signature) <i>Kate Xuncax</i>	
58.	(Print Name) Bernie Rodriguez	(Address) 116. So 22nd ST
	(Signature) <i>Bernie Rodriguez</i>	Montebello CA 90640
59.	(Print Name) Stephanie Salinas	(Address) 653 S. 6th St.
	(Signature) <i>Stephanie Salinas</i>	Montebello CA 90640

	(Print Name)	(Address)
60.	JESUS B SALAZAR (Signature)	9258 Amistad Ave Pico Rivera, CA, 90660
61.	Denise Salazar (Signature)	4259 Amistad Ave Pico Rivera CA 90660
62.	Richard Saldana (Signature)	804 Hughes Ave MTB CA 90640
63.	Gloria Gallego (Signature)	1600 S. Meridian Ave Alhambra, CA 91803
64.	Daniel Guevara (Signature)	609 Jacmar Dr. APT-A Montebello CA 90640
65.	MARY MEDIA (Signature)	937 W. Hughes Ave Montebello, CA 90640
66.	Rosalinda Ruiz (Signature)	801 W Hughes Ave Montebello CA 90640
67.	Lorenzo Garcia (Signature)	1304 Carob Way Montebello CA 90640
68.	Hector Alvarez (Signature)	801 W HUGHES AVE Montebello CA
69.	Ramses Valtierra (Signature)	521 Pamela av. APT. C Monterey Park CA 91755
70.	Nora Valtierra (Signature)	521 Pamela Ave APT C MPK CA 91755
71.	Alicia Bermudez (Signature)	12015. Montebello Beverly Hills 90640
72.	Carlos Valdivia (Signature)	12015. Montebello 3/0 HD
73.	Michael Diaz (Signature)	712 S. 3rd St Montebello, CA 90640
74.	Maria S. Salgado (Signature)	8039 Lou Dillon CA, CA 90001
75.	ARACELI VIVAS (Signature)	6545 Suwa St. Bell Gardens Ca 90201
76.	Lilbet Gonzalez (Signature)	7245 Par Pl Pico Rivera, CA 90660
77.	Bethu Jarez (Signature)	722 W. Elm Street Montebello CA 90640

	(Print Name)	(Address)
78.	Liana Shurcox (Signature) lshurcox	722 W. Elm Street Montebello CA 90640
79.	BRENDA VILLANUEVA (Signature) B Villanueva	933 S. 5TH ST MONTEBELLO CA. 90640.
80.	Dennis P. Henson (Signature) D Henson	848 S. MONTEBELLO BLVD CITY OF MONTEBELLO. CA, 90640
81.	(Print Name) ROSA TAVO (Signature) Rosa Tavo	(Address)
82.	Eddie Vito (Signature) Eddie Vito	409 Pickering Way Montebello CA 90640
83.	Alberto Garcia (Signature) Alberto Garcia	1137 CARBO WAY MONTEBELLO CA 90640
84.	Yesenia Ramos (Signature) Y Ramos	736 S. MONTEBELLO BLVD. MONTEBELLO CA 90640
85.	Roberto Ruiz (Signature) R Ruiz	143. S 7th st ZIP. 90640 MONTEBELLO CA
86.	Vernice Diaz (Signature) V Diaz	460/2 MARGOT AVE LA CA 90022
87.	Martin A. Am. (Signature) M Am.	939 SIMMONS AVE - (Address)
88.	Olivia Leal (Signature) O Leal	826 W MINES AVE MONTEBELLO, CA 90640
89.	SAUL TUAREZ (Signature) S Tuarez	114- Bluff Rd (Address)
90.	Ince Samia (Signature) I Samia	501 Sr. MONTEBELLO CA 90640 MONTEBELLO
91.	MAGDALENA N. (Signature) M Magdalena N.	860 S. GREENWOOD AVE Montebello Ca.
92.	Saima R Davila (Signature) S Davila	552 S 6TH St. Montebello, CA. 90640
93.	Norm Romero (Signature) N Romero	264 S. MONTEBELLO BLVD Montebello CA, 90640
94.	Sonia Benitez (Signature) S Benitez	232 S. Montebello Blvd. Montebello, CA 90640
95.	Leonardo Benitez (Signature) L Benitez	232 S. Montebello Blvd. Montebello, CA 90640

96.	(Print Name) Geraldine F. Juarez	(Address) 204 S. Montebello Blvd. Montebello, Ca 90640
	(Signature) <i>Geraldine F. Juarez</i>	
97.	(Print Name) Michael Bischoff	(Address) 209 S Montebello Blvd Montebello CA 90640
	(Signature) <i>M. Bischoff</i>	
98.	(Print Name) MARIA CERNA	(Address) 217 S. MONTEBELLO BLVD APT A. MONTEBELLO CA 90640
	(Signature) <i>X</i>	
99.	(Print Name) Gabriela L Reveles	(Address) 221 S. Montebello, CA APT A Bld 90640
	(Signature) <i>Gabriela L Reveles</i>	
100.	(Print Name) Leticia Reveles	(Address) 221 S. Montebello Blvd. APT A Montebello, CA 90640
	(Signature) <i>Leticia Reveles</i>	

WHITTIER

100

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, **one traffic lane in each direction will be eliminated.** Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) Enrico Martinez (Signature) 	(Address) 12103 Washington Blvd Whittier, CA 90606
2.	(Print Name) Grant Walter (Signature) 	(Address) 12053 Washington Blvd Whittier Ca 90606
3.	(Print Name) Danielle Walter (Signature) Danielle Walter	(Address) 12053 Washington Blvd Whittier Ca 90606
4.	(Print Name) Michelle Hummer (Signature) 	(Address) 12041 Washington Blvd Whittier Ca, 90606
5.	(Print Name) JEFF. HAFPEY (Signature) 	(Address) 12041 WASHINGTON BLVD WHITTIER, CA 90606

6.	(Print Name) 1979 07020	(Address) 7935 Gady Ave. Whittier CA 90606
	(Signature) <i>[Signature]</i>	
7.	(Print Name) Nichole Rosas	(Address) 7972 Calobar Ave, Whittier CA, 90606
	(Signature) <i>[Signature]</i>	
8.	(Print Name) Margaret Garcia	(Address) 7968 Calobar Av Whittier CA 90604
	(Signature) <i>[Signature]</i>	
9.	(Print Name) Vanessa Garcia	(Address) 7968 Calobar Av Whittier CA 90606
	(Signature) <i>[Signature]</i>	
10.	(Print Name) Sylvia Rodriguez	(Address) 7938 Gady Ave Whittier CA 90606
	(Signature) <i>[Signature]</i>	
11.	(Print Name) Mercedes	(Address) 7951 Appledale Whittier CA. 90606
	(Signature) <i>[Signature]</i>	
12.	(Print Name) PATRICK FERNANDEZ	(Address) 7941 Appledale Ave Whittier Ca 90606
	(Signature) <i>[Signature]</i>	
13.	(Print Name) GREG SAEIAN	(Address) 7909 Appledale Whittier ca 90606
	(Signature) <i>[Signature]</i>	
14.	(Print Name) Carrin Saeian	(Address) 7909 Appledale Ave Whittier CA 90606
	(Signature) <i>[Signature]</i>	
15.	(Print Name) Gregory J Saeian	(Address) 7909 Appledale Ave Whittier, CA 90606
	(Signature) <i>[Signature]</i>	
16.	(Print Name) James Flores	(Address) 7903 Appledale Ave Whittier CA 90606
	(Signature) <i>[Signature]</i>	
17.	(Print Name) Mario Martel	(Address) 7903 Appledale Ave Whittier CA. 90606
	(Signature) <i>[Signature]</i>	
18.	(Print Name) Ephraim M. Miller	(Address) 7903 Appledale Ave Whittier CA, 90606
	(Signature) <i>[Signature]</i>	
19.	(Print Name) Ricki Madrid	(Address) 7839 Appledale Ave Whittier CA, 90606
	(Signature) <i>[Signature]</i>	
20.	(Print Name) Richard Madrid	(Address) 7839 Appledale Ave Whittier, CA 90606
	(Signature) <i>[Signature]</i>	
21.	(Print Name) Mary T. Madrid	(Address) 7839 appledale Ave Whittier, Ca 90606
	(Signature) <i>[Signature]</i>	
22.	(Print Name) Anley Madrid	(Address) 7839 appledale Ave Whittier, CA 90606
	(Signature) <i>[Signature]</i>	
23.	(Print Name) David Lerman	(Address) 7829 Appledale Ave Whittier, CA 90606
	(Signature) <i>[Signature]</i>	

24.	(Print Name) ELIZABETH LARMORE (Signature) <i>[Signature]</i>	(Address) 7829 Appledale Ave Whittier CA 90606
25.	(Print Name) Sandy Trejo (Signature) <i>[Signature]</i>	(Address) 7817 Appledale Ave Whittier, CA, 90606
26.	(Print Name) <i>[Signature]</i> LUIS SANTIZO (Signature) <i>[Signature]</i>	(Address) 7805 APPLIEDALE AVE. WHITTIER, CA 90606
27.	(Print Name) MARIO ORTIZ (Signature) <i>[Signature]</i>	(Address) 7627 APPLIEDALE AVE. WHITTIER CA 90606
28.	(Print Name) Susy Ortiz (Signature) <i>[Signature]</i>	(Address) 7627 Appledale Ave Whittier, CA 90606
29.	(Print Name) Tereso S. Reza (Signature) <i>[Signature]</i>	(Address) 7621 Appledale Ave Whittier CA 90606
30.	(Print Name) Randy B. DENT (Signature) <i>[Signature]</i>	(Address) 7928 APPLIEDALE AVE Whittier, CA 90606
31.	(Print Name) Rob. Dent (Signature) <i>[Signature]</i>	(Address) " ↑ "
32.	(Print Name) Bernad Jabrell (Signature) <i>[Signature]</i>	(Address) 7400 APPLIEDALE Ave Whittier, CA 90606
33.	(Print Name) Vanessa Garza (Signature) <i>[Signature]</i>	(Address) 7609 appledale Avenue, Whittier CA 90606
34.	(Print Name) <i>[Signature]</i> Jenny Ramirez (Signature) <i>[Signature]</i>	(Address) 7609 Appledale Ave, Whittier CA 90604
35.	(Print Name) BARK BHINWATDANA (Signature) <i>[Signature]</i>	(Address) 7615 Appledale ave Whittier CA 90606
36.	(Print Name) Kanyra Bhinwatdana (Signature) <i>[Signature]</i>	(Address) 7615 Appledale Ave Whittier CA 90606
37.	(Print Name) Melanie Osnaya (Signature) <i>[Signature]</i>	(Address) 7835 Appledale Ave. Whittier, CA 90604
38.	(Print Name) Alix Osnaya (Signature) <i>[Signature]</i>	(Address) 7835 Appledale Ave. Whittier, CA 90604
39.	(Print Name) Sergio Osnaya (Signature) <i>[Signature]</i>	(Address) 7835 Appledale Ave. Whittier, CA 90604
40.	(Print Name) Nicholas Osnaya (Signature) <i>[Signature]</i>	(Address) 7835 Appledale Ave Whittier, A. 90604
41.	(Print Name) Amanda Osnaya (Signature) <i>[Signature]</i>	(Address) 7835 Appledale Ave- Whittier, A. 90604

	(Print Name)	(Address)
42.	CUBA ANDRADO (Signature)	7823 APPLEDALE AVE WHITTIER CA 90606
43.	JALYN CORRAL (Signature)	7902 APPLIEDALE AVE WHITTIER CA 90606
44.	VALEA GALANES (Signature)	7834 APPLIEDALE AVE. WHITTIER, CA. 90606
45.	EDIE GALANES (Signature)	7834 APPLIEDALE AVE. Whittier, CA 90604
46.	MIKE DIAZMELEON (Signature)	7818 APPLIEDALE AVE WHITTIER - CA
47.	J. S. SANDOVAL (Signature)	7622 APPLIEDALE AVE Whittier, CA
48.	MITORO (Signature)	7628 APPLIEDALE AVE WHITTIER CAL. 90606
49.	RAFAEL (Signature)	7904 CALOBAR AVE WHITTIER CA 90606
50.	RODOLFO BARRERA (Signature)	7904 Calobar Ave. Whittier CA, 90606
51.	DALIA CARRERA (Signature)	7848 CALOBAR AVE WHITTIER CA 90606
52.	JOSE RAMOS (Signature)	7848 Calobar Ave Whittier, CA 90606
53.	MARIA RAMOS (Signature)	7848 Calobar Ave. Whittier CA. 90606
54.	MARIA DE LEON (Signature)	1202 Blandiny St Whittier, CA 90606
55.	Juliana DeLeon (Signature)	1202 Blandiny St, Whittier, CA 90606
56.	ANG LOPEZ (Signature)	17940 Calobar Ave Whittier CA 90602
57.	EDUARDO LOPEZ (Signature)	7940 Calobar Ave Whittier CA 90606
58.	Veronica Velasco (Signature)	7934 Calobar Ave Whittier CA 90604
59.	Sergio Zamora (Signature)	7860 Calobar Ave Whittier, CA 90606

	(Print Name)	(Address)
60.	Rosalba Gutierrez (Signature)	7860 1/2 Calobar Ave. Whittier CA 90404
61.	Yolanda Gutierrez (Signature)	7860 Calobar Ave Whittier CA 90606
62.	JESUS ALVAREZ (Signature)	7854 S. CALOBAR AVE. WHITTIER, CA. 90606
63.	FAFAEL CASTILLO (Signature)	7854 CALOBAR AVE Whittier CA 90606
64.	ANGELICA ANAZOZ (Signature)	7854 CALOBAR AVE Whittier CA 90606
65.	CESAR RAMOS (Signature)	7848 CALOBAR AVE WHITTIER CA 90606
66.	Vernica Alvarez (Signature)	7844 Calobar Ave Whittier, CA. 90606
67.	Alfredo Mercado (Signature)	7937 Grady Ave Whittier CA 90606
68.	Maura Mercado (Signature)	7937 Grady Ave Whittier CA. 90606
69.	Salvador Mercado (Signature)	7849 Calobar Ave Whittier CA 90606
70.	Maria Hernandez (Signature)	7976. Crowndale Ave. Whittier. CA 90606
71.	Marilyn Barron (Signature)	7976 Crowndale Ave Whittier CA 90604
72.	Jarmin Medel (Signature)	7976 Crowndale Ave Whittier CA 90606
73.	Angel Medel (Signature)	7976 Crowndale Ave Whittier CA 90606
74.	Steve Barron (Signature)	7976 Crowndale Ave Whittier CA 90606
75.	Anselmo Hernandez (Signature)	7976 Crowndale Whittier
76.	Eliana Montoya (Signature)	Same
77.	Daniel Ceron (Signature)	

78.	(Print Name) Maria Gonzales (Signature) <i>Maria Gonzales</i>	(Address) 7954 Crowndale Ave Whittier, CA 90606
79.	(Print Name) Sylvia Gonzalez (Signature) <i>Sylvia Gonzalez</i>	(Address) 7954 Crowndale Ave Whittier, CA 90606
80.	(Print Name) Tommy Gonzalez (Signature) <i>Tommy Gonzalez</i>	(Address) 12146 Blanding St Whittier, CA 90606
81.	(Print Name) Sofia Garcia (Signature) <i>Sofia Garcia</i>	(Address) 12146 Blanding St Whittier CA 90606
82.	(Print Name) Eduardo Barrios (Signature) <i>Eduardo Barrios</i>	(Address) 7945 Crowndale Ave Whittier CA 90606
83.	(Print Name) Maral N Kalayci (Signature) <i>Maral N Kalayci</i>	(Address) 7939 Crowndale Ave. Whittier, CA. 90606.
84.	(Print Name) Kenneth E Still (Signature) <i>Kenneth E Still</i>	(Address) 7935 Crowndale Ave Whittier CA 90606
85.	(Print Name) Ruth Ramirez (Signature) <i>Ruth Ramirez</i>	(Address) 7931 Crowndale Ave Whittier, CA 90606
86.	(Print Name) Nicole Castro (Signature) <i>Nicole Castro</i>	(Address) 12164 Blanding St Whittier 90606
87.	(Print Name) CURTIS CASTRO (Signature) <i>C. Castro</i>	(Address) 12164 Blanding St Whittier, 90606
88.	(Print Name) Mary Almaraz (Signature) <i>Mary Almaraz</i>	(Address) 12131 Blanding St. Whittier, CA 90606
89.	(Print Name) Brenda Cortez (Signature) <i>Brenda Cortez</i>	(Address) 11166 Lorraine St Lynwood CA 90242
90.	(Print Name) JOSE HERRON (Signature) <i>Jose Herron</i>	(Address) 11166 Lorraine St Lynwood CA 90242
91.	(Print Name) SACOTRO Cortez (Signature) <i>Sacotro Cortez</i>	(Address) 11166 Lorraine St Lynwood CA 90242
92.	(Print Name) Crowning Cortez (Signature) <i>Crowning Cortez</i>	(Address) 11166 Lorraine St Lynwood CA 90242
93.	(Print Name) Horacio Cortez (Signature) <i>Horacio Cortez</i>	(Address) 11166 Lorraine St Lynwood CA 90242
94.	(Print Name) <i>ELIAS</i> (Signature) <i>ELIAS</i>	(Address) 7944 Crowndale Ave Whittier 90606
95.	(Print Name) Robert Esquivel (Signature) <i>Robert Esquivel</i>	(Address) 7928 Crowndale Ave Whittier ca 90606

96.	(Print Name) Lorraine Esquivel	(Address) 7928 Crowndale Ave Whittier, CA 90606
	(Signature) <i>Lorraine Esquivel</i>	
97.	(Print Name) Cecilia Cabral	(Address) 12187 Blanding St. Whittier, CA 90606
	(Signature) <i>Cecilia Cabral</i>	
98.	(Print Name) Daniel Cabral	(Address) 12187 Blanding St Whittier Ca 90606
	(Signature) <i>Daniel Cabral</i>	
99.	(Print Name) Richard Romero	(Address) 17054 Rosehedge Dr Whittier CA 90606
	(Signature) <i>Richard Romero</i>	
100.	(Print Name) John Ramirez	(Address) 12084 Rose Hedge Whittier
	(Signature) <i>John Ramirez</i>	

BUSINESSES

48

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

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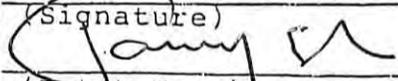
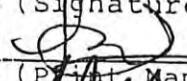
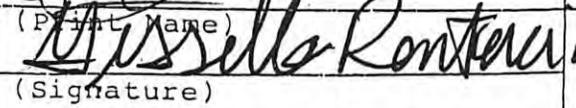
1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.

2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, **one traffic lane in each direction will be eliminated.** Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.

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4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundreth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.

5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) Inland Kenworth (Signature) 	(Address) 1600 W. WASHINGTON BLVD Montebello CA 90640
2.	(Print Name) MARCUS NAVARRO (Signature) 	(Address) 1500 WASHINGTON BLVD Montebello CA 90640 Handy Self Storage
3.	(Print Name) Months Pallets Inc. (Signature) 	(Address) 1400 Washington Bl. Montebello CA 90640
4.	(Print Name) Jan 500 (Signature) 	(Address) 1122 Washington Blvd Montebello Cal 90640
5.	(Print Name) Russella Rontara (Signature) 	(Address) 1100 Washington Blvd SUPERVALT

6.	(Print Name) Dimitris Vithoulkas	(Address) California Burgers 870 WASHINGTON BLVD, Montebello CA 90640
	(Signature)	(Address)
7.	(Print Name) Maria Hernandez	(Address) 1542 Wash. h F Blue Mt. Blvd CA 90640
	(Signature)	(Address)
8.	(Print Name) Yokina Kibalcava	(Address) Bellamour Beauty 1518 Washington Blvd. Montebello CA 90640
	(Signature)	(Address)
9.	(Print Name) Ramon Kibalcava	(Address) Bellamour Beauty 1518 Washington Blvd. Montebello, CA 90640
	(Signature)	(Address)
10.	(Print Name) Cares Lussay	(Address) RTL Carriers 1220 Washington Blvd Montebello CA 90640
	(Signature)	(Address)
11.	(Print Name) Fred + Torres	(Address) WRAP CENTRAL 1122 Washington Blvd Montebello CA 90640 #D
	(Signature)	(Address)
12.	(Print Name) Melissa Ramirez	(Address) Wrap Central 1122 Washington Blvd Montebello CA 90640 #D
	(Signature)	(Address)
13.	(Print Name) Michael Reyes	(Address) Also Alert Interlock 1122 Washington Blvd Unit C-2 Montebello CA 90640
	(Signature)	(Address)
14.	(Print Name) Willy Franco	(Address) Per Feet bumper & wheels 923 S. Greenwood BLV. Montebello CA 90640
	(Signature)	(Address)
15.	(Print Name) CHRIS NAVA	(Address) MINUTE MAN 909 S. Greenwood Ave Ste C#D Montebello CA 90640
	(Signature)	(Address)
16.	(Print Name) Jose Ortiz	(Address) JOC Auto 700 W WASHINGTON BLVD Montebello CA 90640
	(Signature)	(Address)
17.	(Print Name) Luis Ortiz	(Address) LOUIE'S SMOG CHECK 720 WASHINGTON BLVD
	(Signature)	(Address)
18.	(Print Name) Henry Alvarez	(Address) Alvarez Tires 720 Washington Blvd
	(Signature)	(Address)
19.	(Print Name) Fliso Garcia	(Address) Express 502 Tiro 1512 Washington Blvd Montebello, CA 90640
	(Signature)	(Address)
20.	(Print Name) AWAD ABDEL	(Address) 1635 WASHINGTON AWAD HOME FASHION MONTEBELLO CA
	(Signature)	(Address)
21.	(Print Name) Abdelah Abdelamid	(Address) 1633 Washington Blvd Elite home products
	(Signature)	(Address)
22.	(Print Name) Earth Carreros	(Address) Gale Supply Company 90640 1631 Washington Blvd Montebello
	(Signature)	(Address)
23.	(Print Name) Alejandro Gomez	(Address) Air Product Sales 90640 1625 Washington Blvd Montebello
	(Signature)	(Address)

24.	(Print Name) <i>Rubio Medina</i>	(Address) El Pullos Pizzeria 1541 W. Huntington Blvd - Montebello, Cal.
	(Signature) <i>[Signature]</i>	
25.	(Print Name) Rubio Motors	(Address) 1137 Washington Blvd. Montebello CA. 90640
	(Signature) <i>[Signature]</i>	
26.	(Print Name) RUBEN CALDERON	(Address) Rancho SMOG CHECK 1141 WASHINGTON BLVD MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
27.	(Print Name) <i>[Signature]</i>	(Address) KEN'S TIRE & OIL 1014 S. GREENWOOD AVE MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
28.	(Print Name) <i>[Signature]</i>	(Address) 837 W. Washington Blvd # 4 Montebello Ca 90640 JCB
	(Signature) <i>[Signature]</i>	
29.	(Print Name) JACK BANCHELO	(Address) 825 Washington Blvd JB Insurance Agency
	(Signature) <i>[Signature]</i>	
30.	(Print Name) MGN Bae	(Address) 1129 Washington Blvd Montebello CA 90640 (NANNY'S CAFE)
	(Signature) <i>[Signature]</i>	
31.	(Print Name) Ismael Martinez	(Address) Pina's Discount Store 1111 Washington Blvd STE C CA 90640 Montebello
	(Signature) <i>[Signature]</i>	
32.	(Print Name) JUAN F. RAMERO	(Address) EL ZAPOTE INC 1111 Washington Blvd MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
33.	(Print Name) NANCY SOU	(Address) OLYMPIC DONUT 1103 W. WASHINGTON BLVD MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
34.	(Print Name) <i>[Signature]</i>	(Address) JOSU'S E-SM Body Shop 1014 B Greenwood Ave
	(Signature) <i>[Signature]</i>	
35.	(Print Name) Toni	(Address) BE Vista Pharmacy 825 Washington Blvd Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
36.	(Print Name) LOIS QUIRADO	(Address) GENERAL METAL RECYCLING 1505 WASHINGTON BLVD MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
37.	(Print Name) Sean mehr	(Address) 829 Washington Blvd. Arts Printing Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
38.	(Print Name) Valerielicoza	(Address) 483 Washington Blvd Montebello CA 90640 Precise Personnel
	(Signature) <i>[Signature]</i>	
39.	(Print Name) KEVIN TANG	(Address) 483 WASHINGTON BLVD GOODLUCK MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
40.	(Print Name) JESUS RODRIGUEZ	(Address) 405 WASHINGTON BLVD #170 BLUE IMAGE FITNESS
	(Signature) <i>[Signature]</i>	
41.	(Print Name) <i>[Signature]</i>	(Address) 1115 Washington BLV Castillos Bakery
	(Signature) <i>[Signature]</i>	

42.	(Print Name) Carla Millan	(Address) 497 Washington Blvd Montebello CA 90640	Tolucco's
	(Signature) <i>[Signature]</i>		
43.	(Print Name) <i>[Signature]</i>	(Address) 493 Washington Blvd Montebello	Imperial Hair
	(Signature) Elizabeth Flores		
44.	(Print Name) Magdalena Pérez	(Address) 493 Washinton Blvd Imperial Hair Studio	
	(Signature) <i>[Signature]</i>		
45.	(Print Name) Yolanda	(Address) 493 Washington Blvd Imperial Hair Studio	
	(Signature) <i>[Signature]</i>		
46.	(Print Name) Maria Aguirre	(Address) 493 Washington Blvd Imperial hair studi	
	(Signature) <i>[Signature]</i>		
47.	(Print Name) JAVIER BELTRAN	(Address) 1149 W. WASHINGTON BLVD BELTRAN TRANSMISSION	
	(Signature) <i>[Signature]</i>		
48.	(Print Name) Salvador Zavala	(Address) 718 S Maple Ave Economy mechanic	
	(Signature) <i>[Signature]</i>		
49.	(Print Name)	(Address)	
	(Signature)		
50.	(Print Name)	(Address)	
	(Signature)		
51.	(Print Name)	(Address)	
	(Signature)		
52.	(Print Name)	(Address)	
	(Signature)		
53.	(Print Name)	(Address)	
	(Signature)		
54.	(Print Name)	(Address)	
	(Signature)		
55.	(Print Name)	(Address)	
	(Signature)		
56.	(Print Name)	(Address)	
	(Signature)		
57.	(Print Name)	(Address)	
	(Signature)		
58.	(Print Name)	(Address)	
	(Signature)		
59.	(Print Name)	(Address)	
	(Signature)		

Next stop: your input.



DATE / FECHA: 8/17/22

LOCATION / LOCALIZACIÓN: PH#4: Whittier

We welcome your feedback on / Agradecemos sus comentarios sobre:

I am against it; I live off of ~~Washington Blvd.~~ ^{Washington Blvd.} and Broadway and traffic is bad on Broadway. And I feel it's going to get worse. My house was hit twelve yrs. ago because of speed. They drive on Broadway like it is the 605 freeway. I have lived here for thirty-eight yrs. And traffic has triple. And going to get worse. SO I AM AGAINST THIS: Traffic is Bad.

I-235-1

Irene Carrillo

NAME / NOMBRE

icarrillopih@gmail.com

EMAIL / CORREO ELECTRÓNICO

11403 Dicky St

MAILING ADDRESS / DIRECCIÓN

Whittier CA 90608

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL

ORGANIZATION / ORGANIZACIÓN

562.4475080

PHONE / TELÉFONO



Metro

You have a voice in our future. Thank you for your input. Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Next stop: your input.



DATE / FECHA: 8/17/22

LOCATION / LOCALIZACIÓN: PH #4: Whittier
Wednesday
8/17/22

We welcome your feedback on / Agradecemos sus comentarios sobre:

I do not care for the Metro track Run on street level for the Pico Rivera area. Why not use the train track that area already has the over passed. Rethink would work best. Pico Rivera just build the ~~Street~~ ^{New Train} tracks to over passed to help clear traffic and waiting time that traffic was waiting to get across town. Pico Rivera has many vehicles and traffic from many places that travel through the town. This will be a hardship for ~~our~~ town and community. Metro track need to be elevated not ^{run} street level, that traffic needs not to stop and wait for train to pass.

I-236-1

I-236-2

I-236-3

Rethink!!! - Please stop - maybe elevate the tracks up with ^{overhead} post, Not street level. Rosemead/Washington Do not build these tracks. No Metro!!!

I-236-4

Environmental impact - Hurt
Emergency ^{response}, Police ^{Response}, Students walking to and from school ^{crossing}
Traffic, Pedestrians crossing, No parking ^{danger}
outsiders, safety on trains, depots safety
more homeless. - - - ^{advice}: this will dirty out ~~the~~ town. what these plans will do is bring trash to inter ~~our~~ our town.

I-236-5

ORGANIZATION / ORGANIZACIÓN

MAILING ADDRESS / DIRECCIÓN

PHONE / TELÉFONO

Pico Rivera, Ca. 90660
CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

You have a voice in our future. Thank you for your input.
Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

1 9:43 a.m. To repeat -- a message from
2 9-1-626-482-1263, received June 30th at 9:43 a.m.

3 UNIDENTIFIED SPEAKER: Yes. I have a question
4 regarding your Site Transit Corridor Phase 2. When the
5 project is finished, will the Washington Boulevard in
6 Whittier be down to one lane going both directions?
7 That's my question; all right? Thank you. Bye.

8 UNIDENTIFIED SPEAKER: And give us a call back
9 at your number.

10 UNIDENTIFIED SPEAKER: Please give me a call
11 back at this number. Thank you.

12

13 * * * * *

14

15 AUTOMATED VOICE: Received July 19th at 1 --
16 to repeat, press 1.

17 A message from 9-1-562-320-7366, received
18 July 19th.

19 YOLANDA: Hi. My name is Yolanda. I got a
20 notice regarding the project you guys want to do off of
21 Washington. I really don't agree to this project for
22 several reasons.

23 One is we already have a lot of homeless, and
24 it will multiply by you guys having this Metro going
25 through Washington.

I-237-1

1 Another thing, it's really busy. It's a busy
2 street as it is, and it's also very, very close to
3 homes. It's -- there's a lot of homes that are really,
4 really close, a lot of residents close to Washington.
5 As it is, public transportation is definitely not safe,
6 so I totally disagree with this project.

7 You can reach me at (562) 762-8148, and I will
8 also be attending the meeting on July 30th. Thank you.

9
10 * * * * *

11
12 AUTOMATED VOICE: Received July 20th at -- to
13 repeat, press 1; to save it, 2; to delete it, 3.

14 A message from 9-1-562-762-8148, received
15 July 20th at 11:51 a.m.

16 MS. GONZALEZ: [Translated from Spanish] Good
17 morning. My name is Maria Gonzalez, and I live in
18 Pico Rivera, 9612 Washington Boulevard. The reason
19 that I am calling is because I don't agree with --
20 with -- that they are going to add a train in
21 Pico Rivera.

22 Pico Rivera is a city that is very pretty
23 and -- and clean; and with this train, there is going
24 to be a lot of people, a lot of homeless. There is
25 going to be a lot of traffic. There is going to be a

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25 through Washington.

I-238-1

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2 street as it is, and it's also very, very close to
3 homes. It's -- there's a lot of homes that are really,
4 really close, a lot of residents close to Washington.
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10

* * * * *

11

12

AUTOMATED VOICE: Received July 20th at -- to
13 repeat, press 1; to save it, 2; to delete it, 3.

14

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16

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21 with -- that they are going to add a train in
22 Pico Rivera.

22

23

Pico Rivera is a city that is very pretty
24 and -- and clean; and with this train, there is going
25 to be a lot of people, a lot of homeless. There is
going to be a lot of traffic. There is going to be a

25

I-239-1
I-239-2

I-239-2

1 lot of people that, like, just grab things. And I --
2 please, I ask -- I ask my vote for you not to add this
3 train. Thank you.

4 If you have any comments, you can call my
5 telephone, (562) 413-1020. Thank you, and have a good
6 day. Good-bye.

7

8 * * * * *

9

10 AUTOMATED VOICE: Received August 9th at
11 8:49 a.m. To repeat, press 1. A message --

12 MS. FAUSTO: Hello. My name is Martha Fausto.
13 I received a card here for the Metro. I do not like to
14 have the Metro here. It's bad enough that we have
15 the -- Whittier gross as it is. A lot of traffic
16 already on Sorensen. We don't need any more traffic
17 like Third Street, only one-way streets. It would be
18 too much. And besides that, they can't go any further
19 on Lambert, so what's the use?

20 So I would suggest that somebody get on this
21 and try and demote the transition, trying to get the
22 Metro all the way over here. And I hope to God that it
23 does not happen. I am praying so much because I live
24 so close to Washington Boulevard. I think it's going
25 to be a disaster.

1 lot of people that, like, just grab things. And I --
2 please, I ask -- I ask my vote for you not to add this
3 train. Thank you.

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22 Metro all the way over here. And I hope to God that it
23 does not happen. I am praying so much because I live
24 so close to Washington Boulevard. I think it's going
25 to be a disaster.

I-240-1
I-240-2

1 You guys don't seem to realize that, that
2 people live around here. And we're going to have a lot
3 of people coming in, and for what? For nothing. Just
4 to do trouble, burglaries, trolling. As it is, we
5 already have enough.

6 So please think about this. I'm going to get
7 ahold of the Whittier -- and City as well and let them
8 know how I feel. I hope you have a lot more messages
9 than mine. Thank you. And with regards -- I pray to
10 not to bring that in. Thank you.

11
12 * * * * *

13
14 AUTOMATED VOICE: Received August 8th at
15 4:05 p.m.

16 MS. PARKER: I'd like to let you know that I,
17 Cheryl Parker -- I live in Whittier -- is completely
18 against the Metro light rail. I think there are other
19 ways that are a lot cheaper for the taxpayers and more
20 convenient for the people that live in the are- --
21 Washington Boulevard area.

22 And I think this is a waste of taxpayers'
23 money, by going down the middle of Washington -- of
24 Washington Boulevard on the light rail and therefore
25 taking out at least two lanes, one going each way, for

I-240-2
I-240-3

1 You guys don't seem to realize that, that
2 people live around here. And we're going to have a lot
3 of people coming in, and for what? For nothing. Just
4 to do trouble, burglaries, trolling. As it is, we
5 already have enough.

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7 ahold of the Whittier -- and City as well and let them
8 know how I feel. I hope you have a lot more messages
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11
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19 ways that are a lot cheaper for the taxpayers and more
20 convenient for the people that live in the are- --
21 Washington Boulevard area.

22 And I think this is a waste of taxpayers'
23 money, by going down the middle of Washington -- of
24 Washington Boulevard on the light rail and therefore
25 taking out at least two lanes, one going each way, for

I-241-1
I-241-2

1 cars, because if you go in rush hour in the morning and
2 rush hour in the afternoon, you'll see the cars are
3 completely backed up.

4 And I know the light rail -- you're thinking
5 that it's going to take a lot of people out of their
6 cars and onto the light rail; but still, there's going
7 to be an overwhelming of cars, and they're going to be
8 stuck.

9 And I think there's an absolute less expensive
10 way of doing this, and I think you guys really need to
11 listen to the residents that live around here.

12 Whittier itself is not going to be affected that badly
13 because the rail's on Washington and Uptown Whittier is
14 another couple miles away. So I think you really need
15 to listen to the people in Montebello and in Pico
16 Rivera. And I am in the unincorporated part of
17 Whittier, so I will also be very affected by this. And
18 I just think it's a bad idea all the way around. Thank
19 you.

20 (End of media recording.)
21
22
23
24
25

I-241-2

I-241-3

1 is a lot of crime, and I don't see any kind of
2 security or police on any of these trains.

3 MR. GUTIERREZ: Thank you for your
4 comments. Your 90 seconds are up.

5 And we'd like to ask for Virginia Ball.

6 MS. BALL: Most of my questions were
7 answered by what you did, so I'd just like to
8 postpone.

9 MR. GUTIERREZ: Okay. Great. So Virginia
10 has elected to pass on our comments for now.

11 So I'm going to ask Mohammed Abass. And
12 when he's getting started, I'm going to call on
13 Edmond Veloz followed by Jorge Martinez.

14 MR. ABASS: Hello. My name is Mohammed
15 Abass. I live on Sunset and Whittier at 90602.
16 I'm very excited about this project and bringing
17 the train as soon as possible.

18 Back in 1923, when my house was built,
19 there was the red car that came back to Whittier.
20 So I'm very excited to bring the trains back to
21 Whittier, the public transit back to Whittier.

22 My only question or comment is asking
23 whether there's a potential to study an alternative
24 that brings the train from the PIH where the
25 current stop is proposed to uptown and closer to

1 all the businesses. There's a lot of jobs out
2 there.

3 I was just walking around uptown today.
4 We have such a beautiful uptown, such a beautiful
5 place with stores and whatnot, and places where
6 people work. It would be great if we could connect
7 that to the Metro as well.

8 So thank you to the Metro staff and to the
9 council members who all put this together and to
10 the supervisors who helped support this, and I hope
11 this comes to Whittier as soon as possible.

12 You know, I work in downtown. My wife
13 works at UCLA. It would make our commute and our
14 lives a lot better and easier. Thank you very
15 much.

16 MR. GUTIERREZ: Okay. Thank you.

17 Up next is Edmond Veloz, followed by Jorge
18 Martinez. Then it will be Mike Martinez.

19 MR. VELOZ: Okay. My name is Edgar Edmond
20 Veloz. I live in Montebello. At the last Whittier
21 meeting of August 17th, of June 13th, 2019, 30
22 people testified. 20 were for the Gold Line; 18
23 were residents. Ten were against the Gold Line;
24 seven were residents.

25 Tonight we have 147 signatures against the

1 three speakers at a time -- you're going to be
2 asked to line up right here to your left. Edna's
3 going to be holding the microphone for you. And we
4 just ask that you could take some of these seats if
5 your name has been called. So the first group will
6 go ahead and start, and we will have the other two
7 speakers that we called waiting. So that way we
8 can move much more efficiently.

9 And now for the court reporter, it's
10 important for you to speak your name clearly into
11 the record, first and last name. And it would also
12 be helpful if you say the city or zip code that
13 would be associated with where you live or work,
14 that's based on interest for this project.

15 Now, without further ado, I'm going to
16 start calling the names. And let's see.

17 First name -- first person up is Maggie
18 Mo, then Virginia Ball, and Mohammed Abass.

19 So Maggie Mo?

20 MS. MO: Hi. Good afternoon. Thank you,
21 everybody, for coming. This is so important.

22 MR. GUTIERREZ: Excuse me. Can you state
23 your name?

24 MS. MO: My name is Maggie Mo. I have
25 mixed feelings about this Gold Line. I'm very

1 concerned that it's going to come -- this Gold Line
2 is going to come down to Lambert.

3 And so my question is -- I see all these
4 beautiful plans, but I don't see any plans for a
5 parking lot. Where are the people going to park?
6 Do you really think that people are going to leave
7 their cars and they're going to come down to
8 Lambert and then get on the Gold Line?

9 I don't see any plans for any parking at
10 all, and we don't have any parking in District 1.

11 This is going to create a big change in
12 our -- in the City of Whittier. We already are
13 gridlocked with traffic. Where is all the traffic
14 going to be going to? There will be traffic
15 gridlocked on Washington, then Whittier Boulevard,
16 and then a lot of people in the City of Whittier,
17 like off Beverly Boulevard -- they -- people are
18 already gridlocked, and they're going through their
19 communities to avoid traffic. So I'm very
20 concerned about the traffic.

21 I'm concerned about our environment. I'm
22 concerned about the noise. And I'm concerned about
23 all of the crime and homelessness that will be
24 coming to Whittier.

25 Sheriff Villanueva already said that there



1 is a lot of crime, and I don't see any kind of
2 security or police on any of these trains.

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4 comments. Your 90 seconds are up.

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25 current stop is proposed to uptown and closer to

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21 meeting of August 17th, of June 13th, 2019, 30
22 people testified. 20 were for the Gold Line; 18
23 were residents. Ten were against the Gold Line;
24 seven were residents.

25 Tonight we have 147 signatures against the



1 Gold Line and 147 signatures in favor of the MTA's
2 own transportation system management, an
3 alternative using electric buses, which will be
4 much more efficient than the Gold Line light rail
5 at 1/100th of the cost.

6 These signatures came from residents
7 living in the Whittier neighborhood on Washington
8 Boulevard near Sorenson and the hospital.

9 Tonight we represent those people because
10 in 2019, Whittier officials would not.

11 Overall, we have over 1800 signatures
12 against the Gold Line and the same amount in favor
13 of the TSM alternative. Metro has nothing like
14 this in their support.

15 The TSM alternative is absolutely the
16 locally preferred alternative and the
17 environmentally superior alternative, which is what
18 the MTA claims they are trying to achieve.

19 I believe that we are proving that if the
20 MTA Gold Line is built, it will be as a result of
21 blatant corruption.

22 MR. GUTIERREZ: Thank you for your
23 comment.

24 Up next is Jorge Martinez, followed by
25 Mike Martinez. Then I'm going to call on Diana

I-244-1

I-244-2

1 Guzman.

2 And just a reminder, please hold from
3 clapping and making noises and be respectful of
4 others.

5 Please go ahead, sir.

6 MR. MARTINEZ: I'm Jorge Martinez,
7 Montebello, 90640.

8 This distance -- MTA has lost its way
9 because it has lost sight of who is its customer.
10 Is it the MTA board of directors? No.

11 Is it the L.A. county board of
12 supervisors? No.

13 Is it the Washington Boulevard coalition?
14 No.

15 So who is their customer? We, the people.
16 If we, the people, want electric buses, give us
17 electric buses, not trains.

18 MTA's own ridership statistic show a
19 distinct preference for buses, so why do they want
20 to ram trains down our throats? If you want to
21 build light rail systems with higher ridership,
22 place them down the middle or alongside the
23 freeways like the Gold Line down the 210 Freeway,
24 or the, what is it, the 91?

25 Say no to the Gold Line.com. Thank you

1 very much.

2 MR. GUTIERREZ: Thank you.

3 Next comment is Mike Martinez, who will be
4 followed by Diana Gomez. Then after Diana, it will
5 be Eugenia Reyes.

6 MR. MARTINEZ: Mike Martinez, resident
7 from East L.A., zip code 9022 [verbatim].

8 First of all, I do not need to be here.
9 I'm here to protect your city. I live right in
10 front of the existing Gold Line on Third Street.
11 It's horrible. There's so much traffic, so much
12 smudge on my house -- my home walls.

13 It's not your typical dust. It's black
14 smudge. And it's from possibly all the traffic,
15 including the train that's running in front of my
16 house.

17 Number 1, Chapter 6 of the environmental
18 report, Section 6.9.2.3, it says "Public Outreach."
19 They were supposed to put banners and electric --
20 electronic signs along the corridor that they were
21 going to build it.

22 I literally just drove over here from East
23 L.A. for you guys, and I did not see one sign, not
24 one billboard. I have never seen it. Check it
25 out. Drive for yourself. If you don't believe me

1 very much.

2 MR. GUTIERREZ: Thank you.

3 Next comment is Mike Martinez, who will be
4 followed by Diana Gomez. Then after Diana, it will
5 be Eugenia Reyes.

6 MR. MARTINEZ: Mike Martinez, resident
7 from East L.A., zip code 9022 [verbatim].

8 First of all, I do not need to be here.
9 I'm here to protect your city. I live right in
10 front of the existing Gold Line on Third Street.
11 It's horrible. There's so much traffic, so much
12 smudge on my house -- my home walls.

13 It's not your typical dust. It's black
14 smudge. And it's from possibly all the traffic,
15 including the train that's running in front of my
16 house.

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18 report, Section 6.9.2.3, it says "Public Outreach."
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20 electronic signs along the corridor that they were
21 going to build it.

22 I literally just drove over here from East
23 L.A. for you guys, and I did not see one sign, not
24 one billboard. I have never seen it. Check it
25 out. Drive for yourself. If you don't believe me

I-246-1
I-246-2

1 in East L.A., go take a drive. Go take a weekend
2 out of your drive and test it out. See how you're
3 going to like it.

4 There's a lot of delays, especially the
5 center divider. It's going to block a lot of
6 residential streets. That means emergency vehicles
7 are going to take longer because they're going to
8 have to take a U-turn.

9 The riders are 135. I had said 75. But
10 the maximum occupancy is 135. There's literally
11 six people riding per cabin. I've seen it because
12 I see it from my window. I've seen it. Are they
13 going to build it underground? More stations,
14 12 stations versus six. Push it.

15 MR. GUTIERREZ: Thank you. And I'd like
16 to call on Diana Gomez, who will be followed by
17 Eugenia Reyes and then Jesse Garcia.

18 MS. GOMEZ: Hello. Good afternoon. My
19 name is Diana Gomez, a current resident of Pico
20 Rivera, concerned parent, also, of growing
21 children.

22 So one of my comments. I really wanted to
23 go really briefly, really quickly.

24 So traffic congestion, community delays,
25 besides the environmental components, delay in

I-246-2
I-246-3
I-246-4

1 in East L.A., go take a drive. Go take a weekend
2 out of your drive and test it out. See how you're
3 going to like it.

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5 center divider. It's going to block a lot of
6 residential streets. That means emergency vehicles
7 are going to take longer because they're going to
8 have to take a U-turn.

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10 the maximum occupancy is 135. There's literally
11 six people riding per cabin. I've seen it because
12 I see it from my window. I've seen it. Are they
13 going to build it underground? More stations,
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16 to call on Diana Gomez, who will be followed by
17 Eugenia Reyes and then Jesse Garcia.

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19 name is Diana Gomez, a current resident of Pico
20 Rivera, concerned parent, also, of growing
21 children.

22 So one of my comments. I really wanted to
23 go really briefly, really quickly.

24 So traffic congestion, community delays,
25 besides the environmental components, delay in

I-247-1
↓

1 first responders, pollution emissions from stalled
2 traffic, unsafe train crossing for pedestrians and
3 for our growing children, train crossings that
4 impact not only on community, but also our children
5 from going to school.

6 And then also the increase of homelessness
7 these train stations are going to bring. For
8 example, in L.A., we see the issues with
9 homelessness.

10 And then also just to inform some
11 residents in order -- there is two train -- train
12 underpasses in the city of Pico Rivera to avoid all
13 these issues and they cost -- they cost the City
14 \$43 million for the underpass that was created in
15 Passons.

16 And on Durfee that was just opened, that
17 cost taxpayers \$107 million. And that was only --
18 that underpass was built only to prevent all these
19 congestion issues.

20 So now my problem is building another
21 train that's going to be preventing the beauty of
22 our city.

23 Our city should be beautiful, and in order
24 for us to do that, we need to stop this train from
25 Metro building. Thank you.

1 MR. GUTIERREZ: Okay. Thank you.
2 We have Eugenia Reyes, followed by Jesse
3 Garcia and Maria Reyes.

4 MS. REYES: Yes. My name is Eugenia
5 Reyes. I am from Montebello, south side, off of
6 Washington Boulevard. And I really do not want
7 this Gold Line on my block because I'm literally
8 off Washington Boulevard.

9 I already deal with trucks. I don't need
10 to deal with trains. I have homeless people
11 walking up and down my block. It's going to bring
12 more homeless people.

13 I work at John Adams Middle School. There
14 is a Metro that comes in from Long Beach and
15 connects to Washington Boulevard. There are also
16 homeless people around that block.

17 So I can just imagine that all these
18 homeless people that are stuck in L.A. -- and now
19 when the East L.A. bridge opens, now you have more
20 homeless people crossing that bridge. Those
21 homeless are going to start coming, going to start
22 getting to Commerce and to Montebello and Whittier.

23 I don't want the Gold Line. If you guys
24 want to build this, then wait about 30 years and
25 see if the mind and mentality changes, but not now.

1 That's all I have to say.

2 MR. GUTIERREZ: Okay. Thank you.

3 Then we have Jesse Garcia, who will be
4 followed by Maria Reyes. And now I'd like to call
5 on Jesus Reyes.

6 MR. GARCIA: Hi. I'm Jesse Garcia. I
7 live in south Montebello. In the real world, if I
8 were to go in front of my boss and present this
9 project and have him cut a check for \$3 billion and
10 tell them, "By the way, it's going to take 53 years
11 for you to get your principal back," two things are
12 going to happen: He's going to laugh at me and
13 then I'm going to get fired. Okay?

14 It's going to cost 300 million per mile to
15 build this train. It's 9.4. I've rounded it to
16 ten, because it's going to be costing over. Metro
17 is already aware that it's going to cost
18 6 billion -- 3 billion. 3 billion in 2029 won't
19 buy you two-and-a-half billion, so I don't know
20 where the money is coming from.

21 And this is all based on my management
22 skills, all data that is available off the website.

23 As far as what the councilman says, it's
24 going to take you 16 minutes from Whittier to
25 downtown? It's not going to happen. It takes 16

1 That's all I have to say.

2 MR. GUTIERREZ: Okay. Thank you.

3 Then we have Jesse Garcia, who will be
4 followed by Maria Reyes. And now I'd like to call
5 on Jesus Reyes.

6 MR. GARCIA: Hi. I'm Jesse Garcia. I
7 live in south Montebello. In the real world, if I
8 were to go in front of my boss and present this
9 project and have him cut a check for \$3 billion and
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18 6 billion -- 3 billion. 3 billion in 2029 won't
19 buy you two-and-a-half billion, so I don't know
20 where the money is coming from.

21 And this is all based on my management
22 skills, all data that is available off the website.

23 As far as what the councilman says, it's
24 going to take you 16 minutes from Whittier to
25 downtown? It's not going to happen. It takes 16

1 minutes from Atlantic to Union Station, and that's
2 9.1 miles. This is 9.7? You're looking at a
3 half-hour. So it's a pipe dream.

4 I'm glad you guys brought it out here
5 because I took Washington from my house all the way
6 to here. You're going to ruin the neighborhood.
7 Del Rey? Good luck. If you like going there -- I
8 do it once a year. That's all I can afford. That
9 place is gone. All the beautiful houses and
10 everything down that block, forget it. It's not
11 going to happen.

12 I mean, the best thing, it's an election
13 year. All council people know they're going to get
14 fired if they go for it.

15 MR. GUTIERREZ: Thank you. And I'm going
16 to call on Maria Reyes, followed by Jesus Reyes.
17 And I would like to call on Kevin Coca.

18 And just a reminder to hold back on your
19 applause as much as possible and be respectful of
20 everyone's comments. They're going to speak
21 Spanish, so we're going to go ahead and give them
22 more time.

23 Just so everyone is aware, as a protocol,
24 when we have a Spanish speaker, they're going to
25 say a comment in Spanish, and then the interpreter

I-249-1
I-249-2

1 is going to translate for them. So we're going to
2 accommodate additional time for them in this
3 situation.

4 So go ahead, Maria.

5 MS. REYES: (Through a Spanish
6 interpreter.)

7 My name is Maria Reyes, and I live here in
8 Montebello. Yes, Maple Avenue. So Metrolink is
9 south of where I live right now. So this is going
10 to be another block south of Washington there, and
11 we really don't need that service. There's quite a
12 bit of traffic.

13 There are cars and a lot of trucks going
14 through there, so -- there's an elementary school
15 there on Greenwood Street.

16 And so at the other side of Washington,
17 there's also the library there, so we really don't
18 need that. We don't need that service.

19 So there's a lot of homeless there on
20 Washington Street, so I wonder: What are you going
21 to do with all the things that I've said about
22 that? We need more buses. We don't live in
23 Whittier; okay?

24 MR. GUTIERREZ: Thank you. Please hold
25 back from your applause.

I-250-1

I-250-2

I-250-3

1 I'd like to call on Jesus Reyes, followed
2 by Kevin Coca and then R.D. McDonald.

3 MR. REYES: (Through a Spanish
4 interpreter.)

5 Okay. My name is Jesus Reyes. What
6 happens out in East L.A. -- I don't know why you
7 would want to do that. They can get parking out of
8 us if there are other companies. My name is Jesus
9 Manuel Reyes.

10 And the second point is that there are so
11 many other truck companies, at least five of them
12 that -- we can call upon them. They're not small
13 pickup trucks or anything. They're big semi
14 trucks.

15 So if you're going to do this project,
16 you're going to take those tracks -- remove those
17 tracks in order for the traffic to go through them.
18 It's very difficult for us who live there. What do
19 you want us to do? Just to hop on a plane or a
20 helicopter?

21 So for the persons out of East L.A. --
22 just let me very briefly -- that traffic of the
23 train is only from 7:00 to 8:00, and after that,
24 there's nothing.

25 MR. GUTIERREZ: Thank you. And I would

1 still have time to submit a speaker card if you
2 have an interest in speaking tonight.

3 Go ahead, Reuben.

4 MR. VALDEZ: Hello. My name is Reuben
5 Valdez. I live in Whittier, California, 90606. I
6 just want to come out and say I'm in favor of this
7 project. I've been in favor of it since 2017, when
8 it first started.

9 And it's forward thinking is what I think
10 because eventually we're going to probably be
11 getting out of our cars. We see how much it is
12 right now for gas, \$6 a gallon; right? That's a
13 reality. And the more and more as we age as a
14 population, we're not going to be able to drive
15 those cars.

16 So we'll have an alternative to get to
17 East L.A., to Whittier, all the way to downtown
18 L.A., to the airport, to a variety of places.

19 A lot of people don't want this to come
20 down their street, down their neighborhood. This
21 has been an argument all along, and, you know, it's
22 something to think about.

23 Yes, there will be impacts, but there's a
24 bigger trade-off for the worldwide community in the
25 end, and we all like the Pacific -- well, for those

1 of us around -- we all like the Red Line and the
2 electric cars, the Greenway trail. It's that kind
3 of thing that we're looking at, something going for
4 the future of the next evolution of our lives, and
5 that's why I'm in favor of the project.

6 And also, you know, it's going to be long
7 term, and I think it's a big thing to think about.
8 Thank you.

9 MR. GUTIERREZ: Thank you.

10 So with Reuben being our last speaker
11 tonight, that concludes the formal oral comment
12 section for tonight's hearing, but as has been
13 mentioned, you still have time, until 8:00 o'clock
14 tonight, to take advantage of all the resources we
15 have. Tito will be going over that.

16 But I just want to thank you for
17 respecting the process of the public hearing and
18 the oral comments, and I appreciate your
19 participations.

20 So now, Tito.

21 MR. CORONA: Thank you, Edgar.

22 So let's wrap up the presentation, give
23 you more time if you would like to go speak with
24 staff and get your -- get some questions answered.

25 Can you go to the next slide, Jesse? It's

I-252-1

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MEDIA TRANSCRIPTION

EASTSIDE TRANSIT CORRIDOR PHASE 2

AUTOMATED VOICE: Message one.

MR. REUBEN: Hi. This is Howard Reuben,
(626) 482-1263. I do not have a computer. I'm 91
years old, and you really messed me up. You go ahead
and you spend billions of dollars for this Gold Line
extension, a fraction of which could restore some of
the bus service that you last year eliminated.

In Sierra Madre there were two lines. Now
there's nothing. All you can do is dial a number and
hope you can get some service. No more -- no more
service that you can expect.

Since 1907 there was service in Sierra Madre.
You took it off, and you want to spend billions of
dollars on some mad, crazy idea, and you can't even put
a decent bus service in and eliminate it.

So this is Howard Reuben, and you really
messed me up. I'm 91. I've got to beg for a ride
because of you people.

* * * * *

AUTOMATED VOICE: Received June 30th at

I-253-1
I-253-2

1 If you would like to verbally provide
2 additional comments, you may do so to my right,
3 your left here at the comment table with our --
4 with our very helpful stenographers. And I'm going
5 to try to speak slower. I know you were taking
6 some quick comments.

7 But we prefer that you speak slowly so we
8 can capture what you're saying. You won't have a
9 timer if you go speak over here like you did over
10 here. So if you have more to say, please do so
11 again. But please provide the information and
12 respect each other's comments.

13 So I think that is it. Is there another
14 slide?

15 No, that is it.

16 So right now I'm going to wrap this up.
17 It is 7:30 on August 17th. I'm going to conclude
18 the presentation. It does not mean the meeting is
19 over. It does not mean you have to leave right
20 now. We have staff standing by the screen, so this
21 is your chance to go and talk with them. Thank you
22 for coming and have a good night.

23

24

* * *

25

UNIDENTIFIED SPEAKER: So I have a couple

1 of thoughts. And the first one is: The proposal
2 is for six stations at \$6 billion; is that correct?
3 Anyway, that's what I gather here, \$6 billion for
4 six stations.

5 And here's -- and here's what I want to
6 say: That's a lot of money for six stations that
7 goes nowhere. Lambert and Washington, there's
8 nothing there, and I never could understand this
9 about Metro. They've always built these railroads
10 that go nowhere at a considerable cost. That's one
11 comment.

12 And the other one is: If we were to get
13 back on to provide bus service at a more rapid
14 headway, I think the people in the communities
15 would utilize that more, and I think it would be
16 cheaper, electric buses, instead of this electric
17 railroad.

18 And my second thought is we already have
19 the freeways there. From East L.A., we have the
20 60 Freeway. And this has always been a thought in
21 my mind: Why not build a rail system right
22 alongside that freeway where you don't interrupt
23 all these other communities? The freeway's already
24 existing.

25 And if we could build some kind of

I-254-1

I-254-2

1 construction, a monorail that would go into
2 downtown Los Angeles and out into the suburbs, I
3 think that would be something to consider.

4 And that concludes my comment or my
5 thoughts. Thank you.

6

7 * * *

8 MR. ROBLINO: My name is Tom Roblino. I
9 live right off of Washington Boulevard up by
10 Rosemead, and I understand that there -- the train
11 proposal -- of the track is going to go down the
12 center of Washington Boulevard. It's going to
13 eliminate one lane on each side. There's too much
14 traffic there now. I don't know how -- what's
15 going to happen then. That's number 1.

16 Number 2 is I heard one other gentleman
17 say today about safety, that they're going to
18 guarantee safety on the train.

19 They can't do it now. What makes them
20 think they're going to be able to do it then? I
21 understand the homelessness is rising, a terrible
22 epidemic that's happening now. It's going to get
23 worse if a train comes down from L.A. down to where
24 we live now.

25 I've seen what happened. Look at the

60

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14 traffic there now. I don't know how -- what's
15 going to happen then. That's number 1.

16 Number 2 is I heard one other gentleman
17 say today ^{I-254} about safety, that they're going to
18 guarantee safety on the train.

19 They can't do it now. What makes them
20 think they're going to be able to do it then? I
21 understand the homelessness is rising, a terrible
22 epidemic that's happening now. It's going to get
23 worse if a train comes down from L.A. down to where
24 we live now.

25 I've seen what happened. Look at the

I-255-1
I-255-2
I-255-2

1 community, what happened that the gentleman was
2 saying on First Street, how terrible it's gotten
3 around the area.

4 I don't want that to happen in my area.
5 And for those gentlemen, whoever proposed to say
6 that they're for it, I want them to ask me: How
7 close do they live to the route? Thank you.

8

9 * * *

10 MS. REYES: Maria Reyes (through a Spanish
11 interpreter.)

12 As I said in the beginning, the street
13 where I live, there's quite a bit of traffic, a lot
14 of trucks. In the south where I live, the south
15 going towards north -- so about -- north of that
16 about a block away from there, there is Metrolink.
17 So the line -- the Metro line is going to go
18 about -- pretty close to where I live, right in the
19 middle of it.

20 On top of that, there's quite a bit of
21 traffic; and besides that, we don't have any
22 parking facility, either. We have a lot of
23 factories all around where I live. So the school
24 is pretty close to there, close to Washington
25 Street. And the library is across the street on



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2 saying on First Street, how terrible it's gotten
3 around the area.

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18 about -- pretty close to where I live, right in the
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21 traffic; and besides that, we don't have any
22 parking facility, either. We have a lot of
23 factories all around where I live. So the school
24 is pretty close to there, close to Washington
25 Street. And the library is across the street on

I-256-1
I-256-2
I-256-3

1 Greenwood Street.

2 So you're really presenting a very
3 good-looking package, nothing really worth for us
4 at all. On Washington Street, we have quite a bit
5 of homeless people. On the weekends, on Sundays,
6 there is a church near Washington Street. There's
7 quite a bit of traffic, a lot of traffic. So we
8 have to put up with that all the time, a lot of
9 traffic.

10 That's it.

11

12

* * *

13

MS. REYES: E-U-G-E-N-I-A, R-E-Y-E-S.

14

15 Another concern is that -- what are they
16 going to do when they dig up everything? Where are
17 they going to dump the -- you know, the pavement?
18 Because I'm pretty sure they're going to take some
19 old pavement out, put some new one, fix the street.
20 And even when they go underneath, where are they
21 going to dump all of that? That's a very big
22 concern.

22

23

24

25

I don't see that working for our city. I
think they need to go somewhere else. I am -- like
I said before, I am very concerned about homeless
people being able to have access to move around and

I-256-3
I-256-4

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3 good-looking package, nothing really worth for us
4 at all. On Washington Street, we have quite a bit
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22 concern.

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I don't see that working for our city. I
think they need to go somewhere else. I am -- like
I said before, I am very concerned about homeless
people being able to have access to move around and

I-257-1
I-257-2

1 start building more cabinets, like -- cabinets? --
2 around our block. It's very busy.

3 And just as my mother said, we also deal
4 with the church of the Ark that's right there, a
5 Christian church right on the corner, and these
6 semi trucks -- they were not notified about the
7 meetings.

8 I went to the one in Montebello. The next
9 day of the Montebello meeting -- not the next day,
10 sorry, because that was a Sunday. So on Monday, I
11 went around my block asking those companies if they
12 were aware of the Metrolink. They said, no, they
13 weren't.

14 I have a feeling -- well, my thoughts and
15 feelings is that they should have also notified
16 them to see what is their point of view if they
17 would like a Metro in the middle of our block, but
18 they didn't. So I think that's very disappointing.

19 And that's it.

20

21 * * *

22 MR. VELOZ: Edmond Veloz. I have a little
23 more to talk to you about.

24 Let's see. One of the things that I've
25 found as I'm doing this -- and this is why I talked

I-257-2
I-257-3

1 start building more cabinets, like -- cabinets? --
2 around our block. It's very busy.

3 And just as my mother said, we also deal
4 with the church of the Ark that's right there, a
5 Christian church right on the corner, and these
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18 they didn't. So I think that's very disappointing.

19 And that's it.

20

21 * * *

22 MR. VELOZ: Edmond Veloz. I have a little
23 more to talk to you about.

24 Let's see. One of the things that I've
25 found as I'm doing this -- and this is why I talked

1 about the Whittier city council not supporting
2 their own people. But it wasn't just them.

3 As I've been doing this -- I come from
4 Montebello; okay? Now, in Montebello, there's a
5 section between Vail Avenue and Bluff Road on
6 Washington Boulevard. It's all businesses there,
7 about maybe 70-some-odd businesses.

8 When I first started this -- this was back
9 in the fall -- I got a petition just for the
10 businesses. I visited every single business there.
11 Not a single one of them knew about this project.

12 And this goes back to, like, 2007, when it
13 was first starting to be talked about. Not a
14 single business was told by our city council that
15 this was coming.

16 What's bad about that is that some of
17 those businesses are the biggest contributors of
18 tax income and revenues to the City, so how could
19 it be that the City wouldn't tell them that this
20 thing was coming? How could it be that they -- and
21 our city is in such bad shape. They desperately
22 need that money. How could they tell the people
23 who were helping them and then tell them -- because
24 they know it's going to be bad. It had to be the
25 MTA got to them.

1 But it's not just them. The same thing
2 happened with Pico Rivera. I started circulating a
3 petition letting them know. Nobody knew. They
4 could hold meetings down there. We could have done
5 that in south Montebello. They wouldn't hold a
6 meeting down there because we had them a long time
7 ago. People in Montebello -- they've got venues to
8 hold them in south Pico Rivera, south of Washington
9 Boulevard. They didn't do it. So they didn't
10 know.

11 I come up to Whittier. This one section
12 between Sorenson Avenue and the Presbyterian
13 hospital, the north side of Washington, there's a
14 whole neighborhood, a residential neighborhood.
15 None of them knew. The City didn't tell them.

16 It was collusion, collusion between -- it
17 had to be collusion between -- in my opinion,
18 collusion between all of the cities not to tell the
19 people because you can see it in the Environmental
20 Impact Report that there's going to be bad things
21 happening, and there's no way away from it.

22 It's going to happen. Certain things are
23 going to be permanent. Well, they didn't want them
24 to know that. Okay. That's one thing.

25 The last thing is the Whittier thing, it's

I-258-1
I-258-2

1 not going to do Whittier any good anyway. It's
2 going to end at Lambert Road. There's no real
3 commercial area there other than maybe the
4 Presbyterian hospital. That's not going to be that
5 much.

6 People from the Chamber of Commerce
7 appeared here, from the uptown association. They
8 appeared before the Whittier uptown.

9 Whittier uptown is a mile and a half away
10 from where the rail line is going to stop. How are
11 they going to get there? It is going to do uptown
12 Whittier absolutely no good. It's a mile and a
13 half. How are people going to get there? They are
14 either going to have to walk or Whittier is going
15 to have to provide them a bus, which is what I'm
16 suggesting.

17 The next one is the Whittier quad, another
18 mile and a half away. So the train ends in a place
19 where it does Whittier no good. It's just -- it
20 just is a vanity train for them. But in the
21 meantime, it comes through all of these
22 neighborhoods, Pico Rivera and Montebello, and
23 ruins our neighborhoods just so they can have a
24 vanity train for themselves.

25 And that's -- that's what they call

I-258-2
I-258-3
I-258-4

1 environmental racism, that, you know, we're not
2 going to -- this is going to ruin our
3 neighborhoods, and everybody is very, very upset
4 about it. Well, you saw them here tonight.

5 Anyway, I don't want to tell you that.
6 You can leave that part out. But they were here
7 tonight, and they showed their disgust. I was very
8 surprised at how many people were here against this
9 project in Whittier.

10 That's all I've got to say, I think.

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MR. PERLA: Miguel P-E-R-L-A. I'm a
resident of Whittier, California, and I am here
because I wanted to hear the concerns by my fellow
community members and also hear about the plans.

I am in favor of the extension of the
Metro to Whittier, with some reservations, of
course. I would love for there to be parking for
all of that area that's going to be most impacted
at the end of the line at Lambert and Washington
Boulevard, which is a tough area as it is --
existing tough area.

But I am in favor of this project because
it's a forward-looking way to get people out of

I-259-1
I-259-2



1 their cars and onto public transportation that
2 doesn't pollute, that is safe. It can be
3 beautiful, and it can connect us to different parts
4 of Los Angeles County without having to hop in our
5 cars.

6 I think that's it. I think that's it.

7

8 * * *

9 MS. CELIZ: Esther Celiz. My real concern
10 is transportation for the pedestrians. So I don't
11 know what that goes under. I think that chart is
12 under Transportation. What does it go under?

13 I have concern for the traffic, which
14 isn't even on any of the charts. I am in
15 Pico Rivera. It's on Washington and Passons. The
16 stop is going to be on Washington and Rosemead.
17 That's the stop. And you come down -- because it's
18 all residential homes. They don't even talk about
19 it. They aren't even bringing up Pico Rivera.

20 So from -- I would say from Bluff, as you
21 come down, there's no homes, and then the homes and
22 the residential area hits on Washington and
23 Rosemead. So you have homes on both sides.

24 So there's a school, El Rancho High
25 School, Rivera Middle School that the kids on

1 their cars and onto public transportation that
2 doesn't pollute, that is safe. It can be
3 beautiful, and it can connect us to different parts
4 of Los Angeles County without having to hop in our
5 cars.

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8 * * *

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21 come down, there's no homes, and then the homes and
22 the residential area hits on Washington and
23 Rosemead. So you have homes on both sides.

24 So there's a school, El Rancho High
25 School, Rivera Middle School that the kids on

I-260-1

1 Passons and Washington would be crossing, and
2 that's what's going to be my concern.

3 You're going to have between -- I would
4 say the high school has around 3,000 kids, so say
5 on average 1800 kids would be crossing Passons.
6 Another 1200 would be in Rivera Middle School at
7 3:00 o'clock every day. And there's no stop right
8 there for the train. The train is just going to be
9 going straight. That's a big concern.

10 In Pico Rivera, we've done two
11 underpasses, one on Durfee and Whittier and one on
12 Slauson and Passons, for the concern of the
13 children, and now we're having a train come
14 straight down Washington.

15 So that's my concern for the people of
16 Pico Rivera, is that that street -- they did a
17 study for the pedestrians. The young lady
18 explained it to me.

19 But I don't think anybody went down there
20 at 3:00 o'clock in the afternoon or at 7:30 in the
21 morning when you have gridlock, parents taking
22 their kids to school back and forth. So that's
23 going to be a big concern, stopping on that
24 intersection.

25 And that's not even on that -- Passons is

I-260-1

1 not even on the map, and that's a big street.
2 That's a very important street. That's one of the
3 main veins of Pico Rivera. That's one of our main
4 concerns.

5 Thank you.

6

7 * * *

8 MR. HOM: My name is Danny, D-A-N-N-Y. My
9 last name is Hom, H-O-M.

10 I'm supportive of Metro continuing
11 development of the project on the corridor, and I
12 want to urge Metro to really foreground
13 accessibility for people with disabilities who ride
14 the system, when holding this, as much as possible.

15 That's it.

16

17 (Meeting ended at 8:00 p.m.)

18

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1 not even on the map, and that's a big street.
2 That's a very important street. That's one of the
3 main veins of Pico Rivera. That's one of our main
4 concerns.

5 Thank you.

6

7 * * *

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11 development of the project on the corridor, and I
12 want to urge Metro to really foreground
13 accessibility for people with disabilities who ride
14 the system, when holding this, as much as possible.

15 That's it.

16

17 (Meeting ended at 8:00 p.m.)

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I-261-1

1 all advancements in transportation. And in particular,
2 with regards to coming through unincorporated East
3 Los Angeles, Atlantic into the City of Commerce, go
4 underground not on the surface.

5 EDGAR GUTIERREZ: Thank you for your comments.

6 I'd like to now call up on Mike Martinez
7 who will be followed by Blanca Chavez. And after Blanca
8 will be Eddie Torres.

9 MIKE MARTINEZ: Hi, my name is Mike Martinez.
10 I'm an East L.A. resident born and raised here for 43
11 years. I came back to East L.A. to my roots to make
12 this community better. I've been back in East L.A. for
13 8 years living right in front of the Gold Line here on
14 Third Street. Mostly I'm here to fight the inefficiency
15 of the way this project is going. It seems like Metro
16 is just throwing money at it. Want to run a 9-mile
17 train, very inefficient design.

18 I always mention this in our meetings:
19 Why not copy New York subway station? Very efficient.
20 Everybody rides the train over there. Same thing in
21 Atlanta. I've been living in front of the train
22 station -- even pre-pandemic -- and I see the cabins.
23 They're not even halfway full. Just think of how much
24 percentage is a lot for you of a way a train should be
25 riding. How many riders? 20 percent? 50 percent?

1 60 percent?

2 Well, I did my work, and I went into the
3 cabins myself. I found out what's the maximum occupancy
4 per each cabin, 75 passengers. You know how many
5 passengers I see in front of my house every single day
6 coming and going per cabin? 6, 6 riders each way every
7 single day, pre-pandemic and after pandemic. That's
8 only 3.5 percent riders. What is the inefficiency here?
9 Not only that --

10 EDGAR GUTIERREZ: Wrap up your comment.

11 MIKE MARTINEZ: And one more thing for the
12 people above rail, fight for them because they're going
13 to block your streets. There was a traffic stop right
14 in front of me, there was 21 sheriff patrol cars --

15 EDGAR GUTIERREZ: Thank you, sir. I just
16 wanted you to wrap up your comment. We appreciate your
17 comments, and if you wanted to have anything else
18 officially recorded for the record, we have a court
19 reporter here and other ways to comment.

20 So now I'd like to call on the next
21 speaker, Blanca Chavez, who will be followed by
22 Eddie Torres. These are currently the last two speaker
23 cards. So if there's anyone interested, please fill out
24 a speaker card. Raise your hand if you need one.

25 We have a Spanish speaker who will be

Next stop: your input.



DATE / FECHA:

8/23/2022

LOCATION / LOCALIZACIÓN:

PICO RIVERA, Whittier, Ca.

We welcome your feedback on / Agradecemos sus comentarios sobre:

ATTENTION!

Pico Rivera, Whittier do not need or want this project Eastside Transit metro L line (Gold) it will be bringing a Wrecking ball right through these communities. The Environmental impact this project will endanger these communities and the residence way of life. People choose to live away from the big cities with all that noise, crowds, busy. People move out to the suburbs areas to enjoy the quiet, strong bond of neighbors, quiet walks in the community and the family life style. Pico Rivera has just complete two train overpass bridge projects to clear and free streets from train tracks. Safety and the inconvenience for the community \$43.5 million metro project will take Pico Rivera backwards. Suburbs are not communities that are in high demand for rail commuters, project will harm and bring heartship for communities:

- longer traffic delays
- harmful emission, noise pollution from trains pass
- Train horn blowing
- Safety for pedestrians path and bicyclists
- delay emergency vehicles path to respond
- bring trouble makers outside homeless to the communities

Martinez

NAME / NOMBRE

EMAIL / CORREO ELECTRÓNICO

ORGANIZATION / ORGANIZACIÓN

MAILING ADDRESS / DIRECCIÓN

I-236

Pico Rivera, Ca. 90660

PHONE / TELÉFONO

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

You have a voice in our future. Thank you for your input. Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Next stop: your input.



DATE / FECHA:

8/23/2022

LOCATION / LOCALIZACIÓN:

We welcome your feedback on / Agradecemos sus comentarios sobre:

Attention

There must be better Plan to work with the Public and Communities for Ideas and the use of Funds on Transportant. (work together) Metro wants transportation for the public, Consider/Rethink:

- Share/use Trains Tracks available
- Runside on freeways
- keep Train and tracks build only at Industration areas.
- Build overhead Passways over Freeways. Public will drive and Park their vehicles to commute to their destinations Industration areas.

Alternative 2°. Commerce/Citadel station los much more achievable located: • underground and Industrial area, Bussiness, Shopping, better useage to the public.

Please hear us and Do Not bulldoze our Community.!!!! Thank you.

Martinez

NAME / NOMBRE

EMAIL / CORREO ELECTRÓNICO

ORGANIZATION / ORGANIZACIÓN

MAILING ADDRESS / DIRECCIÓN

PHONE / TELÉFONO

Pico Rivera, Whittier ca.
CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL


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EASTSIDE TRANSIT CORRIDOR PHASE 2

FOLD ALONG DOTTED LINES / DOBLAR A LO LARGO DE LAS LÍNEAS DE PUNTOS

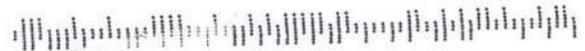
Pico Rivera, Whittier
Ca.



Attention!!

JENNY CRISTALES-CEVALLOS, PROJECT MANAGER
METRO
ONE GATEWAY PLAZA, MS 99-22-7
LOS ANGELES, CA 90012

712-374602



Written comments may be submitted via:
Los comentarios escritos pueden enviarse a través de:

metro.net/eastside2022

metro.net/eastsidecomments

Fold this form, seal and drop into any mailbox.

Doble este formulario, séllelo y colóquelo en cualquier buzón.



FOLD ALONG DOTTED LINES / DOBLAR A LO LARGO DE LAS LÍNEAS DE PUNTOS

Three horizontal lines for address or recipient information.

PLACE
STAMP
HERE
COLOQUE
ESTAMPILLA
AQUÍ

JENNY CRISTALES-CEVALLOS, PROJECT MANAGER
METRO
ONE GATEWAY PLAZA, MS 99-22-7
LOS ANGELES, CA 90012

Written comments may be submitted via:
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Doble este formulario, séllelo y colóquelo en cualquier buzón.

Next stop: your input.



DATE / FECHA:

LOCATION / LOCALIZACIÓN:

We welcome your feedback on / *Agradecemos sus comentarios sobre:*

I don't approve of the project. Washington is more industrial, it will cause traffic. You guys can't stop the population, bringing the Metro won't solve the issue. Don't touch Montebello, Pico Rivera, Whittier - our zone, we (many residents) The reason why METRO wants it, is because you guys get money; you guys don't live on the southside and you guys don't know how it is. It's a BAD IDEA, please take your metro to the downtown L.A. area and leave us in peace. You guys (METRO) don't belong in this area.

I-264-1

Eugenia G. Reyes
NAME / NOMBRE

ORGANIZATION / ORGANIZACIÓN

PHONE / TELÉFONO

EMAIL / CORREO ELECTRÓNICO

MAILING ADDRESS / DIRECCION

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

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Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Next stop: your input.



DATE / FECHA: Jul 30, 2022 LOCATION / LOCALIZACIÓN: ATC MEETING

We welcome your feedback on / Agradecemos sus comentarios sobre:

MONTEBELLO FOR

As A Homeowner & Resident of 14 years, I welcome the investment for new public transportation infrastructure, that will make this region more connected to the Metro LA area. Public transportation will hopefully reduce automotive congestion & encourage people to drive less. My main concern is that of increased traffic & impact to first responders, also noise & pedestrian safety. For this I would like to make the recommendation to go Aerial for the entire stretch through Montebello. Aerial will also look much more modern & allow first responders to turn, make U-turn & reach all locations, Aerial will also reduce safety issues to pedestrians & children.

I-265-1
I-265-2

I also recommend aerial through Pico Rivera, & Whittier as well.

Thank you for your work & hope to see light rail soon.

Jose Miguel Martinez / Resident

NAME / NOMBRE

[Redacted]

EMAIL / CORREO ELECTRÓNICO

ORGANIZATION / ORGANIZACIÓN

MAILING ADDRESS / DIRECCIÓN

[Redacted]

[Redacted]

PHONE / TELÉFONO

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

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EASTSIDE TRANSIT CORRIDOR PHASE 2

Next stop: your input.



DATE / FECHA: 7/30/22

LOCATION / LOCALIZACIÓN:

We welcome your feedback on / Agradecemos sus comentarios sobre:

IN THE ENVIRONMENTAL REPORT
 1. UNDER SECTION/PAGE 6-18. PUBLIC OUTREACH
 "PROJECT AWARENESS AT HIGH VISIBLE LOCATIONS
 ALONG THE PROJECT CORRIDOR"
 THIS WAS NEVER DONE

2. PAGE 6-18
 PUBLIC OUTREACH
 "ELECTRONIC SIGNS" ALONG THE PROJECT CORRIDOR
 THIS WAS NOT DONE

MIKE MARTINEZ

NAME / NOMBRE

ORGANIZATION / ORGANIZACIÓN

PHONE / TELÉFONO

EMAIL / CORREO ELECTRÓNICO

MAILING ADDRESS / DIRECCIÓN

CITY, STATE, ZIP / CIUDAD, ESTADO, CÓDIGO POSTAL



Metro

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Tienes una voz en nuestro futuro. Gracias por su aporte.

EASTSIDE TRANSIT CORRIDOR PHASE 2

I-266-1

7/30/2022

To who it may concern:

Please your just Making
a mess of these cities.

1. Congestion.
2. Not appealing
3. Under construction
the traffic will go into the
neighborhoods.
4. Unnecessary.
5. Waste
6. Bringing in crime

What are you people
thinking?

Jenny Cristales - Levallos
Project Manager

7-30-22

I am opposed to the Metro Train
Planned for Washington Blvd. I
live North of Washington across
from Wal Mart

① We already have all the trucks
traveling to and from Montebello
on Washington. With only 2 lanes
of traffic on each side there
will be increased noise, pollution
and traffic. The traffic will be
cutting off to the surface streets
north of Washington especially
to go to Paramount. Also, I
live on Phaeton Ave which is
double the width of a normal
residential street which will
allow semitrucks to turn on
our streets. This will create traffic
all day & night.

② I have not heard or read what
kind of security will be on the train.
What is to stop the criminal element to
travel from city to city. The train
should stop running by 6 pm.

③ We already have plenty of buses
that transport people all day up &
down Washington. The bus takes a
person closer to their destination.



4) It is planned to go underground to Greenwood in Montebello. You're spending plenty of money so finish the whole route to Whittier underground.

5) Have you ever done a survey to see who will ride the train (residents etc). I have never received one.

6) It is unfortunate you put your train through low income communities where residents either have their own car, ride the bus or city buses. The train should be continued by the GO fast where it would be utilized.

7) Already overbudget and eventually the homeowner and local taxes will have to fund this waste of time & money.

Roberta Torres

[Redacted]

[Redacted]

[Redacted]

Residents against waste

We demand that Metro release a full cost benefit analysis of this project and explain why they are wasting \$6.5 billion of our tax money for something the community does not want and will not use. The cost is not justified and Metro will destroy Washington Blvd. Metro should fix the Gold Line that crawls through East LA on 3rd and Indiana before trying to expand a failure even more, costing us taxpayers money and headaches for 10 years for construction. These projects always go over budget and years late too, so we will have to go through a traffic nightmare for 15 years before it opens.

└ O-1-3 ─┘
└ O-1-2 ─┘
└ O-1-1 ─┘

Metro Corruption Must Be Exposed

Top management at Metro know this project is a complete waste of money for the smallest benefits, returns, and public transit use possible. They are burying those facts in order to push the project through and get it built sooner regardless of facts and what the community wants and needs. Metro is now hiring Ray Sosa, known as "Mister Eastside 2" for his 20 plus year history pushing the project as a consultant, to be one of the top managers at Metro, so that he can make this his number 1 priority above all other public transit needs in LA County. Not for the sake of good transit in LA County, but only in order to fulfill his lifetime goal of completing a project he worked on as a consultant for 20 years. A project he used to enrich his consulting firm by convincing Metro to complete numerous expensive studies over the last 15 years on this Eastside 2 Extension, none of which have gone anywhere because they all offer the worst possible transit solutions for the Eastside communities and cities, at the highest costs. Higher costs that his firm will benefit from when they get to complete the even more expensive engineering work for the project. Ray Sosa is being hired purely for his ties to this project and Jim de la Loza, the Chief Planning Officer at Metro and his fellow business partner and closest longtime friend from AECOM. Who will both ensure that their pet project, the most expensive possible project for the lowest ridership, will soar to the top of Metro's priorities and become the sole focus on management and leadership, at the expense of poorer, more transit dependent residents in other corridors. All with the help of "Project Manager" Jenny Cristales and Dolores Roybal, all of whom are in this purely out of their longtime friendships and promises to each other to build this Eastside 2 project before any other Metro rail project, at the expense of other corridors in higher need and at the expense of good public transit for LA County in general. They have all thrown out their professional credentials, and any background knowledge they ever had about transportation and public transit, and replaced it with a political promise to build the lowest performing \$5 billion subway to the Citadel as a top priority for LA County and Metro.

0-2-1
0-2-2
0-2-3

Metro Corruption Needs Exposure

Metro has turned this project into a \$6 billion subway for 4,000 new riders. Where is the oversight on Metro staff to ensure they came up with the best way to spend \$6 billion if it will only serve 4,000 riders? Metro staff claims this is an urgent transportation need, but none of their facts or data in this EIR support that claim. Not at a cost of over \$1 million per rider when less expensive alternatives can serve more riders, more effectively. This is the clearest example of outright corruption at the highest levels of Metro Planning Department management. Only the top level managers could greenlight such an absurd waste of public funds for such little gain. Lawsuits and full discovery will be needed to fully expose Metro management's corruptive practices of developing transportation solutions that cost the most while serving the lowest amount of people and transit riders as possible. As well as to expose Metro's full ties with the Citadel Outlet Mall, which out of nowhere suddenly became the most important destination to serve with a \$6 billion subway. Metro will eventually be exposed for these corrupt practices, corrupt planning, and outright misuse of public funds. Starting with the leader of the planning department, Jim de la Loza, whose primary mission is to build this project regardless of cost or benefits. Together with the help of his longtime crony and friend, Ray Sosa, from consulting firm AECOM, which has managed to profit tens of millions of dollars on this project over the past 15 years, resulting in nothing but this recirculated document pushing a \$6 billion subway for 4,000 new station boardings. Ray Sosa now wants to be in charge of the Metro Planning Department so he can finally fulfill his wish of building this \$6 Citadel Subway after the decade and a half he has spent planning it as a consultant. All the while, he and current Metro leadership know there are much more critical projects needed that would serve over ten times the riders, at a lower cost. Including projects in lower income transit dependent corridors where a \$6 billion investment could serve over 100,000 riders on day one. This Eastside 2 Citadel Subway project is how billions in public funds get wasted on solutions that were drawn on a map by people who never ride public transit and will never ride public transit. Expensive solutions driven by senior Metro managers who drive everywhere in their private luxury cars, while complaining about traffic and transit in LA. Even though they are in control of planning and designing these transit projects they will never ride. Metro is proving with this project that their main goal and mission is not serving transit riders in the most effective manner, but rather padding the pockets of consultant firms like AECOM, and their friends that work there, who relish planning \$6 billion subways anywhere they can, regardless of how useful they will be, or what those billions in public funds could otherwise go to. And they won't care one bit that bus riders are crammed on packed buses in congestion on corridors that they ignore and relegate to last priority for transit investment.

O-3-1
O-3-2
O-3-3

Independent Third Party Audit Needed

An independent, third party outside Metro must do a full investigation of this project immediately to identify why Metro staff is advocating for and supporting a transit project that will cost taxpayers over \$6 billion for the gain of only 4,000 new riders. Citadel Outlet Mall is one of the last places in LA County that should have a subway station serving it before so many other more crucial needs, and yet Metro staff claims the Citadel needs a subway as soon as possible, before the Olympics. An independent audit and investigation would uncover severe corruption by Metro and Board Members backing their flawed analyses at any cost to the public and transit riders in LA County.

O-4-1
O-4-2
O-4-3

LA County residents against the misuse of public funds

This project was developed by Metro managers that do not ride public transit, avoid public transit, and constantly criticize the same transit system they are in charge of while driving alone in their luxury cars to and from their window offices at Metro every day - the epicenter of the transit universe in southern California. They are smart enough to be able to deceive the public into thinking they are doing their best to improve transit in LA County while promoting \$5 billion solutions that will only benefit 4,000 riders. They could not care less if that money could be better spent on higher performing alternatives that would serve more transit riders and sooner. They could not care less about the success of public transit in LA County or throughout the Eastside cities. Their experience of LA County and the Eastside is through their car windshield. They will never have to rely on the Whittier Blvd buses or have to step foot on a Metro train outside of their job duties. They only care about their paycheck and getting a ribbon cutting for a project they will never use, on a system they will never use or have to use. Their master and commander is Fernando Dutra, the city council member of a city at the far end of the line, a city that Metro cannot reach with this project because they've decided the Citadel needs a \$6 billion subway that will exhaust all funding before the line can even begin to venture further east.

Whistleblowers Against Metro Corruption

Metro staff and this DEIR document fail to explain:

- why the project cost has quadrupled from \$1.7 billion to over \$6.5 billion
- whether the project benefits are commensurate with the cost of \$6.5 billion
- how this project performs as part of the Metro Rail network and overall system
- why this project should be a priority over projects that serve over hundreds of thousands of transit riders, 10 to 20 times the riders this project will serve
- why Citadel Mall should be the highest priority for the next \$1 billion plus subway station in LA County
- why better bus service and BRT cannot meet the project's purpose and need, and why rail transit is necessary to serve the low demand for this project
- why rail transit is not being studied for busier corridors like Vermont, which has over 10 times the ridership of this project on existing bus service alone.
- why specific Board Members like Fernando Dutra are allowed to influence this project and demand it be built as a first priority for their own political benefit while ignoring all of the technical facts, data, and analyses that show this project does not need rail to serve the ridership demand
- why Fernando Dutra is allowed to advocate for this project while ignoring the needs of lower income and more transit dependent populations in other corridors on the Eastside
- why Metro's own studies show Whittier Blvd is the logical choice but has been eliminated from any consideration for better transit

0-6-1
0-6-2
0-6-3
0-6-4
0-6-5

Third Party Review Needed

An independent agency or group outside Metro needs to review this project, including its underestimated cost and ridership. If this project were subject to review by anyone other than Metro staff beholden to specific members of the Metro Board of Directors, they would quickly learn and reveal that this project will cost more than the \$6.5 billion quoted by Metro and will serve less riders than what Metro could achieve by spending less than \$6.5 billion. They could also come up with several other ways Metro could spend less money but serve more transit riders and transit needs throughout these cities and East LA.

O-7-1

November 29, 2022

CDM Smith/AECOM Joint Venture
600 Wilshire Boulevard, Suite 750
Los Angeles, CA 90017

ATTENTION: Jaime Guzman

This letter, and the attached petitions are in reference to the proposed Los Angeles County Metropolitan Transportation Authority Eastside Phase II Washington Boulevard Alternative Gold Line Project. The cost of this project has now gone to over \$3 billion.

In the beginning of the 2014 Environmental Impact Report, and in all of project engineer Jenny Cristales-Cevallos' presentations in the community scoping meetings, it is stated that the objective was to identify the "locally preferred alternative." The "locally preferred alternative," was to be determined by the public for the purpose of public transportation for the public, not the MTA.

Originally, there were four alternatives, all of which pertain to the public, not the MTA. That is, whatever project was to emerge was strictly for the benefit of the public. The scoping meetings were meant to give presentations of the alternatives and to obtain input from the public about the alternatives. The input of the public was the most important part of the meetings because the project was for the public. **It was what the public wanted that was supposed to be built, not what the MTA wanted.**

In the 2014 Environmental Impact Report one of the alternatives listed was the **Transportation System Management Alternative**, or TSM, which proposed the use of buses instead of light rail. This greatly interested me. It was stated in the EIR that that alternative could stand alone as a complete transportation system. I made one addition, which was to use electric buses, as are currently being used by UC Irvine, El Monte School District, and other districts. I'm surprised that your company did not explore this, and report on it. The TSM Alternative can be implemented for \$20-30 million, which will be approximately one one-hundred and fiftieth of the cost of the Gold Line, and it can be up an running in six months.

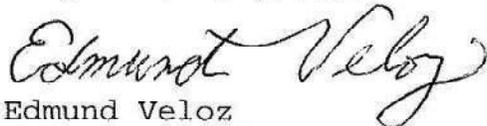
Attached are 24 petitions which contain 2338 signatures from residents and business representatives who rejected the Washington Boulevard Alternative light rail project, and at the same time endorsed the TSM Alternative using electric buses. In doing this, **we the residents and businesses have absolutely identified the "locally preferred alternative."** This is what we want.

Recently, Project Manager Jenny Cristales-Cevallos stated that she had previously received petitions against the light rail. That would have been 1239 signatures I submitted to the MTA in May, 2022. She stated that the signatures were unverified. That is not so. We verified those signatures just by collecting them. We cannot verify the signatures for you. That would be self-serving. So, if Jenny Cristales-Cevallos and her group will not verify the signatures, then it must be up to you, AECOM, to verify the signatures. It would be a very straightforward process. All you have to do is go to each address written on the petitions and ask each person who signed the petition if they actually did sign it. It will be up to you to either affirm the signatures we gathered, or negate them.

In obtaining the 2338 signatures, we stayed within the parameters of the Environmental Impact Report, and we legitimately gathered the signatures, and we legitimately identified the "locally preferred alternative." The MTA has no support to match the support from the residents and businesses which we obtained in our petitions.

Your company now have these petitions, and you must acknowledge them, and the 2338 signatures must be reported in any future Environmental Impact Report studies you perform and publish. In gathering the 2338 signatures we practiced pure democracy, and therefore, our endorsement of the TSM Alternative must now be accepted and preferred by the MTA. I have stated before, that the only way the MTA can now approve the Washington Boulevard Alternative Gold Line will be by means of corruption.

Respectfully yours,



Edmund Veloz
P.O. Box 2307
Pico Rivera, CA 90662
(323) 530-4104

Attachments

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

99

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

24 Petitions

2338 Signatures

1. If the light rail is petitioned, there will be two tracks down the middle of Washington Boulevard and they will be crossed-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.

2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.

3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.

4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.

5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) <u>Edmund Veloz</u> (Signature) <u>Edmund Veloz</u>	(Address) <u>907 Bluff Road</u> <u>Montebello, CA 90640</u>
2.	(Print Name) <u>Ariana Gracias</u> (Signature) <u>Ariana Gracias</u>	(Address) <u>841 S. Bluff Rd.</u> <u>Montebello, CA 90640</u>
3.	(Print Name) <u>Manuel Gracias</u> (Signature) <u>M. Gracia</u>	(Address) <u>841 S. Bluff Rd.</u> <u>Montebello, CA 90640</u>
4.	(Print Name) <u>Angel Lopez</u> (Signature) <u>[Signature]</u>	(Address) <u>837 S. Bluff Rd.</u>
5.	(Print Name) <u>Maria Elena Lopez</u> (Signature) <u>[Signature]</u>	(Address) <u>837 S. Bluff Rd.</u>

6.	(Print Name) Maximilian Carmona	(Address) 921 S. Bluff Rd
	(Signature) <i>[Signature]</i>	Montebello, CA 90640
7.	(Print Name) Teresa Rodriguez	(Address) 921 S. Bluff Rd.
	(Signature) <i>[Signature]</i>	Montebello CA 90640
8.	(Print Name) Suzanne Watson	(Address) 113 Beach St
	(Signature) <i>[Signature]</i>	Montebello CA 90640
9.	(Print Name) James W. Yorkland	(Address) 113 Beach St
	(Signature) <i>[Signature]</i>	Montebello CA 90640
10.	(Print Name) Richard Stewart	(Address) 124 Beach St
	(Signature) <i>[Signature]</i>	Montebello CA 90640
11.	(Print Name) Janet Needham	(Address) 132 Beach St
	(Signature) <i>[Signature]</i>	Montebello, CA 90640
12.	(Print Name) Elaine Lozano	(Address)
	(Signature) <i>[Signature]</i>	136 Beach St, Mtblo CA 90640
13.	(Print Name) Manuel Lozano	(Address)
	(Signature) <i>[Signature]</i>	136 Beach St MTB CA 90640
14.	(Print Name) Jose Jesus Martinez	(Address)
	(Signature) <i>[Signature]</i>	144 Beach St
15.	(Print Name) Margarita	(Address) 144 Beach St
	(Signature) <i>[Signature]</i>	Montebello California 90640
16.	(Print Name) Luis Siquero	(Address)
	(Signature) <i>[Signature]</i>	140 N. Spruce St
17.	(Print Name) _____	(Address)
	(Signature) _____	145 Beach St
18.	(Print Name) Romana Recendez	(Address)
	(Signature) <i>[Signature]</i>	904 S. 4th St. Mtblo. 90640
19.	(Print Name) Paul Cabrera	(Address)
	(Signature) <i>[Signature]</i>	920 S 4th St
20.	(Print Name) Sandra Jimenez	(Address)
	(Signature) <i>[Signature]</i>	Montebello Ca 90640
21.	(Print Name) Luis M. Cabra	(Address)
	(Signature) <i>[Signature]</i>	924 S 4th St
22.	(Print Name) Rocio Cobian	(Address)
	(Signature) <i>[Signature]</i>	Montebello Ca.
23.	(Print Name) Kevin Cobian	(Address)
	(Signature) <i>[Signature]</i>	924 S 4th St Montebello CA.

	(Print Name)	(Address)
24.	Robert V. Alvarez (Signature)	Montebello, 978 So. 4th St. 90640
25.	RITA VALLE (Signature)	932 S. 4th St Mtbo (Address)
26.	Michelle Castillo (Signature)	932 S. 4TH STREET Montebello CA 90640 (Address)
27.	Stephanie Hardy (Signature)	913 S. 4th St. Montebello, CA 90640 (Address)
28.	DIANE TACHELO (Signature)	913 S. 4TH ST Montebello, CA 90640 (Address)
29.	Marcelino Hernandez (Signature)	909 S. 4th St Montebello, CA 90640 (Address)
30.	Rocio Hernandez (Signature)	909 S. 4th Street Montebello, CA 90640 (Address)
31.	Guadalupe Alvarez (Signature)	900 1/2 S 5th St Montebello CA 90640 (Address)
32.	Arturo Palomino (Signature)	2041 W Mochwin St Glenanne (Address)
33.	ERIVIDE NAYADO (Signature)	901 S 4TH STREET MONTEBELLO, CA (Address)
34.	CHRIS SUSTAYAN (Signature)	848 S. 4TH ST. MONTEBELLO, CA. (Address)
35.	IRMA FRANCO (Signature)	828 S. 4TH ST. MONTEBELLO, CA 90640 (Address)
36.	Matthew Tabizon (Signature)	809 S 4th Street Montebello, CA 90640 (Address)
37.	JERONIMO C. ZARAGOZA (Signature)	813 So. 4th, ST. MONTEBELLO, CAL. 90640 (Address)
38.	SARA GONZALEZ (Signature)	817 So. 5th St. montebello 90640 (Address)
39.	Jaime Gonzalez (Signature)	817 S. 4TH ST. Montebello, CA 90640 (Address)
40.	Craig Fukushima (Signature)	821 S. 4th Street Montebello CA 90640 (Address)
41.	FLEANN RUIZ (Signature)	871 S. 4th St. (Address)

42.	(Print Name) Elizabeth Ruiz	(Address) 811 S 4th St Montebello
	(Signature) <i>Elizabeth Ruiz</i>	
43.	(Print Name) Christa Andrews	(Address) 853 S. 4th St Montebello
	(Signature) <i>Christa Andrews</i>	
44.	(Print Name) Jessica Andrews	(Address) 853 S. 4th St Montebello 90640
	(Signature) <i>Jessica Andrews</i>	
45.	(Print Name) <i>[Signature]</i>	(Address) 813 S. 5th St montebello 90640
	(Signature) <i>[Signature]</i>	
46.	(Print Name) Jose F. Gomez	(Address) 825 S. 5th St. Montebello, Ca. 90604
	(Signature) <i>Jose F. Gomez</i>	
47.	(Print Name) Elcira Monzo	(Address) 825 S. 5th St. Montebello, CA 90640
	(Signature) <i>Elcira Monzo</i>	
48.	(Print Name) Jesus de Anda	(Address) 829 So 5th St Montebello CA. 90640
	(Signature) <i>Jesus de Anda</i>	
49.	(Print Name) Flora de Anda	(Address) 829 S. 5th St Montebello CA. 90640
	(Signature) <i>Flora de Anda</i>	
X 50.	(Print Name) John Carrillo	(Address) 833 S. 5th St Montebello, CA 90640
	(Signature) <i>John Carrillo</i>	
51.	(Print Name) Catherine Loaiza	(Address) 841 S. 5th St Montebello, CA 90640
	(Signature) <i>Catherine Loaiza</i>	
52.	(Print Name) Sith Brionis	(Address) 847 S. 5th St Montebello Ca, 90640
	(Signature) <i>Sith Brionis</i>	
53.	(Print Name) CARLOS HERNANDEZ	(Address) 728 SOUTH 5TH ST MONTEBELLO, CA 90640
	(Signature) <i>Carlos Hernandez</i>	
54.	(Print Name) Juan C Jaime	(Address) 853 S 5th St Montebello, CA, 90640
	(Signature) <i>Juan C Jaime</i>	
55.	(Print Name) Dianne Lopez	(Address) 857 S 5th St Montebello Ca 90640
	(Signature) <i>Dianne Lopez</i>	
56.	(Print Name) ARTHUR LOPEZ	(Address) 857 S. 5th St MONTEBELLO, CA 90640
	(Signature) <i>Arthur Lopez</i>	
57.	(Print Name) FRANCISCO	(Address) 507 JACARANDA BLVD CA, 90640
	(Signature) <i>Francisco</i>	
58.	(Print Name) Cynthia L Bender-Farber	(Address) 856 S. 5th St Montebello, CA 90640
	(Signature) <i>Cynthia L Bender-Farber</i>	
59.	(Print Name) Richard B Farber	(Address) 656 So. 5th St Montebello CA 90640
	(Signature) <i>Richard B Farber</i>	

	(Print Name)	(Address)
60.	 (Signature) M. A. Hewson	857 SOUTH 5TH STREET MONTEBELLO, CA. 90640
61.	 (Signature) MARTA BARAJAS	832 S. 5th St Montebello, CA 90640
62.	Michael Griggs (Print Name) (Signature)	832 S. 5th St Montebello, CA 90640
63.	Christine Tapazan (Print Name) (Signature)	828 S. 5th St MTRB CA 90640
64.	Isabella Becerra (Print Name) (Signature)	828 S 5th St MONTEBELLO CA 90640
65.	Carmen Capistran (Print Name) (Signature)	824 S. 5th St Montebello, CA 90640
66.	Guadalupe Ochoa (Print Name) (Signature)	824 S. 5th St Montebello, CA 90640
67.	EVERA GONZALEZ (Print Name) (Signature)	812 S. 5TH ST Montebello, CA 90640
68.	FRANCISCO J GONZALEZ (Print Name) (Signature)	812 S. 5TH ST MONTEBELLO, CA 90640
69.	CARLOS REYES (Print Name) (Signature)	804 S. 5TH ST 90640
70.	Linda Lopez (Print Name) (Signature)	805 S. 6th St. Montebello, CA 90640
71.	VISES LOPEZ (Print Name) (Signature)	
72.	Lupe Molina (Print Name) (Signature)	817 S. 6th Street Montebello, CA 90640
73.	MARTENSA FERRA (Print Name) (Signature)	841 S. 6th Street MONTEBELLO, CA 90640
74.	Danny Rodriguez (Print Name) (Signature)	845 S 6th St Montebello CA 90640
75.	Danny Rodriguez (Print Name) (Signature)	845 S 6th St Montebello CA 90640
76.	Freidi Rodriguez (Print Name) (Signature)	845 S 6th St Montebello CA 90640
77.	CHORIA CAPRA (Print Name) (Signature)	857 Av. 6th St Montebello 90640

824 6th

78.	(Print Name) TODY COPADO	(Address) 844 S 6th STREET Montebello 90640. CA.
	(Signature) 	
79.	(Print Name) RONNICA Copado	(Address) 844 S. 6th St. MTB. CA 90640
	(Signature) 	
80.	(Print Name) LWAYWAY MELENCO	(Address) 816 S 6th ST Montebello CA 90640
	(Signature) 	
81.	(Print Name) Lourdes Melencio	(Address) 816 S. 6th St Montebello, CA 90640
	(Signature) 	
82.	(Print Name) MARIA LUISA MELENCO	(Address) 816 S. 6th St. Montebello, CA 90640
	(Signature) 	
83.	(Print Name) Annette Sanchez	(Address) 812 South 6th Street Montebello 90640
	(Signature) 	
84.	(Print Name) Denise Venegas	(Address) 808 S. 6th St Montebello, CA 90640
	(Signature) 	
85.	(Print Name) Carmen Appel	(Address) 800 S. 6th St. Montebello CA 90640
	(Signature) 	
86.	(Print Name) GUSTAVO CABRERA	(Address) 800 S. 6th St MONTEBELLO CA 90640
	(Signature) 	
87.	(Print Name) Pedro Farcla	(Address) 312 JACMAR DR MONTEBELLO CA. 90640
	(Signature) 	
88.	(Print Name) ELISA CORTES	(Address) 312 Jacmar Dr Montebello, CA 90640
	(Signature) 	
89.	(Print Name) MELISSA MUNOZ	(Address) 312 Jacmar Dr montebello CA 90640
	(Signature) 	
90.	(Print Name) JULIE RIOS	(Address) 820 S. 5th St. Montebello, CA 90640
	(Signature) 	
91.	(Print Name) BERNIE RIOS	(Address) 820 S. 5th St Montebello CA 90640
	(Signature) 	
92.	(Print Name) ARTURO CRUZ	(Address) 843 S BLUFF RD Montebello CA. 90640
	(Signature) 	
93.	(Print Name) Arturo Cruz	(Address) 843 S BLUFF RD Montebello CA 90640
	(Signature) 	
94.	(Print Name) Jonathan Cruz	(Address) 843 S. BLUFF RD Montebello, CA 90640
	(Signature) 	
95.	(Print Name) NANCY FRAZEE	(Address) 300 Jacmar Dr. Montebello CA 90640
	(Signature) 	

96.	(Print Name) Wanda ... (Signature) [Signature]	(Address) 300 JAE MAN Montebello CA 90640
97.	(Print Name) DAVA FIGUEROA (Signature) [Signature]	(Address) [Address]
98.	(Print Name) TIFFANY SOU (Signature) Tiffany Sou	(Address) 1017 W. Mariposa Lane Montebello, CA 90640
99.	(Print Name) CARMEN HOLLAND (Signature) Carmen Holland	(Address) 1005 W. MARIPOSA LN MONTEBELLO, CA 90640
100.	(Print Name) PASCUA HOLLAND (Signature) Pascua Holland	(Address) 1005 W. MARIPOSA LN MONTEBELLO CA 90640

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

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1.	(Print Name) CARLOS ROBLEDO	(Address) 1005 W. MARIPOSA LN MONTEBELLO CA 90640
	(Signature) Carlos Robledo	
2.	(Print Name) MARIA ROBLEDO	(Address) 1005 W. MARIPOSA LN MTB CA 90640
	(Signature) Maria P. Robledo	
3.	(Print Name) Derrick Lee	(Address) 1017 W. Mariposa Lane Montebello CA 90640
	(Signature) Derrick Lee	
4.	(Print Name) Katrice Matsuda	(Address) 1000 Mariposa Lane Montebello, CA 90640
	(Signature)	
5.	(Print Name) FRANCO CORNADO	(Address) 1004 W. Mariposa Lane MONTEBELLO CA 90640
	(Signature) Franco	

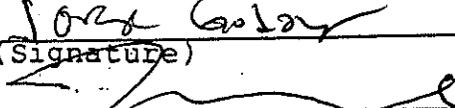
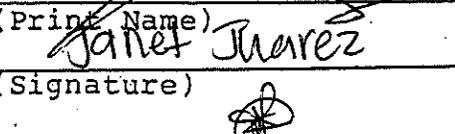
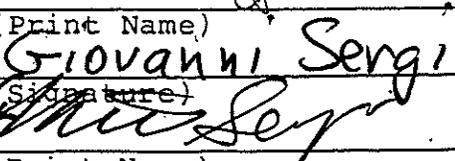
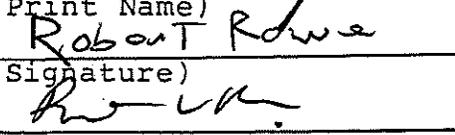
	(Print Name)	(Address)
6.	(Signature)	Teo - Lujan
7.	(Print Name) Francisco Leasco	(Address) 1012 Mariposa Ln
	(Signature)	Teo. Lujan
8.	(Print Name) Eugenia Falcon	(Address) 1008 W Mariposa Ln
	(Signature)	Montebello, CA 90640
9.	(Print Name) Isabella Falcon	(Address) 1008 W. Mariposa Ln
	(Signature)	Montebello, CA 90640
10.	(Print Name) Jacqueline Falcon	(Address) 1008 W. Mariposa Ln
	(Signature)	Montebello CA 90640
11.	(Print Name) Gabriela Ramos	(Address) 1016 W. Mariposa Ln
	(Signature)	Montebello, CA 90640
12.	(Print Name) IEN WONG	(Address) 8232 SHEFFIELD RD
	(Signature)	SAN GABRIEL, CA 91775
13.	(Print Name) ARDUL HIPPYATHULLA	(Address) 1020 W Mariposa Ln
	(Signature)	Montebello, CA 90640
14.	(Print Name) Elias Corona	(Address) 720 Greenwood Ave
	(Signature)	Montebello Ca 90640
15.	(Print Name) Perla Valles	(Address) 714 S Greenwood
	(Signature)	ave Montebello CA 90640
16.	(Print Name) Cruz Alvarez	(Address) 714 S Greenwood
	(Signature)	montebello CA 90640
17.	(Print Name) Daidi Alonso	(Address) 732 So. GREENWOOD AVE.
	(Signature)	Montebello CA 90640
18.	(Print Name) Javier Alonso	(Address) 732 So. GREENWOOD AVE
	(Signature)	Montebello CA 90640
19.	(Print Name) Hector Sanchez	(Address) 728 S. Greenwood. Ave.
	(Signature)	Montebello CA. 90640
20.	(Print Name) Jesus Hurtado	(Address) 306 SACMAN DR.
	(Signature)	MONTEBELLO, CA 90640
21.	(Print Name) DORIS MARIE ANAYA	(Address) 808 CARMELITA AVE
	(Signature)	MONTEBELLO, CA. 90640
22.	(Print Name) Ananne Emerson	(Address) 808 Carmelita Ave
	(Signature)	Montebello CA 90640
23.	(Print Name) Chae Mabrey	(Address) 828 W. Carmelita Ave
	(Signature)	Montebello, Ca. 90640

	(Print Name)	(Address)
24.	Kai Mabrey (Signature)	828 W. Carmelita Ave.
25.	Adrian Jomregui (Signature)	836 W. Carmelita ave (Address)
26.	ALBERT LEUNG (Signature)	848 W Carmelita Ave Montebello CA 90640 (Address)
27.	AGAPITA CEBALLOS (Signature)	852 Carmelita Ave Montebello CA 90640 (Address)
X 28.	KRISTINE A. SACCO (Signature)	716 So. 5th Street Montebello, Calif 90640 (Address)
29.	Robert Lopez (Signature)	864 W Carmelita AVE Montebello CA. (Address)
30.	Alicia Galindo (Signature)	876 Carmelita Avenue Montebello, CA 90640 (Address)
31.	Brendan Wesley etter (Signature)	861 S. Bluff Rd. Montebello, CA 90640 (Address)
32.	Olga Zapata (Signature)	861 S. Bluff Road Montebello, CA 90640 (Address)
33.	Ernestina Zapata (Signature)	861 S. Bluff Rd Montebello, CA 90640 (Address)
34.	APRIL STUM (Signature)	803 W CARMELITTA AVE MONTEBELLO CA 90640 (Address)
35.	Elizabeth Barron (Signature)	807 Carmelita ave, Montebello ca. 90640 (Address)
36.	PAULA ALVAREZ (Signature)	819 Carmelita AVE Montebello CA 90640 (Address)
37.	NOKHA CASTILLO (Signature)	833 W Carmelita Av Montebello, Ca 90640 (Address)
38.	Noah Priddy (Signature)	859 W. Carmelita Av Montebello, CA 90640 (Address)
39.	TERESA DEL PISO (Signature)	863 W Carmelita AVE. Montebello CA. 90640. (Address)
40.	 (Signature)	871 W. Carmelita Ave Montebello, CA 90640 (Address)
41.	LOISA Jones (Signature)	652 S Montebello Blvd Montebello CA. 90640 (Address)

	(Print Name)	(Address)
42.	Olivia Ruiz (Signature)	6463 Montebello Blvd Montebello CA 90665
43.	Christina Garcia (Signature)	630 S. Montebello Blvd Montebello CA 90640
44.	Pearl Moran (Signature)	628 S. Montebello Blvd Montebello CA 90640
45.	Belita Duro (Signature)	Celia Duro 614 S. Montebello Blvd CA 90640
46.	Marco Sandoval (Signature)	809 W. Mines Ave Montebello CA 90640
47.	BRIAN VALDEPENA (Signature)	813 W. MINES MONTEBELLO CA
48.	Pablo DeLeon (Signature)	851 W MINES AV MTB CA 90640
49.	Hermelinda Murillo (Signature)	865 W MINES AVE Montebello CA 90640
50.	Stevan Sotelo (Signature)	869 W. Mines Ave Montebello, CA 90640
51.	Chris McCabe (Signature)	1909 W. Olympic Blvd. Montebello, CA 90640
52.	MANUEL SOTELO (Signature)	869. W. MINES AVE MONTEBELLO CA 90640
53.	Desiree Ochoa (Signature)	869 W. Mines Ave Montebello CA 90640
54.	Stephanie Sotelo (Signature)	1909 W. Olympic Blvd Montebello, CA 90640
55.	Conrad Garcia (Signature)	1101 Cinkel St Montebello CA 90640
56.	Tony Caruso (Signature)	1105 Cinkel St. Montebello, Ca. 90640
57.	Larry Gonzalez (Signature)	745 CARMELITA PL MTB 90640
58.	Dino Rodas (Signature)	725 Carmelita Pl (Address)
59.	Obdina Medina (Signature)	709 Carmelita Pl 90640

	(Print Name)	(Address)
60.	Joaquin Santana (Signature) Joaquin Santana	701 Carmelita place Montebello CA 90640
61.	Gilberto Ferrer (Signature)	657 Cosmelita Placo- Montebello CA 90640
62.	Ana Elvira Diaz (Signature) Ana Elvira Diaz	657 Carmelita Pl. Montebello CA 90640
63.	Nancy-Lupe Lizarraqui (Signature)	649 Carmelita Pl Montebello CA 90640
64.	Jocelyn Godoy (Signature) Jocelyn Godoy	645 Carmelita Pl. Montebello CA 90640
65.	Kelly Godoy (Signature) Kelly Godoy	645 Carmelita Pl. Montebello C.A 90640
66.	Audrey Echevarria (Signature) Audrey Echevarria	645 Carmelita Pt. Montebello C.A 90640
67.	ANTONIA AVILOS (Signature) Antonia Avilos	641 CARMELITA PL. MONTEBELLO CALIF. 90640
68.	LEONOR WONG (Signature)	645 631 Carmelita Pl Montebello CA 90640
69.	Francisca Guillen (Signature)	632 Carmelita Pl. Montebello, CA 90640
70.	Arcelia Ponce (Signature)	644 Carmelita Pl Montebello CA 90640
71.	Felipe Coronado (Signature) Felipe Coronado	644 Carmelita Pl. Montebello, CA 90640
72.	Tracie Lopez (Signature) Tracie Lopez	652 Carmelita Pl. Montebello 90640
73.	Louis L. Lopez (Signature) Louis L. Lopez	652 Carmelita Pl. Montebello 90640
74.	Eric Moran (Signature)	660 Carmelita Pl Montebello, CA 90640
75.	PAT CASTILLO (Signature) PAT CASTILLO	700 CARMELITA PL Montebello, CA 90640
76.	Che Rodriguez (Signature) Che Rodriguez	713 Carmelita Pl. Montebello, CA 90640
77.	Celeste Rodriguez (Signature)	713 Carmelita Pl. Montebello CA 90640

	(Print Name)	(Address)
78.	April Marquez (Signature)	713 Carmelita pl Montebello
79.	(Print Name) (Signature)	(Address)
80.	Jean Green (Signature)	712 Carmelita place Montebello, Ca 90640
81.	Vicente Torres (Signature)	(Address) S GREENWOOD AVE 645 MONTEBELLO C. 1 90640
82.	Crystal Alvarado (Signature)	(Address) 641 S. Greenwood Ave Montebello CA 90640
83.	Martha Alexandra Gonzalez (Signature)	(Address) 613 S. Greenwood Ave Montebello CA 90640
84.	Vincent Avila (Signature)	(Address) 611 S. Greenwood Montebello CA
85.	Al Ferrons (Signature)	(Address) 608 S Greenwood Montebello.
86.	Cole Watkins (Signature)	(Address) 653 S Greenwood Ave Montebello CA 90640
87.	Mercy Aparicio (Signature)	(Address) 653 S. Greenwood Ave Montebello CA 90640
88.	Juana Garcia (Signature)	(Address) 653 S Greenwood Ave Montebello CA 90640
89.	Maria Aparicio (Signature)	(Address) 653 S Greenwood Ave Montebello CA 90640
90.	Braulio Meza (Signature)	(Address) 653 S Greenwood Ave Montebello CA 90640
91.	Henry Arredondo (Signature)	(Address) 653 S Greenwood Ave Montebello CA
92.	LINDA ANN NAPOLITANO (Signature)	(Address) 705 So. Greenwood Ave Montebello, CA 90640
93.	GARY A FREEDMAN (Signature)	(Address) 705 S. GREENWOOD AVE MONTEBELLO 90640
94.	Jose R. Ruivo (Signature)	(Address) 719 S Greenwood Av. Montebello CA 90640
95.	Susana Romero (Signature)	(Address) " "

96.	(Print Name) John Galley	(Address) 737 S Greenwood Ave Montebello CA 90640
	(Signature) 	
97.	(Print Name) Janet Juarez	(Address) 737 S Greenwood Ave. Montebello Ca 90640
	(Signature) 	
98.	(Print Name) Giovanni Sergi	(Address) 844 S. 3rd St Montebello CA 90640
	(Signature) 	
99.	(Print Name) Robert Rowe	(Address) 813 S. PARK AVE Montebello CA 90640
	(Signature) 	
100.	(Print Name) Frances Rowe	(Address) 813 S. Park Ave Montebello, Ca 90640
	(Signature) Frances Rowe	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpayer resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.

2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.

3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.

4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.

5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) Marlene Acung (Signature)	(Address) 1052 S. 4th St Montebello CA 90640
2.	(Print Name) ROSALIO TALOMINO (Signature)	(Address) 1036 S 4th St Montebello CA 90640
3.	(Print Name) DONNA GUARDIAN (Signature)	(Address) 1020 S. 4th St. Montebello, CA. 90640
4.	(Print Name) John Ortiz (Signature)	(Address) 1016 S. 4th St Montebello, CA 90640
5.	(Print Name) FAY MORENO (Signature)	(Address) 1016 S 4th St Montebello, CA 90640

6.	(Print Name) Anta Villalva 2D	(Address) 1017 So 4th St Montebello 90640
	(Signature) <i>Anta Villalva</i>	
7.	(Print Name) Lydia Becerra	(Address) 1037 S. 4th St Montebello CA 90640
	(Signature) <i>L. Becerra</i>	
8.	(Print Name) Nelson fernandez	(Address) 1037 S 4th St Montebello CA 90640
	(Signature) <i>Nelson fernandez</i>	
9.	(Print Name) DAVID MARRAS	(Address) 1045 S 4th St Montebello CA 90640
	(Signature) <i>David Marras</i>	
10.	(Print Name) Andrea Lopez	(Address) 1049 S. 4th St Montebello CA 90640
	(Signature) <i>A. Lopez</i>	
11.	(Print Name) Alejandro Lopez	(Address) 1049 S. 4th St Montebello CA 90640
	(Signature) <i>Alejandro Lopez</i>	
12.	(Print Name) Joseph Ramirez-Lopez	(Address) 1049 S. 4th St Montebello CA 90640
	(Signature) <i>Joseph R. Lopez</i>	
13.	(Print Name) Irwin Luna	(Address) 1057 S 4th Street Montebello, CA 90640
	(Signature) <i>Irwin Luna</i>	
14.	(Print Name) Evelyn Vega	(Address) 1057 S. 4th Street Montebello, CA 90640
	(Signature) <i>Evelyn Vega</i>	
15.	(Print Name) Edward Baird	(Address) 1060 S. 4th St Montebello Calif
	(Signature) <i>Edward Baird</i>	
16.	(Print Name) Jose Lopez	(Address) 1025 S. 4th St Montebello, CA
	(Signature) <i>Jose Lopez</i>	
17.	(Print Name) Guadalupe Ramos	(Address) 1025 S. 4th St Montebello, CA 90640
	(Signature) <i>Guadalupe Ramos</i>	
18.	(Print Name) Annetta Martin	(Address) 1021 S 4th Montebello ca 90640
	(Signature) <i>Annetta Martin</i>	
19.	(Print Name) Rosa Padilla	(Address) 809 Tola Street Montebello CA 90640
	(Signature) <i>Rosa Padilla</i>	
20.	(Print Name) Rocio Ravalcaba	(Address) 813 Tola St. Montebello, CA 90640
	(Signature) <i>Rocio Ravalcaba</i>	
21.	(Print Name) Jose Placencia	(Address) 817 Tola St Montebello ca 90640
	(Signature) <i>Jose Placencia</i>	
22.	(Print Name) Azulita Zamora	(Address) 825 Tola St Montebello ST. 90640
	(Signature) <i>Azulita Zamora</i>	
23.	(Print Name) Jesus Garcia	(Address) 829 Tola St Montebello CA, 90640
	(Signature) <i>Jesus Garcia</i>	

24.	(Print Name) Joe Provenghi	(Address) 800 TOLA ST Montebello CA
	(Signature) <i>[Signature]</i>	
25.	(Print Name) Carlos Galvan	(Address) 820 Tola St
	(Signature) <i>[Signature]</i>	
26.	(Print Name) <i>[Signature]</i>	(Address) 824 TOLA ST
	(Signature) <i>[Signature]</i>	
27.	(Print Name) Rosalinda Padilla	(Address) 833 Tola St
	(Signature) <i>[Signature]</i>	
28.	(Print Name) Alfonso Padilla	(Address) 833 Tola St
	(Signature) <i>[Signature]</i>	
29.	(Print Name) Jim Semist	(Address) 812 FRANK AVE
	(Signature) <i>[Signature]</i>	
30.	(Print Name) Reyna Molina	(Address) 740 Albee St.
	(Signature) <i>[Signature]</i>	
31.	(Print Name) Rachael Talamant	(Address) 737 Albee St Montebello CA 90646
	(Signature) <i>[Signature]</i>	
32.	(Print Name) Jose A Raygoza	(Address) 509 ALLIS DR Montebello CA 9064
	(Signature) <i>[Signature]</i>	
33.	(Print Name) Oscar Trevillo	(Address) 413 Allis Dr 5th ST 90646 Montebello CA 90646
	(Signature) <i>[Signature]</i>	
34.	(Print Name) GALVADOR VASQUEZ	(Address) 1053 SOUTH FRANK ST 9064
	(Signature) <i>[Signature]</i>	
35.	(Print Name) Angela Aranda	(Address) 1037 S. 5th ST. Montebello CA 90640
	(Signature) <i>[Signature]</i>	
36.	(Print Name) Jose Barragan	(Address) 1029 S. 5th ST Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
37.	(Print Name) Brittany Avrego	(Address) 917 S Bluff Rd Montebello CA 90640
	(Signature) <i>[Signature]</i>	
38.	(Print Name) Henry Avrego	(Address) 917s Bluff Rd Montebello CA 90640
	(Signature) <i>[Signature]</i>	
39.	(Print Name) Concepcion Toria	(Address) 917 S BLUFF RD Montebello CA 90640
	(Signature) <i>[Signature]</i>	
40.	(Print Name) Tilly Avrego	(Address) 917 S Bluff Rd Montebello CA, 90640
	(Signature) <i>[Signature]</i>	
41.	(Print Name) JOSE J. AVREGO	(Address) 917 S. BLUFF RD Montebello CA 90640
	(Signature) <i>[Signature]</i>	

	(Print Name)	(Address)
42.	Liz Reyes (Signature)	816 Frankel Ave. Montebello, CA 90640
43.	John Ruiz (Signature)	1104 S Montebello Blvd (Address)
44.	MARINO REAL (Signature)	709 FRANKEL AVE. MONTEBELLO, CA 90640
45.	Cristina Hernandez (Signature)	705 Albee St MONTEBELLO CA 90640
46.	MARIA MARINEZ (Signature)	709 Albee St Montebello CA 90640
47.	Joe Mantana (Signature)	1237 Carob Way Montebello CA 90640
48.	Rocio Perez (Signature)	1237 Carob Way Montebello CA 90640
49.	FLORA APARICIO (Signature)	1213 So. 5th St Montebello, CA 90640
50.	RAMON APARICIO (Signature)	1213 So 5th St. MONTEBELLO, CA
51.	Patricia C. Amoresa (Signature)	411 Date St Montebello 90640
52.	Arlene Acciola (Signature)	411 Date St Montebello CA 90640
53.	Alexander Hernandez (Signature)	411 Date St Montebello, CA 90640
54.	Randi Perez (Signature)	1056 S. 5th St Montebello CA 90640
55.	Joselito Cabal (Signature)	1040 S 5th St. Montebello CA 90640
56.	Edith Mercado Jimenez (Signature)	1036 S. 5th St. Montebello, CA 90640
57.	Ramiro Mercado Jr. (Signature)	1036 S. 5th St. Montebello, CA 90640
58.	Maria G. Mercado (Signature)	1036 S. 5th St. Montebello, CA 90640
59.	Ramiro Mercado Alcala (Signature)	1036 S. 5th St. Montebello, CA 90640

	(Print Name)	(Address)
60.	Danny Flores (Signature)	1032 S 5th St Montebello CA 90640
61.	Gary (Signature)	400 Washington Blvd, Montebello, CA, 90640
62.	R. Rubio (Signature)	404 - OAKWOOD ST MONTEBELLO, CA 90640
63.	Jeanie CERVANTES (Signature)	401 W. Oakwood St Montebello, CA 90640
64.	CHRIS PROTHERO (Signature)	1317 S 4TH ST Montebello, CA 90640
65.	EDUARDO RODRIGUEZ (Signature)	1349 S. 4th St MONTEBELLO CA 90640
66.	LOREANE RODRIGUEZ (Signature)	1349 S. 4th St MONTEBELLO CA 90640
67.	Signature (Signature)	1401 So. 4th St Montebello CA 90640
68.	Cathy Atigau (Signature)	1433 S 4th St MONTEBELLO CA 90640
69.	Maxian Bermudez (Signature)	14335 4th Montebello
70.	Signature (Signature)	14335 4th Montebello 90640
71.	ANILBA COATES (Signature)	1428 Birch St MONTEBELLO, CA 90640
72.	Soumya del Real (Signature)	1424 S Birch St Montebello, 90640
73.	Signature (Signature)	1412 Birch St Montebello 90640
74.	Anays Salazar (Signature)	200 W Elm St Montebello CA 90640
75.	Jeanette Kalpakoff (Signature)	1337 Bluff Rd Montebello CA 90640
76.	BRAD. KALPAKOFF (Signature)	13375 Bluff RD MONTEBELLO CA 90640
77.	Ivan Contreras (Signature)	917 S Bluff Rd Montebello CA 90640

	(Print Name)	(Address)	L-1
78.	Troy Eze (Signature)	1300 S. 4th Street, Montebello, 90640	
79.	ANA ABAJIAN (Signature)	1336 S. Fourth St. Montebello, CA 90640	
80.	DANIEL ABAJIAN (Signature)	3501 Via San Delacera Montebello, CA 90640	
81.	(Print Name) (Signature)	1350 S. 4th St Montebello, CA 90640	
82.	Juvencal Cabig (soias) (Signature)	1400 S. 4th St., Montebello CA.	
83.	SERBIO CORIAN (Signature)	1400 S. 4th St. Montebello CA	
84.	MARIA ELENA MUNGIA (Signature)	1416 S. 4th St. MONTEBELLO, CA 90640	
85.	MIKE TORRES (Signature)	1424 S 4TH ST MONTEBELLO CA 90640	
86.	Rosemary Torres (Signature)	1424 S. 4th St Montebello, CA 90640	
87.	Elizabeth Rivas (Signature)	1432 S 4th ST montebello CA. 90640	
88.	Carla Gutierrez (Signature)	1432 S 4th St Montebello CA. 90640	
89.	(Print Name) (Signature)	1432 S 4TH ST MONTEBELLO CA. 90640	
90.	Bob Lapia (Signature)	1436 So. 4th St MtHb.	
91.	Rachel P. Lapia (Signature)	1436 So. 4th MtHb.	
92.	Abraham Barragán (Signature)	1441 Birch St Montebello CA 90640	
93.	Abraham Barragán (Signature)	1441 Birch St Montebello, CA 90640	
94.	Andre Vasquez (Signature)	1441 Birch St Montebello CA 90640	
95.	LORRAINE MONTES (Signature)	1433 S Birch St Montebello 90640	

	(Print Name)	(Address)
96.	* FRED MONTEZ (Signature)	1433 So Birch St
97.	* Jennifer Morales (Signature)	1421 Birch St, Montebello, CA 90640
98.	* Ariselda Laurequi (Signature)	1417 Birch St (Address) Montebello Ca 90640
99.	* Nancy Dominguez (Signature)	1413 Birch St (Address) Montebello CA 90640
100.	* Juan Dominguez (Signature)	1413 Birch St (Address) Montebello CA 90640

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

96

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project in any, or all, of the following reasons:

1344
TOTAL

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
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1.	(Print Name) Rosie Martinez	(Address) 704 S. Taylor Ave Montebello 90640
	(Signature) <i>Rosie Martinez</i>	
2.	(Print Name) Guadalupe Martinez	(Address) 704 S. Taylor Ave Montebello 90640
	(Signature) <i>Guadalupe Martinez</i>	
3.	(Print Name) Alejandro Roman	(Address) 704 S. Taylor Ave Montebello 90640
	(Signature) <i>Alex Roman</i>	
4.	(Print Name) Nicholas Roman	(Address) 704 S. Taylor Ave Montebello.
	(Signature) <i>Nicholas Roman</i>	
5.	(Print Name) John Martinez	(Address) 704 S. Taylor Ave Montebello 90640
	(Signature) <i>John Martinez</i>	

6.	(Print Name) Maria Espinosa	(Address) 609. South Taylor Ave. Montebello CA 90640
	(Signature) <i>Maria Espinosa</i>	
7.	(Print Name) Hector Espinosa	(Address) 609 S Taylor Ave Montebello CA 90640
	(Signature) <i>Hector Espinosa</i>	
8.	(Print Name) Marco Garcia	(Address) 617 S. Taylor Ave. Montebello, CA 90640
	(Signature) <i>Marco Garcia</i>	
9.	(Print Name) Vernica Trango	(Address) 617 S. Taylor Ave Montebello, CA 90640
	(Signature) <i>Vernica Trango</i>	
10.	(Print Name) Fernando J	(Address) 637. S. Taylor Ave Montebello C.A 90640
	(Signature) <i>Fernando J</i>	
11.	(Print Name) Kassidy James	(Address) 637 S Taylor Ave Montebello CA 90640
	(Signature) <i>Kassidy James</i>	
12.	(Print Name) Delisa Dumaitre	(Address) 637 S Taylor Ave Montebello CA 90640
	(Signature) <i>Delisa Dumaitre</i>	
13.	(Print Name) Kelli Stephenson	(Address) 637 S Taylor Ave Montebello CA 90640
	(Signature) <i>Kelli Stephenson</i>	
14.	(Print Name) CAROL HERRON	(Address) 645 S. Taylor Ave Montebello, CA 90640
	(Signature) <i>Carol Herron</i>	
15.	(Print Name) Lorel Alvarez Jaffe	(Address) 647 S Taylor Ave Montebello 90640
	(Signature) <i>Lorel Alvarez Jaffe</i>	
16.	(Print Name) Paul Armijo	(Address) 653 S. Taylor Ave Montebello CA 90640
	(Signature) <i>Paul Armijo</i>	
17.	(Print Name) ROSALIE BACA	(Address) 705 So. Taylor Ave Montebello, CA 90640
	(Signature) <i>Rosalie Baca</i>	
18.	(Print Name) LUDIA MALDONADO	(Address) 709 S. Taylor Ave Montebello, CA 90640
	(Signature) <i>Ludia Maldonado</i>	
19.	(Print Name) Gilberto Mejia	(Address) 713 S. Taylor Ave Montebello CA 90640
	(Signature) <i>Gilberto Mejia</i>	
20.	(Print Name) JESSICA GARCIA	(Address) 741 S Taylor Montebello CA 90640
	(Signature) <i>Jessica Garcia</i>	
21.	(Print Name) Michelle Garcia	(Address) 741 S Taylor Ave Montebello, CA 90640
	(Signature) <i>Michelle Garcia</i>	
22.	(Print Name) ELIZABETH MENDOZA	(Address) 745 S. TAYLOR AVE. MONTEBELLO, CA
	(Signature) <i>Elizabeth Mendoza</i>	
23.	(Print Name) Rita Estrada	(Address) 613 S. Taylor Ave Montebello CA 90640
	(Signature) <i>Rita Estrada</i>	

	(Print Name)	(Address)
24.	(Signature)	
* 25.	(Print Name) Emily Estrada	(Address) 613 S Taylor Ave. 90640 Montebello CA 90640
	(Signature)	
* 26.	(Print Name) Esteban Estrada	(Address) 613 S Taylor Ave. Montebello CA 90640
	(Signature)	
27.	(Print Name) Eliz Vane	(Address) 621 S Taylor Ave. MTB, CA 90640
	(Signature)	
28.	(Print Name) Susan ANDRADE	(Address) 1205 S. BLUFF ROAD MONTABELLO CA 90640
	(Signature)	
29.	(Print Name) Natalie R. Nuñez	(Address) 1205 S. Bluff Rd. Montebello, CA 90640
	(Signature)	
30.	(Print Name) Thomas Nuñez	(Address) 1205 S BLUFF RD. MONTABELLO, CA 90640
	(Signature)	
31.	(Print Name) SABANA KACHINSKY	(Address) 1217 S Bluff Rd. Montebello CA 90640
	(Signature)	
32.	(Print Name) Delia Sandoval	(Address) 1245 S. Bluff Rd. Montebello, CA. 90640
	(Signature)	
33.	(Print Name) RAMIRO Sandoval	(Address) 1245 S. Bluff Rd. Montebello, CA. 90640
	(Signature)	
34.	(Print Name) Bob Gallego	(Address) 1253 S Bluff Road Montebello CA 90640
	(Signature)	
35.	(Print Name) Salvador Torres	(Address) 1557 S. Bluff RD. Montebello, CA 90640.
	(Signature)	
36.	(Print Name) Selina N. Vera	(Address) 1257 S. Bluff Rd. Montebello CA 90640
	(Signature)	
37.	(Print Name) Yadira Vera	(Address) 1257 South Bluff Road Montebello, CA, 90640
	(Signature)	
38.	(Print Name) Joshua Torres	(Address) 1257 South Bluff Road Montebello, CA, 90640
	(Signature)	
39.	(Print Name) Carroll H. Heacock	(Address) 1301 Bluff Road Montebello, CA 90640
	(Signature)	
40.	(Print Name) Selvia Heacock	(Address)
	(Signature)	1301 Bluff Rd. Montebello CA 90640
41.	(Print Name) Josephina Gomez	(Address) 1861 S. Bluff Rd. Montebello, CA 90640
	(Signature)	

	(Print Name)	(Address)
42.	(Signature)	
43.	(Print Name) GILBERT SANCHEZ	(Address) 1405 S BLUFF RD MONTEBELLO 90640
	(Signature) Gilbert Sanchez	
44.	(Print Name) Jerry Chappell	(Address) 1413 S. Bluff Rd. Montebello, CA 90640
	(Signature) Jerry Don Chappell	
45.	(Print Name) JUAN VALADEZ	(Address) 1425 S BLUFF RD MONTEBELLO, CA 90640
	(Signature) Juan C Valadez	
46.	(Print Name) MAX LOPEZ	(Address) 7028 PELLET ST DOWNEY CA 90241
	(Signature)	
47.	(Print Name) Daniel Kim	(Address) 112 Sycamore St Montebello CA 90640
	(Signature)	
48.	(Print Name) Priscilla Y Kim	(Address) 112 Sycamore Montebello, CA 90640
	(Signature)	
49.	(Print Name) ALFREDO ALVAREZ	(Address) 1341 S. Bluff Rd Montebello, CA 90640
	(Signature)	
50.	(Print Name) Veronica Alvarez	(Address) 1341 S. Bluff Rd Montebello, CA 90640
	(Signature)	
51.	(Print Name) Bhanna Alvarez	(Address) 1341 Bluff Rd Montebello CA 90640
	(Signature) Bhanna Alvarez	
52.	(Print Name) Arianna Alvarez	(Address) 1341 Bluff Rd Montebello, CA 90640
	(Signature)	
53.	(Print Name) Victoria Alvarez	(Address) 1341 Bluff Rd Montebello, 90640
	(Signature)	
54.	(Print Name) Mia Alvarez	(Address) 1341 Bluff Rd Montebello, 90640
	(Signature)	
55.	(Print Name) DAVID APARICIO	(Address) 1444 CEDAR ST MONTEBELLO, CA. 90640
	(Signature)	
56.	(Print Name) Raymond Corral	(Address) 1317 S. Bluff Rd. Montebello, Ca. 90640
	(Signature)	
57.	(Print Name) Bonnie Ventura	(Address) 527 S. 4th St Montebello CA 90640
	(Signature)	
58.	(Print Name) Alta Sojelo	(Address) 523 S. 4th St Montebello CA. 90640
	(Signature)	
59.	(Print Name) Celia Pineda	(Address) 424 W. Minus Montebello CA
	(Signature)	

	(Print Name)	(Address)
60.	(Signature)	
61.	(Print Name) maria vera	(Address) 424 west mines ave. mtb. ca. 90640
	(Signature) <i>[Signature]</i>	
62.	(Print Name) Joey Quintana	(Address) 424 W. mines ave mth. Ca. 90640
	(Signature) <i>[Signature]</i>	
63.	(Print Name) Jonathan Reyes	(Address) 424 W mines ave. mth. ca. 90640
	(Signature) <i>[Signature]</i>	
64.	(Print Name) Anel Ferrante	(Address) 424 mines ave mth. CA 90640
	(Signature) <i>[Signature]</i>	
65.	(Print Name) CHRISTINA LEE	(Address) 402 W Mines Ave 90640
	(Signature) <i>[Signature]</i>	
66.	(Print Name) SANDRA DIAZ	(Address) 519 S. 4TH ST MONTEBELLO CA - 90640
	(Signature) <i>[Signature]</i>	
67.	(Print Name) MAYRA MORILLO	(Address) 512 SO 5TH ST MONTEBELLO CA - 90640
	(Signature) <i>[Signature]</i>	
68.	(Print Name) SALVADOR GUERRERO	(Address) 407 WALNUT AVE MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
69.	(Print Name) BEATRIZ GUERRERO	(Address) 407 WALNUT AVE MONTEBELLO, CA 90640
	(Signature) <i>[Signature]</i>	
70.	(Print Name) FRANCISCO AGUILAR	(Address) 509 So. 5th St MONTEBELLO, CA. 90640
	(Signature) <i>[Signature]</i>	
71.	(Print Name) LUCIA AGUILAR	(Address) 509 So. 5th St MONTEBELLO, CA. 90640
	(Signature) <i>[Signature]</i>	
72.	(Print Name) XXXXXXXXXX	(Address) XXXXXXXXXX
	(Signature) XXXXXXXXXX	
73.	(Print Name) GILBERTO	(Address) 512 WALNUT MONTEBELLO 90640
	(Signature) <i>[Signature]</i>	
74.	(Print Name) Matt Sanjuan	(Address) 4040 Badillo Cir Apt 50, Baldwin Park, CA 91706
	(Signature) <i>[Signature]</i>	
75.	(Print Name) Mark Sanjuan	(Address) 529 5th St Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
76.	(Print Name) Melanie Tran	(Address) 500 W. Mines Ave Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
77.	(Print Name) SUSAN MORALES	(Address) 605 S. Bluff Rd Montebello, CA 90640
	(Signature) <i>[Signature]</i>	

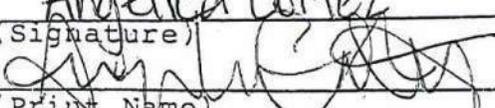
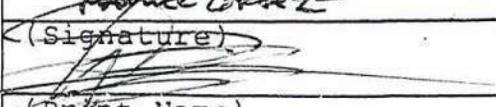
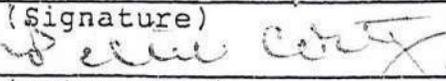
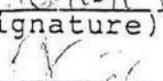
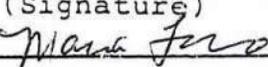
	(Print Name)	(Address)
78.	Edmund Rosas (Signature)	525 S. Bluff Rd. Montebello
79.	Robert Galstian (Signature)	521 S Bluff Rd
80.	Nona Galstian (Signature)	521 S Bluff Rd
81.	CARLOS AVILA (Signature)	513 S. BLUFF RD.
82.	OSORRIO Elizabeth (Signature)	477 S Bluff Rd
83.	PETER TRUJILLO (Signature)	417 S. BLUFF RD
84.	Amyah Larsen (Signature)	420 S. Bluff Rd Montebello Ca 90640
85.	Destiny Baca (Signature)	420 S. Bluff RD
86.	Ken Larsen (Signature)	420 S. Bluff Rd
87.	Leeah Larsen (Signature)	420 S. Bluff Rd.
88.	KENNY DORR (Signature)	816 5TH ST Montebello, CA 90640
89.	Kene Roach (Signature)	526 South 5th St. Montebello, CA 90640
90.	Carmen Ramirez (Signature)	416 S. Bluff Rd. Montebello Ca 90640
91.	Alfredo Ramirez (Signature)	416 S. Bluff Rd Montebello Ca. 90640
92.	Diana Haro (Signature)	529 S. Bluff Rd Montebello CA 90640
93.	Cesar Padilla (Signature)	529 S. Bluff Rd Montebello CA 90640
94.	MICHAEL DAXACA (Signature)	1137 MAXWELL ST MONTEBELLO CA 90640
95.	MARIA E ARMENTA (Signature)	1140 Maxwell ST Montebello Ca. 90640

96.	(Print Name) SERGIO MORENO	(Address) 1136 S. MAXWELL ST. MONT. CA 90640
	(Signature) <i>Sergio Moreno</i>	
97.	(Print Name) ALVARO GARCIA	(Address) 1124 MAXWELL ST MONTEBELLO CA 90640
	(Signature) <i>Alvaro Garcia</i>	
* 98.	(Print Name) SALVADOR N. HERNANDEZ	(Address) 1120 MAXWELL ST MONTEBELLO CA. 90640
	(Signature) <i>Salvador N. Hernandez</i>	
99.	(Print Name) SARAH HERNANDEZ	(Address) 1116 MAXWELL ST MONTEBELLO CA
	(Signature) <i>Sarah Hernandez</i>	
100.	(Print Name) FRANCISCO	(Address) 809 FRANKEL AVE MONTEBELLO CA 90640
	(Signature) <i>Francisco</i>	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORP PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
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3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and mispending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) Angelica Cortez	(Address) 825 South Park Ave Montebello, CA 90640
	(Signature) 	
2.	(Print Name) MARIA CORTEZ	(Address) 825 S PARK AVE MONTEBELLO CA 90640
	(Signature) 	
3.	(Print Name) Patricia Cortez	(Address) 825 S Park Avenue Montebello CA 90640
	(Signature) 	
4.	(Print Name) TOSHUA POYEE-WILL	(Address) 824 S. PARK AVE. MONTEBELLO CA 90640
	(Signature) 	
5.	(Print Name) MARIA FRANCO	(Address) 820 So Park AVE Montebello CA 90640
	(Signature) 	

	(Print Name)	(Address)
6.	James Churchill (Signature)	812 S. Park Ave. Montebello CA 90640
7.	MARINA FERRAZ (Signature)	1215 Beach St. Montebello, Ca. 90640
8.	MARY ROWE (Signature)	1215 Beach St. Montebello, Ca. 90640
9.	CARLOS CASTILLO SR. (Signature)	810 S. Taylor Ave. Montebello CA 90640
10.	Vasilicia Castillo (Signature)	810 S. Taylor Ave Montebello, Ca. 90640
11.	Carlos S Castillo Jr (Signature)	810 S. Taylor Ave Montebello Ca 90640
12.	Daniel G. Castillo (Signature)	810 S. Taylor Ave Montebello CA- 90640
13.	Armando Castillo (Signature)	810 S. Taylor Ave Montebello 90640
14.	Julio Ramos (Signature)	809 South Taylor Ave Montebello CA 90640
15.	JOANNA MARQUEZ (Signature)	809 South Taylor Ave Montebello CA 90640
16.	Miguel Avellós (Signature)	809 South Taylor Ave Montebello CA 90640
17.	Beatriz DeLaTorre (Signature)	805 S. Ford Bl. Montebello CA, 90640
18.	ROBERT LOPEZ (Signature)	809 S. BLUFF RD MONTEBELLO, CA 90640
19.	JILL ENOIAN-LOPEZ (Signature)	809 S. BLUFF RD MONTEBELLO, CA 90640
20.	Erick Monaró (Signature)	1209 Beach St. Montebello, CA. 90640
21.	Bernie Curt (Signature)	1108 Beach St Mt CA 90640
22.	Sulma Romero (Signature)	1120 Beach St. Montebello, CA 90640
23.	Ronald Hooker Katherine Velmas (Signature)	1128 Beach St Montebello CA 90640

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	(Signature) 	
25.	(Print Name) VALENTE BENAVIDES	(Address) 716 DAVIS AVE MONTEBELLO, CA - 90640
	(Signature) 	
26.	(Print Name) Elizabeth Quiroz	(Address) 654 DAVIS Ave Montebello CA 90640
	(Signature) 	
27.	(Print Name) Jill Kwan	(Address) 724 DAVIS AV Montebello 90640
	(Signature) 	
28.	(Print Name) Roger Jimenez	(Address) 1133 Beach St Montebello Ca
	(Signature) 	
29.	(Print Name) Mary Sanchez	(Address) 1133 Beach St Montebello
	(Signature) 	
30.	(Signature) 	
31.	(Print Name) Yolanda A. Lim	(Address) 748 DAVIS AVE MONTEBELLO, CA. 90640
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	(Signature) 	
33.	(Print Name) Violet Cortez	(Address) 660 DAVIS Ave Montebello, CA 90640
	(Signature) Anthony Cortez	
34.	(Print Name) Nathan Coleman	(Address) 640 Davis Ave Montebello, CA 90640
	(Signature) Nathan Coleman	
35.	(Print Name) Lynette Coleman	(Address) 640 Davis Ave Montebello, CA 90640
	(Signature) 	
36.	(Print Name) Ann Coleman	(Address) 640 Davis Ave Montebello CA 90640
	(Signature) 	
37.	(Print Name) Susana Martinez	(Address) 632 Davis Ave. Montebello CA 90640
	(Signature) Susana Martinez	
38.	(Print Name) Luzecia G. Delgado	(Address) 628 S DAVIS AVE Montebello ca 90640
	(Signature) 	
39.	(Print Name) Ariana Uribe	(Address) 616 Davis Ave. montebello Ca. 90640
	(Signature) Ariana Uribe	
40.	(Print Name) Maria Mendoza	(Address) 616 Davis Ave. montebello Ca. 90640
	(Signature) Maria Mendoza	
41.	(Print Name) Joe Garcia Jr	(Address) 616 Davis Ave. Montebello, CA 90640
	(Signature) 	

42.	(Print Name) MAN MANANAN VALLADAR	(Address) 608 DAVIS AVE, MONTEBELLO CA 90640
	(Signature) 	
43.	(Print Name) SARA VALLADAR	(Address) 608 DAVIS AVE MONTEBELLO CA 90640
	(Signature) 	
44.	(Print Name) SERGIO AVILES	(Address) 608 DAVIS AVE MONTEBELLO CA 90640
	(Signature) 	
45.	(Print Name) AURELIO MUÑOZ	(Address) 1117 W. MINEY AVE MONTEBELLO CA 90640
	(Signature) 	
46.	(Print Name) ROBERTO ADAMO	(Address) 609 DAVIS AVE MONT, CA. 90640
	(Signature) 	
47.	(Print Name) ROBERTO S. ADAMO	(Address) 609 DAVIS AVE, MONTEBELLO CA. 90640
	(Signature) 	
48.	(Print Name) ALBA J. ADAMO	(Address) 609 DAVIS AVE, MONTEBELLO CA. 90640
	(Signature) 	
49.	(Print Name) TERESA RODRIGUEZ	(Address) 613 DAVIS AVE, MONTEBELLO 90640
	(Signature) 	
50.	(Print Name) RODY CERVANTES	(Address) 617 DAVIS AVE MONTEBELLO 90640
	(Signature) 	
51.	(Print Name) OLIVIA CERVANTES	(Address) 617 DAVIS AVE, MONTEBELLO 90640
	(Signature) 	
52.	(Print Name) JUDY MCASKILL	(Address) 628 S. TAYLOR AVE Mtb 90640
	(Signature) 	
53.	(Print Name) MARCELO F. ENRIQUETA	(Address) 625 DAVIS AVE. MONT. 90640
	(Signature) 	
54.	(Print Name) ROBERTO REYES	(Address) 641 DAVIS AVE MONT. 90640
	(Signature) 	
55.	(Print Name) MARIA REYES	(Address) 641 DAVIS AVE MONTEBELLO, CA. 90640
	(Signature) 	
56.	(Print Name) OSCAR GUERRERO	(Address) 657 DAVIS AVE. MONTEBELLO, CA. 90640
	(Signature) 	
57.	(Print Name) DIANA RODRIGUEZ	(Address) 661 DAVIS AVE MONTEBELLO CA 90640
	(Signature) 	
58.	(Print Name) JUAN RODRIGUEZ	(Address) 661 DAVIS AVE MONTEBELLO CA 90640
	(Signature) 	
59.	(Print Name) FRANK CENTERO	(Address) 717 DAVIS AVE MONTEBELLO CA 90640
	(Signature) 	

	(Print Name)	(Address)	L-1
60.	Astrid Valle (Signature)	740 S Taylor Ave Montebello Ca 90640	
61.	EDDIE TRUJILLO (Signature)	732 S. TAYLOR AVE CA 90640	MONTEBELLO
62.	Mano Reynos (Signature)	708 S Taylor ave CA 90640	
63.	Luis Corzo (Signature)	700 S. TAYLOR AVE. Montebello CA	
64.	ANNA CORZA (Signature)	700 S. TAYLOR AVE. Montebello CA	
65.	JEFF SICCAMA (Signature)	729 DAVIS AVE MONTEBELLO	
66.	Manuela Ortiz (Signature)	745 Davis Ave Montebello 90640	
67.	NIKKOL ORTIZ (Signature)	745 DAVIS AVE Montebello 90640	
68.	Christopher Ortiz (Signature)	745 Davis Ave Montebello 90640	
69.	Luis Ortiz (Signature)	745 DAVIS AVE MONTEBELLO CA 90640	
70.	Graciela Mendez (Signature)	748 S. Taylor Ave. Montebello Ca. 90640	
71.	Suan Carlos Martinez (Signature)	704 S. Taylor ave Montebello CA 90640	
72.	MICHAEL ROMERO (Signature)	464 S. TAYLOR AVE MONTEBELLO CA 90640	
73.	STEPHEN D. WARE (Signature)	660 S. TAYLOR AVE MONTEBELLO, CA 90640	
74.	AUROKA MEJIA (Signature)	636 S. TAYLOR AVE MONTEBELLO, CA. 90640	
75.	Jose Santoro (Signature)	624 S. TAYLOR AVE MONTEBELLO, CA 90640	
76.	Emanuel Rodriguez End Rody (Signature)	612 S. Taylor Ave Montebello CA 90640	
77.	GARCIA Guadalupe (Signature)	612, S, Taylor AV. MONTEBELLO CA. 90640	

	(Print Name)	(Address)	L-1
78.	Roger Jimenez (Signature)	1133 Beach St Montebello 90640	
79.	Maria Jimenez (Signature)	1133 Beach St Montebello 90640	
80.	Robert Lugo (Signature)	1129 Beach St. Montebello Ca. 90640	
81.	Jessica Contreras (Signature)	809 Frankel Ave CA 90640	
82.	Kristine Macias (Signature)	1121 Maxwell St. Montebello Ca. 90640	
83.	BENJAMIN HERNANDEZ (Signature)	1129 MAXWELL ST MONTEBELLO CA 90640	
84.	MARGARET Rubio (Signature)	1128 MAXWELL STREET Montebello, CA 90640	
85.	Rafael Ruiz (Signature)	517. S. 5th St Montebello CA 90640	
86.	Jesse Asundis (Signature)	505 S 5th St Montebello, CA 90640	
87.	MARTHA BRYN (Signature)	500 S 5TH ST Montebello, Ca 90640	
88.	CHARLES MALDADA (Signature)	804 W. FRANKEL MTB, 90640	
89.	Melinda Madonia (Signature)	808 Frankel A. MTB 90640	
90.	Lori Valenzuela (Signature)	11925 Anselmo Ave Whittier CA 90609	
91.	Victor Ruiz (Signature)	1104 S Montebello Blvd Montebello Ca	
92.	Michael Villegas (Signature)	800 Frankel Ave Montebello CA 90640	
93.	SANDRA Arilla (Signature)	824 FRANKEL AVE MONTEBELLO CA. 90640	
94.	PAMELA PATALINCHUK (Signature)	828 FRANKEL AVE Montebello, CA 90640	
95.	Mame Lopez (Signature)	1148 South Montebello Blvd CA. 90640	

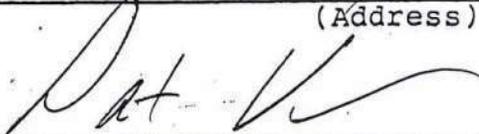
96.	(Print Name) Rosario Sanchez	(Address)
	(Signature) <i>Rosario Sanchez</i>	1045 So 5th St Montebello
97.	(Print Name) Ambrosia Garcia	(Address)
	(Signature) <i>Ambrosia Garcia</i>	601 S Taylor Ave Montebello
98.	(Print Name) Eddy Garcia	(Address)
	(Signature) <i>Eddy Garcia</i>	601 S TAYLOR AVE MONTEBELLO
99.	(Print Name) ANTONIO PROULETTA	(Address)
	(Signature) <i>Antonio Prouletta</i>	712 S TAYLOR AVE MONTEBELLO CA 90640
100.	(Print Name) Hector Gonzalez	(Address)
	(Signature) <i>Hector Gonzalez</i>	605 S. Taylor Ave WTB CA 90640

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1.	(Print Name) Pat Vera	(Address)
	(Signature)	
2.	(Print Name) Julio Perez	(Address)
	(Signature)	808 Tenth St CA 90640 los angeles
3.	(Print Name) Raul Martinez	(Address)
	(Signature)	224 S. 10th St. CA 90640
4.	(Print Name) SHERALY KHWASA	(Address)
	(Signature)	1020 Beach St Montebello CA 90640
5.	(Print Name) Ana T. Kapata	(Address)
	(Signature)	1008 Beach St. Montebello CA: 90640

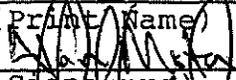
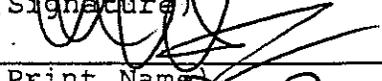
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	(Signature) Enriqueta Casas	
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	(Signature) Joseph Delatorre	
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	(Signature) Joshua De La Torre	
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	(Signature) Jaden Ballester	
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	(Signature) Carlos Ballester	
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	(Signature) Katherine Olvera	
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	(Signature) Christine Lazo	
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	(Signature) Leticia Ramirez	
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	(Signature) Francis Chantas	
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	(Signature) Natalie Salmeron	
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	(Signature) Jorge Martinez	
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	(Signature) Maria Jimenez	

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	(Signature) Donald David Logan	
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	(Signature) MARIO MORTINEZ	
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59.	(Print Name) FRIBIAN YOKOYAMA	(Address) 717 S 10th St MONTEBELLO, CA 90640
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63.	Jose Godinez (Signature)	652 S 6th St montebello CA	
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65.	Martin Salazar (Signature)	636 S. 6th Montebello, CA 90640	
66.	Alex Cordero (Signature)	628 S. 6th St MONTEBELLO CA 90640	
67.	LETITIA C REYES (Signature)	628 S 6th St Montebello, Ca 90640	
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69.	Jorge Alberto Cruz (Signature)	616 S 6 TH ST. 90640	
70.	Cristina Moreno (Signature)	612 S. 6th street Montebello ca 90640	
71.	Elizabeth Jimenez (Signature)	617 S. 5th St. Montebello C. A.	
72.	Martin Vargas (Signature)	653 S. 5th St. Montebello CA 90640	
73.	Victoria Rivas (Signature)	640 S. 5th Montebello Ca. 90640	
74.	Rosemarie Melendy (Signature)	624 So. 5th St Montebello CA	
75.	Judy Murillo (Signature)	620 S 5th St Montebello ca 90640	
76.	ENRIQUE INIGUEZ (Signature)	616 S. 5TH ST. MONTABELLO CA. 90640	
77.	ENRIQUE INIGUEZ (Signature)	616 S. 5th St. Montebello CA. 90640	

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	(Signature) 	
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	(Signature) Mario Gonzalez	
82.	(Print Name) Guadalupe Rodriguez	(Address) 644 S 4th St Montebello CA. 90640
	(Signature) Mo. Gpe. R	
83.	(Print Name) Neliza Gomez	(Address) 624 S. 4th Street Montebello CA 90640
	(Signature) 	
84.	(Print Name) Juan Gomez Ind	(Address) 624 S. 4th Street Montebello CA 9064
	(Signature) Juan Gomez	
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86.	(Print Name) Molly Curiel	(Address) 511 Robert J. King Jr. Ct. Montebello CA 90640
	(Signature) Molly Curiel	
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	(Signature) Rita Perez	
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	(Signature) Isabell Walters	

96.	(Print Name) Andrew Argott	(Address) 661. S. Bluff Rd
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	(Signature) 	Montebello, CA 90640
98.	(Print Name) Joel R. Parra	(Address) 744 S. 6th St.
	(Signature) Joel R. Parra	Montebello CA. 90640
99.	(Print Name) Rudy Ramos	(Address) 732 So. 6th St
	(Signature) Rudy Ramos	Montebello CA 90640
100.	(Print Name)	(Address) 708 S 6th St
	(Signature) 	Montebello Ca. 90640

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

99

I, the undersigned, declare that I am a taxpayer resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

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	(Signature) Marisa Jaregui	
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	(Signature) REAS RATH	
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	(Signature) Korraine Andradé	
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	(Signature) Korraine Andradé	

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7.	(Signature) <i>John Paletino</i>	5 Spruce
	(Print Name) <i>John Paletino</i>	(Address)
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	(Print Name) <i>ELVIRA CERVANTES</i>	(Address) 1201 S. Montebello Blvd apt B
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	(Print Name) <i>Jess Herrera</i>	(Address) 1349 S Montebello Blvd.
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	(Print Name) <i>Paul Stupin</i>	(Address) 113 Date St
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	(Print Name) <i>SAN FERRAS MARTINEZ</i>	(Address)
18.	(Signature) <i>San Ferras Martinez</i>	820 DATE ST. Montebello
	(Print Name) <i>Trinity Martinez</i>	(Address)
19.	(Signature) <i>Trinity Martinez</i>	820 DATE ST. Montebello
	(Print Name) <i>Alexandria Chavez</i>	(Address)
20.	(Signature) <i>Alexandria Chavez</i>	1156 S. MONTEBELLO BLVD.
	(Print Name) <i>Luis Apolava</i>	(Address)
21.	(Signature) <i>Luis Apolava</i>	732 DATE ST Montebello CA 90640
	(Print Name) <i>MARY G</i>	(Address)
22.	(Signature) <i>MARY G</i>	732 DATE ST Montebello CA, 90640
	(Print Name) <i>Lydia Morales</i>	(Address)
23.	(Signature) <i>Lydia Morales</i>	724 Date St. Montebello CA 90640

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	(Signature) 	
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44.	Kamaria Flores (Signature)	7330 Bequette Ave Pico Rivera CA 90660
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47.	Jose F. Galan (Signature)	7221 Bequette Ave Pico RIVERA CA 90660
48.	Merced Galan (Signature)	7221 Bequette Ave Pico Rivera CA 90660
49.	MARCO MATEO (Signature)	7221 BEQUETTE AVE PICO RIVERA CA, 90660
50.	MARIA MALDONADO (Signature)	7221 BEQUETTE AVE Pico RIVERA CA, 90660
51.	LUIS SERADE (Signature)	7316 CRAVELL AVE PICO RIVERA CA 90660
52.	MONICA ANDUAGA (Signature)	7316 CRAVELL AVE PICO RIVERA CA, 90660
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54.	Kimberly Soto (Signature)	7323 Cravell Ave Pico Rivera CA 90660
55.	Michael Soto (Signature)	7323 CRAVELL AVE PICO RIVERA CA 90660
56.	Ramon Jimenez (Signature)	7244 Cravell Ave Pico Rivera CA 90660
57.	Natlie Reyes (Signature)	7244 Cravell Ave Pico Rivera CA 90660
58.	Ros Roto (Signature)	7234 CRAVELL AVE PICO RIVERA CA
59.	MARCA Roto (Signature)	7234 CRAVELL AVE PICO RIVERA CA 90660

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63.	Natalie Valdez (Signature)	7212 Cravell ave Pico Rivera CA 90660	
64.	Damian Valdez (Signature)	7212 Cravell Ave Pico Rivera CA 90660	
65.	Regina Villalva (Signature)	7207 Loch Alene Ave Pico Rivera CA 90660	
66.	Diana Calavera (Signature)	7207 Loch Alene Pico Rivera Ca 90660	
67.	Barbara Gonzalez (Signature)	7321 BEQUETTE AVE PICO RIVERA CA 90660	
68.	Anaelica Gonzales (Signature)	7321 Bequette Ave. Pico Rivera CA 90660	
69.	Jessica Gonzalez (Signature)	7321 Bequette Ave. Pico Rivera Ca 90660	
70.	Bobbie Rose Gonzalez (Signature)	7321 Bequette Ave Pico Rivera Ca 90660	
71.	Losa Gonzalez (Signature)	7321 Bequette Ave. Pico Rivera Ca 90660	
72.	Rigo Luis (Signature)	7227 Loch Alene Ave Pico River CA 90660	
73.	VICTOR PEREZ (Signature)	7323 LOCH ALENE AVE PICO RIVERA, CA 90660	
74.	Lizeth Munillo (Signature)	7333 Loch Alene Ave Pico Rivera, CA 90660	
75.	Teromi Campillo (Signature)	7339 Loch Alene Ave Pico Rivera CA 90660	
76.	James Canillo (Signature)	7339 LOCH ALENE AVE. Pico Rivera, CA. 90660	
77.	Jacqueline Gomez (Signature)	7347 Loch Alene Ave Pico Rivera 90660	

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91.	(Print Name) Patricia Soto (Signature)	(Address) 7355 Lindsey Ave Pico Rivera Ca 90660
92.	(Print Name) Julie Vivo (Signature)	(Address) 7371 LINDSEY AVE PICO RIVERA, CA 90660
93.	(Print Name) Socorro Ley (Signature)	(Address) 7372 LINDSEY AVE PICO RIVERA, CA 90660
94.	(Print Name) Jose E. Ley (Signature)	(Address) 7372 LINDSEY AVE. PICO RIVERA, CA 90660
95.	(Print Name) Albert Ramos (Signature)	(Address) 7350 Loch Alene Ave. Pico Rivera, CA 90660

96.	(Print Name) Gina Lopez Ramos	(Address) 7350 Loch Alene
	(Signature) Gina Lopez Ramos	Pico Rivera, CA 90660
97.	(Print Name) JESSICA DELALOZA	(Address) 4702 Danbridge St
	(Signature) [Signature]	Pico Rivera, CA 90660
98.	(Print Name) MARTIN CALDERON	(Address) 9212 Foxbury Way
	(Signature) Martin Calderon	PICO RIVERA 90660
99.	(Print Name) Lorraine Calderon	(Address) 9212 Foxbury Way
	(Signature) Lorraine Calderon	Pico Rivera CA 90660
100.	(Print Name) SONIA ALVAREZ	(Address) 9216 Foxbury Way
	(Signature) Sonia Alvarez	PICO RIVERA, CA. 90660

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) Michael Martinez	(Address) 832 Frankel Ave Montebello, CA 90640
	(Signature) <i>Michael Martinez</i>	
2.	(Print Name) Veronica Ortega	(Address) 1233 S. Montebello Blvd. Montebello CA, 90640
	(Signature) <i>Veronica Ortega</i>	
3.	(Print Name) SILBERT DELCADO	(Address) 1241 S. MONTEBELLO BLVD MONTEBELLO CA. 90640
	(Signature) <i>Silbert Delcado</i>	
4.	(Print Name) Graciela Guerrero	(Address) 1241 S. Montebello Blvd Montebello CA 90640
	(Signature) <i>Graciela Guerrero</i>	
5.	(Print Name) Ariel Chavez	(Address) 1241 S. Montebello Blvd. Montebello; CA. 90640
	(Signature) <i>Ariel Chavez</i>	

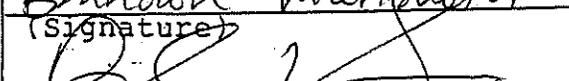
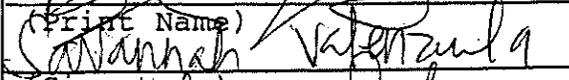
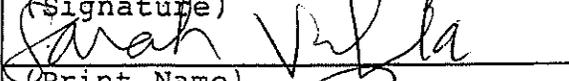
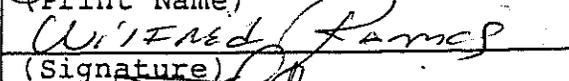
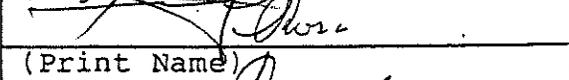
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	(Signature) <i>Raylene Chavez</i>	
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	(Signature) <i>Teresa G.</i>	1301 S. Montebello BL.
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	(Signature) <i>Jose Garcia</i>	141 BLVD CALIF 90640
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	(Signature) <i>Frank Arriola</i>	Montebello Ca 90640.
10.	(Print Name) ERUSTINA B. ARRIOLA	(Address) 1305 So. Montebello Blvd.
	(Signature) <i>Erustina B. Arriola</i>	Montebello Ca 90640
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	(Signature) <i>Sandra E Rincon</i>	Montebello Divd. CA. 90640
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	(Signature) <i>Anthony Fernandez</i>	Montebello Ca 90640
17.	(Print Name) Bertha Carrillo	(Address)
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	(Signature) <i>Jennifer Padilla</i>	montebello Ca 90640
19.	(Print Name) YEN NGUYEN	(Address) 1329 S Montebello
	(Signature) <i>YEN NGUYEN</i>	Montebello CA 90640
20.	(Print Name) Cristina Nguyen	(Address) 1329 S. Montebello Blvd
	(Signature) <i>Cristina Nguyen</i>	Montebello CA 90640
21.	(Print Name) Martha Celis	(Address) 1341 S. Montebello Blvd
	(Signature) <i>Martha Celis</i>	Montebello CA 90640
22.	(Print Name) Carmen Lopez	(Address) 1344 S Montebello Blvd
	(Signature)	Montebello CA 90640
23.	(Print Name) CARMELO PEREZ	(Address) 1401 So. Montebello Blvd
	(Signature) <i>Carmelo Perez</i>	Montebello CA. 90640

	(Print Name)	(Address)
24.	Charles Tubizon Jr (Signature)	1415 S. Montebello Blvd (Address)
25.	Charles R. Tubizon (Signature)	1415 S. Montebello Blvd (Address)
26.	Isa Pin (Signature)	245 S. Montebello Blvd. Montebello, CA, 90640 (Address)
27.	Ana Nieves (Signature)	1417 S. Montebello Blvd Montebello, CA 90640 (Address)
28.	Imelda Valdomos (Signature)	437. South Montebello Blvd Montebello CA 90640 (Address)
29.	Lansen Harvey (Signature)	1441 S. Montebello Blvd Montebello CA 90640 (Address)
30.	Nalleli Sanchez (Signature)	1445 S. Montebello Blvd Montebello CA 90640 (Address)
31.	Ricardo Sanchez (Signature)	1440 S MONTEBELLO MONTEBELLO, CA 90640 (Address)
32.	Pedro Gonzalez (Signature)	1422 S Montebello BL MONTEBELLO C.A. (Address)
33.	Miriam Carrizal (Signature)	1420 So Montebello Blvd. Montebello, CA. 90640 (Address)
34.	Natalia Carrizal (Signature)	1420 So Montebello Blvd Montebello, CA. 90640 (Address)
35.	Christopher Ceja (Signature)	1420 So. Montebello Blvd. Montebello, CA. 90640 (Address)
36.	Phylline J Flores (Signature)	(Address)
37.	JOE FLORES Jr (Signature)	1412 So. Montebello BL (Address)
38.	Celeste Flores (Signature)	1412 S. Montebello Blvd Montebello CA 90640 (Address)
39.	Maria G Estrada (Signature)	1400 S. Montebello Bl Montebello, CA 90640 (Address)
40.	CRIS SANCHEZ (Signature)	1360 S. MONTEBELLO BL Montebello, CA 90640 (Address)
41.	ELVIRA Sanchez (Signature)	1360 S. Montebello BL Montebello, CA 90640 (Address)

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	(Signature) 	
43.	(Print Name)	(Address) 336 OAKWOOD ST MONTEBELLO 90640
	(Signature) Robert Ybarra	
44.	(Print Name) Robert Ybarra	(Address)
	(Signature) Robert Ybarra	336 W. Oakwood St.
45.	(Print Name) Diane Ybarra	(Address) MONTEBELLO 90640
	(Signature) 	
46.	(Print Name) Nadia Kedineoglou	(Address) 344 OAKWOOD ST MONTEBELLO, CA 90640
	(Signature) 	
47.	(Print Name) ALFONSO FABIO	(Address) 404 OAKWOOD ST MTB, CA 90640
	(Signature) 	
48.	(Print Name) Henry Orona Jr.	(Address) 420 W. Oakwood St. MTB 90640
	(Signature) Henry Orona Jr.	
49.	(Print Name) Geraldine Orona	(Address) 420 W. Oakwood St MTB, CA 90640
	(Signature) Geri Orona	
50.	(Print Name) Alice Valenzuela	(Address) 420 W. Oakwood St MTB, CA 90640
	(Signature) Alice Valenzuela	
51.	(Print Name) Patty Sanchez	(Address) 428 Oakwood St. Montebello, CA 90640
	(Signature) P. Sanchez	
52.	(Print Name) Gabriel Valtes	(Address) 420 W OAKWOOD ST
	(Signature) 	
53.	(Print Name) Eduardo Ruiz	(Address) 716 W Oakwood St Montebello
	(Signature) Eduardo Ruiz	
54.	(Print Name) Bradley Davalos	(Address) 900 W OAKWOOD ST
	(Signature) 	
55.	(Print Name) Lesly Alvarez	(Address) 827 W. Oakwood St.
	(Signature) Lesly Alvarez	
56.	(Print Name) Adrienne Cordova	(Address) 417 W. Oakwood St. Montebello, CA 90640
	(Signature) 	
57.	(Print Name) Joshua Flores	(Address) 432 W OAKWOOD ST Montebello CA 90640
	(Signature) 	
58.	(Print Name) Mr. Henry Basa Herrera	(Address) 918 W. Oakwood St.
	(Signature) Mr. Henry Basa Herrera	Montebello CA 90640
59.	(Print Name) Henry P. Herrera Jr	(Address) 918 W. Oakwood St.
	(Signature) Henry P. Herrera Jr	Montebello, CA 90640

	(Print Name)	(Address)	L-1
60.	Crystal Acevedo (Signature)	916 1/2 W Oakwood St Montebello CA 90640	
61.	Veronica Corda Flores (Signature)	910 W Elm St Montebello CA 90640	
62.	Jessenia Espinoza (Signature)	910 W Elm St CA, Montebello 90640	
63.	Erin Valle (Signature)	Erin Valle 918 W Elm St. Montebello CA	
64.	Ruth Morales (Signature)	1360 S. Greenwood Ave Montebello CA 90640	
65.	Gladys Melgar (Signature)	1360 S. Greenwood Ave. Montebello CA 90640	
66.	Ivette Melgar (Signature)	1360 S. Greenwood Ave. Montebello CA 90640	
67.	JOSE JESUS AGUIRRE (Signature)	1400 S. GREENWOOD AVE MONTEBELLO CA. 90640	
68.	Van Solis (Signature)	923 W Elm St Apt A Montebello CA. 90640	
69.	Isabel Torres (Signature)	919 W Elm St Apt A Montebello CA 90640	
70.	Bing Fa Han (Signature)	621 W Elm St Montebello CA 90640	
71.	Dania Ramirez Velasco (Signature)	721 W Oakwood St. Montebello CA 90640	
72.	ROBERT M. MURRIETTE (Signature)	15219 GIORDANO ST LA PUENTE	
73.	ROBERT M. MURRIETTE (Signature)	15219 GIORDANO ST LA PUENTE	
74.	JEANNE K. KIRK VANKS (Signature)	401 W. OAKWOOD ST. MONTEBELLO, CA 90640	
75.	Ch Tong (Signature)	333 oakwood st, Montebello 90640	
76.	Andres Sanguino (Signature)	1201 Carob way Montebello CA. 90640	
77.	FELIX DURAN (Signature)	1241 CAROB WAY Montebello CA 90640	

78.	(Print Name) Miguel A Cueva (Signature)	(Address) 1261 Carob way, Montebello, CA 90640
79.	(Print Name) Imelda Gaitan (Signature)	(Address) 1361 S. Montebello Blvd. Montebello CA. 90640
80.	(Print Name) LOUISE BARBAGHA (Signature)	(Address) 1301 Carobway Montebello.
81.	(Print Name) Sylvia Brown (Signature)	(Address) 1317 Carob Way, Montebello, Ca 90640
82.	(Print Name) Irene Arellano (Signature)	(Address) 1325 Carob Way Montebello Ca 90640
83.	(Print Name) SANE ARELANDO (Signature)	(Address) 1307 CAROB WAY MONTEBELLO CA 90640
84.	(Print Name) Michael Rojas (Signature)	(Address) 1425 Carob Way Montebello CA 90640
85.	(Print Name) Rosemary Rojas (Signature)	(Address) 1425 Carob Way Montebello CA 90640
86.	(Print Name) Javier Gonzalez (Signature)	(Address) 1449 Carobway Montebello 90640
87.	(Print Name) ALFRED AYILA (Signature)	(Address) 1436 CAROB WAY Montebello, CA. 90640
88.	(Print Name) Noemi Gomez (Signature)	(Address) 1401 Carob Way Montebello Ca 90640
89.	(Print Name) Nancy Vramontes (Signature)	(Address) 1432 Carob Way Montebello CA 90640
90.	(Print Name) Juan Carlos Vramontes (Signature)	(Address) 1432 Carob Way Montebello CA 90640
91.	(Print Name) Peyarito Aguilar (Signature)	(Address) 1416 Carob Way Montebello, CA. 90640
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93.	(Print Name) MR. ALBERT Lopez. (Signature)	(Address) 1336 CAROB WAY. MONTEBELLO, CA. 90640.
94.	(Print Name) Mya Lopez (Signature)	(Address) 1336 Carob way Montebello CA 90640
95.	(Print Name) Timothy Ramos (Signature)	(Address) 1736 S. carob way Montebello Ca, 90640

96.	(Print Name) Brandon Valenzuela	(Address) 1324 Carob Way Montebello, CA 90640
	(Signature) 	
97.	(Print Name) SARAH VALLELA	(Address) 1324 Carob Way Montebello, CA 90640
	(Signature) 	
98.	(Print Name) WILFRED RAMOS	(Address) 1328 CAROB WAY MONTEBELLO CA 90640
	(Signature) 	
99.	(Print Name) Don Miguel	(Address) 1328 CAROB WAY Montebello Cal 90640
	(Signature) 	
100.	(Print Name) ROCIO GALLARDO	(Address) 1304 Carob way Montebello CA 90640
	(Signature) 	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

100

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

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	(Print Name)	(Address)
1.	Ruben Zarate (Signature)	1252 CAROB WAY MTB
2.	RICARDO LEON (Signature)	1213 CAROB WAY MONTEBELLO CA 90640
3.	EULLEBMINA LEON (Signature)	13 CAROB WAY MONTEBELLO CA 9064
4.	DAVID WALLS (Signature)	1341 CAROB WAY MONTEBELLO CA 90640
5.	ELVIN RIVAS (Signature)	1341 CAROB WAY MONTEBELLO CA 90640

6.	(Print Name) Eduardo Aguilar	6522 clara (Address) St. Bull Gardens, CA 90201
	(Signature) 	
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	(Signature) 	
8.	(Print Name) 	(Address) 1349 Carob Way Montebello CA 90640
	(Signature) Avlin Navas	
9.	(Print Name) Daila Navas	(Address) 1349 Carob Way Montebello CA, 90640
	(Signature) Daila Navas	
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	(Signature) 	
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	(Signature) 	
12.	(Print Name) Kubir Dominguez	(Address) 1417 Carob Way (Address) Mtb. CA 90640
	(Signature) 	
13.	(Print Name) Henry Dominguez	(Address) 1417 Carob Way (Address) Montebello, CA 90640
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	(Signature) Anabel Garcia	
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	(Signature) <i>Darlene Alcala</i>		
25.	(Print Name) DANIEL ALCALA	(Address) 1344 CAROB WAY	
	(Signature) <i>Daniel Alcala</i>	MTB, CA 90640	
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	(Signature) <i>Karen Rodriguez</i>	MTB, CA 90640	
27.	(Print Name) BILL PAGLIASSO	(Address) 505 ALLIS DR	
	(Signature) <i>Bill Pagliasso</i>	Montebello CA 90640	
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	(Signature) <i>Patricia Salazar</i>	Montebello, CA 90640	
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	(Signature) <i>Yolanda Barrera</i>		
30.	(Print Name) YOLANDA BARRERA	(Address) 501 ALLIS DR. MONTEBELLO 90640	
	(Signature) <i>Yolanda Barrera</i>		
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	(Signature) <i>Nicole Villaseñor</i>	Montebello CA 90640	
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	(Signature) <i>Laura Cardenas</i>	MONTEBELLO, CA 90640	
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	(Signature) <i>Maura Cardenas</i>	Montebello, CA 90640	
34.	(Print Name) MARIA TERESA CARDENAS	(Address) 508 ALLIS DRIVE	
	(Signature) <i>Maria Teresa Cardenas</i>	MONTEBELLO, CA 90640	
35.	(Print Name) JESUS CARDENAS	(Address) 508 W. ALLIS DR.	
	(Signature) <i>Jesus Cardenas</i>	Montebello ca. 90640	
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	(Signature) <i>Jeanette Helguera</i>	Montebello, CA 90640	
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	(Signature) <i>Lina Lina Fav</i>	Montebello. CA 90640	
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	(Signature) <i>Yazmin Resendiz</i>	montebello, ca 90640	
39.	(Print Name) EMILY RESENDIZ	(Address) 713 Frankel Ave	
	(Signature) <i>Emily Resendiz</i>	montebello ca 90640	
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	(Signature) <i>Manuel Jose Carrillo III</i>	MONTEBELLO, CA 90640	
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	(Signature) <i>Cynthia Lopez</i>	BURBANK, CA 91504	

	(Print Name)	(Address)
42.	ANTHONY P. VILLA-LOWE (Signature) 807 1/2 gts st Montebello CA	A.P. Villa-Lowe
43.	GILBERT MELANDEZ (Signature)	1341 S SPRUCE ST Montebello, CA 90640
44.	OFELIA VIDAL (Signature)	1217 S. 5th St. Montebello CA 90640
45.	Vanessa Machicado (Signature)	1220 Carob Way mbr CA 90640
46.	Victor Salazar (Signature) Victor Salazar	1361 Carob Way Montebello
47.	Eva Salazar (Signature) Eva Salazar	1361 Carob Way Montebello, Ca.
48.	ROBERT SALAZAR (Signature) Robert Salazar	1361 CAROB WAY montebello, CA, 90640
49.	PERLA TOVAR (Signature)	1321 S. SPRUCE ST MONTEBELLO CA 90640
50.	ANTONIA TOVAR (Signature) Antonia Tovar	1321 S. SPRUCE ST MONTEBELLO CA 90640
51.	SUSANA MONZO (Signature)	1325 S. Spruce St. Montebello. CA 90640
52.	FRANCISCO YEPEZ (Signature)	1327 S. Spruce St Montebello CA 90640
53.	Marie Simmons (Signature) Marie Simmons	1349 S. Spruce St Montebello, Ca 90640
54.	THOMAS SIMMONS (Signature)	1349 S. SPRUCE Montebello CA 90640
55.	ANGELA SALAZAR (Signature)	1441 S - Spruce. S. Montebello 90640.
56.	Sonia Hernandez (Signature) Sonia H.	1447 S. Spruce. S Montebello 90640
57.	RICHARD ROMERO (Signature)	MONTEBELLO 1456 S SPRUCE ST
58.	MARGE LANGEL (Signature)	1456 S. SPRUCE ST Montebello 90640
59.	BESSA SOTELO (Signature) Bess Sotelo	1233 S. Bluff Rd Montebello, CA 90640

	(Print Name)	(Address)
60.	Mauricio Vargas (Signature)	1233 S. Bluff Rd Montebello CA 90640
61.	Beverly Johnson-Opara (Signature)	1144 So. Spruce St. Montebello, CA 90640
62.	Beatriz Lara (Signature)	835 W. Gary Ave. Mntb. Ca 90640
63.	Damaris Rebelcava (Signature)	1124 S. Spruce St. montebello ca.
64.	Myraa Caravado Eduardo Cruz (Signature)	1136 S Spruce St Montebello Ca
65.	Ana Guerrero (Signature)	1457 S. Spruce St montebello, CA
66.	Rozzo Boyas (Signature)	1457 S. Spruce St montebello, CA
67.	Lindee S. Brown Larsen (Signature)	420 S. Bluff Rd Montebello CA 90640
68.	Nicholas Smith (Signature)	2081 W. Lafayette Dr Anaheim CA 92801.
69.	JAN (Signature)	9498 - Glencanyon DR Dixonville CA 90660
70.	Belen Tamayo (Signature)	912 Jacmar DR Montebello, CA 90640
71.	Jose L. Jimenez (Signature)	920 Jacmar Dr. montebello CA 90640
72.	Sylvia Jimenez (Signature)	920 Jacmar Dr. montebello Ca 90640
73.	CARLOS H. Lopez (Signature)	928 Jacmar DR. MONTEBELLO CA 90640
74.	Mara Bonilla (Signature)	928 Jacmar Dr. Montebello CA 90640
75.	Yosely Cobiau (Signature)	932 Jacmar Dr Montebello CA 90640
76.	Wanda Mendoza (Signature)	932 Jacmar Dr montebello CA 90640
77.	Mina Negret (Signature)	1504 Clark way montebello CA 90640

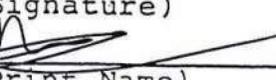
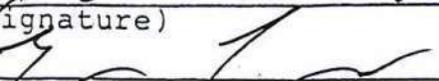
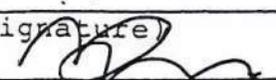
	(Print Name)	(Address)
78.	Harry Barchone (Signature)	812 Sycamore St Montebello CA, 90640
79.	Santiago D. Rojas (Signature)	1457 S Spruce St., Montebello, CA 90640
80.	Gabriel Melendez (Signature)	1337 S. Spruce St Montebello CA 90640
81.	Martha Melendez (Signature)	1337 S. Spruce St Montebello, CA 90640
82.	Christina Moya (Signature)	1337 S. Spruce St. Montebello, CA 90640
83.	Kris Machiels (Signature)	1337 S. Spruce St. Montebello CA 90640
84.	GUILLEMINA ZEPEDA (Signature)	1307 S SPRUCE MONTEBELLO CAL 90640
85.	ISELA MARQUEZ (Signature)	924 Jacmar Dr Montebello CA 90640
86.	CARLOSA Bohorquez (Signature)	924 Jacmar Dr Montebello, CA 90640
87.	Patia Cabiao (Signature)	932 Jacmar (Address) Dr. Montebello, CA 90640
88.	Frances L Ramirez (Signature)	7093 Milton #2 (Address) Whittier CA 90602
89.	Brenda Ramos (Signature)	2924 1/2 Glenhurst Ave (Address) Los Angeles CA. 90039
90.	Gilman Salgado (Signature)	941 S. Brannick Ave LACA (Address) 90023
91.	ALDARDO TOPETE (Signature)	2106 S. MONTEBELLO BLVD (Address) CITY MONTEBELLO 90640
92.	Jose Hernandez (Signature)	9307 Nan St Pico Rivera (Address) CA 90660
93.	Marina murillo mata (Signature)	9307 Nan St Pico Rivera (Address) CA 90660
94.	Victor Mota (Signature)	9307 Nan St Pico Rivera (Address) CA 90660
95.	Daniel murillo (Signature)	9307 Nan St Pico Rivera (Address) CA 90660

96.	(Print Name) Jose Espinoza	(Address) 9244 Nan St.
	(Signature) Jose Espinoza	Pico Rivera, CA 90660
97.	(Print Name) Stephanie Espinoza	(Address) 9244 Nan St.
	(Signature) <i>[Signature]</i>	Pico Rivera, CA 90660
98.	(Print Name) Jose Espinoza	(Address) 9244 Nan St.
	(Signature) <i>[Signature]</i>	Pico Rivera, CA 90660
99.	(Print Name) Naomi Ponce	(Address) 9238 Nan St
	(Signature) Naomi Ponce	90660
100.	(Print Name) LORA PONCE	(Address)
	(Signature) <i>[Signature]</i>	9238 Nan St CA 90660

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
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3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

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	(Signature) 	
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	(Signature) Rosa M. Rocha	
4.	(Print Name) Eric Carrillo	(Address) 753 S. 5th Street Montebello CA 90640
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5.	(Print Name)	(Address) 753 S. 5th St. Montebello, CA 90640
	(Signature) 	

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	(Signature) 	
11.	(Print Name) FRANCISCO HERNANDEZ	(Address) 732 S. 5TH ST. MONTEBELLO, CA 90640
	(Signature) 	
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13.	(Print Name) LIDA VILLALOBOS	(Address) 748 S. 5TH ST. Montebello, CA 90640
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16.	(Print Name) Mayra Gomez	(Address) 756 S. 5th St Montebello CA 90640
	(Signature) 	
17.	(Print Name) Jazmin Perez	(Address) 756 S 5th St Montebello, CA 90640
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18.	(Print Name) Librado Ramirez	(Address) 721 S. 4th St Montebello CA 90640
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20.	(Print Name) Maria I Gonzalez	(Address) 749 S. 4th St Montebello CA
	(Signature) 	
21.	(Print Name) MARIA GARCIA	(Address) 748 S. 4th St Montebello, Ca. 90640. Ca.
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22.	(Print Name) Cynthia S. Baghdassari	(Address) 740 S. 4th St Montebello, CA 90640
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23.	(Print Name) GUILLERMINA SANCHEZ	(Address) 728 S 4th St MONTEBELLO CA 90640
	(Signature) 	

24.	(Print Name) JAVIER SANCHEZ (Signature) <i>Javier Sanchez</i>	(Address) 778 S. 4TH ST MONTEBELLO CA. 90640
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27.	(Print Name) Catalina Serrano (Signature) <i>Catalina Serrano</i>	(Address) 708 S. 4th St. Montebello 90640
28.	(Print Name) Lara Serrano (Signature) <i>Lara Serrano</i>	(Address) 708 S. 4th St. Montebello, Ca. 90640
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30.	(Print Name) ALICIA HERNANDEZ (Signature) <i>Alicia Hernandez</i>	(Address) 712 S. 3rd St Montebello Ca 90640
31.	(Print Name) MARY CORREA (Signature) <i>Mary Correa</i>	(Address) 713 53RD ST Montebello CA 90640
32.	(Print Name) Jeremy Madrid (Signature) <i>Jeremy Madrid</i>	(Address) 713 S. 3rd street Montebello CA 90640
33.	(Print Name) Rosaura Madrid (Signature) <i>Rosaura Madrid</i>	(Address) 713 S. 3rd St. Montebello, CA 90640
34.	(Print Name) HECTOR M CORREA (Signature) <i>Hector M Correa</i>	(Address) 713 S. 3RD STREET MONTEBELLO, CA 90640
35.	(Print Name) GERARDO LACOS (Signature) <i>Gerardo Lacos</i>	(Address) 7213. 3RD STREET MONTEBELLO CA 90640
36.	(Print Name) ESPERANZA PEGUERO (Signature) <i>Esperanza Peguero</i>	(Address) 725 S. 3rd St Montebello, CA 90640
37.	(Print Name) Yolanda Nuñez Jolada (Signature) <i>Yolanda Nuñez Jolada</i>	(Address) 729 S. 3rd St Montebello CA, 90640
38.	(Print Name) RAMONA HINOJOS (Signature) <i>Ramona Hinojos</i>	(Address) 733 So. 3rd St Mtb CA. 90640
39.	(Print Name) Linda Chung (Signature) <i>Linda Chung</i>	(Address) 812 S Montebello Blvd. Montebello. CA 90640
40.	(Print Name) William Chandelarin (Signature) <i>William Chandelarin</i>	(Address) 709 S. BLUFF RD MONT CA. 90640
41.	(Print Name) Esmeralda Altamirano (Signature) <i>Esmeralda Altamirano</i>	(Address) 731 S. Bluff rd. Montebello CA 90640.

	(Print Name)	(Address)
42.	Jose Arrayo (Signature)	305 W Los Angeles St. CA Montebello 90640.
43.	MARK N KOBZOFF (Signature)	749 S. BLUFF RD MONTREBELLO CA 90640
44.	Cheryl K. Kobzoff (Signature)	749 S. BLUFF RD MONTREBELLO CA. 90640
45.	HELEN KONOLIAN (Signature)	745 Bluff Rd Montebello 90640
46.	ARAM KONOLIAN (Signature)	745 Bluff RD, MONTREBELLO 90640
47.	GAIGNA KONOLIAN (Signature)	745 Bluff Rd. MtB 90640
48.	ROSINA RARRA (Signature)	212 S 7th St. Montebello Ca. 90640
49.	JUAN BRIZO (Signature)	242 S 7TH MONTREBELLO CA 90640
50.	MARITA JIMENEZ (Signature)	253 S. 6TH MONTI 90640
51.	JOSE HERNANDEZ (Signature)	232 S. 6th St. APT A Montebello C.A. CP 90640
52.	ANDREW TORRES (Signature)	117 S. 5th ST montebello, CA 90640
53.	Elizabeth Gonzalez (Signature)	127 S. 5th St Montebello CA 90640
54.	Elias Mendibles (Signature)	144 5th St montebello, CA 90640
55.	Wilson Nino (Signature)	3419 W Los Angeles Ave. Montebello CA, 90640
56.	ERKA GONZALEZ (Signature)	200 S 5th St. Montebello CA 90640
57.	Mario Peñalosa (Signature)	212 S 5th St Montebello C.A. 90640
58.	Coistine Gonzalez (Signature)	240 S 5TH Montebello
59.	Nicolete Rivas (Signature)	242 S 5th St. Montebello

	(Print Name)	(Address)
60.	Connie Castellanos (Signature) <i>Connie Castellanos</i>	414 W. Olympic Blvd. MTB, CA
61.	Connie Costello (Signature) <i>Connie Costello</i>	416 W. Olympic Blvd. MTB, CA
62.	Jesus Murillo (Signature) <i>JESUS MURILLO</i>	412 West Olympic Blvd. Montebello, CA 90640
63.	Ana Terrones (Signature) <i>Ana Terrones</i>	137 3/4 S 4th St Montebello CA 90640
64.	ANITA WETTE DE LEON (Signature) <i>Anita De Leon</i>	133 3/4 S. 4th St Montebello CA 90640
65.	Tenaya Maytorena (Signature) <i>Tenaya Maytorena</i>	228 S. 4th St Montebello, CA 90640
66.	Emilio Oscar Ortiz (Signature) <i>Emilio Oscar Ortiz</i>	2405 4th St 90640
67.	Alex Gonzalez (Signature) <i>Alex Gonzalez</i>	(Address) 141 S 3rd St 90640
68.	Julia Lameli (Signature) <i>Julia Lameli</i>	133 S. 3rd St Los Montebello CA 900 90640
69.	Francisco Quintana (Signature) <i>F. Quintana</i>	(Address) 129 S. 3rd St Montebello CA
70.	Frank S Bacio (Signature) <i>FRANK S. BACIO</i>	(Address) 136 So 3rd St MTB W CA 90640
71.	NANCY QUEVEDO (Signature) <i>NANCY QUEVEDO</i>	219 S. 3RD ST (Address) MONTEBELLO, CA 90640
72.	ANTONIO MERCADO (Signature) <i>Antonio Mercado</i>	213 S. 3RD ST (Address) MONTEBELLO, CA 90640
73.	Cesar Maldonado (Signature) <i>Cesar Maldonado</i>	(Address) 219 W. Los Angeles Av Montebello ca 90640
74.	Dolores Cid (Signature) <i>Dolores Cid</i>	(Address) 20a Los Angeles Ave. Montebello, CA 90640
75.	Dell Almanza (Signature) <i>Dell Almanza</i>	(Address) 203 W. Los Angeles Ave. Montebello, CA 90640
76.	Vasilia Cartier (Signature) <i>Vasilia Cartier</i>	(Address) 117 W. Los Angeles Ave Montebello
77.	Remigio Almanza (Signature) <i>Remigio Almanza</i>	(Address) 113 W. Los Angeles Montebello CA 90640

	(Print Name)	(Address)	L-1
78.	ARLADO AMARAL (Signature)	113 1/2 LAS VIGAS AVE MONTEBELLO	
79.	DIEGO LEDERNA (Signature)	MONTEBELLO CA 90640 112. LOS ANGELES AVE.	
80.	Bricia A Swanson (Signature)	133 Given Pl. Montebello CA 90640	
81.	Henry Montoya (Signature)	121 Given Pl Montebello CA 90640	
82.	Luigi Parlioni (Signature)	117 Given Pl (Address) Montebello CA 90640	
83.	Lacey Guerrero (Signature)	117 Given Pl (Address) Montebello CA 90640	
84.	Juan Jimenez (Signature)	141 Given Pl (Address) Montebello CA 90640	
85.	DOUG L. VENEZAS (Signature)	112 MOUNTAIN VIEW (Address) MONTEBELLO CA 90640	
86.	Nancy Banuelos (Signature)	64 Mountain View (Address) Montebello, CA 90640	
87.	Martha Vasquez (Signature)	136 Mountain View Ave (Address) Montebello CA 90640	
88.	Maggie Ortega (Signature)	137 Mountain View Ave (Address) Montebello, CA 90640	
89.	DAVID DELEON (Signature)	129 MOUNTAIN VIEW (Address) Ave. MONTEBELLO CA. 90640	
90.	Alexandra Delea (Signature)	129 Mountain View Ave (Address) MTB CA 90640	
91.	ERNESTO MEDINA (Signature)	105 W. ROOSEVELT AV (Address) MONTEBELLO, CA. 90640	
92.	Enka Hernandez (Signature)	404 s. 3rd st. (Address) Montebello, CA 90640	
93.	Lorenzo Carlos (Signature)	416 S. 3rd St. (Address) Montebello, CA 90640	
94.	José Robledo (Signature)	132 W. Roosevelt Ave. (Address) Montebello, CA 90640	
95.	Yvonne Sanchez (Signature)	105 W ROOSEVELT AVE (Address) Montebello, CA 90640	

96.	(Print Name) Patricia Gonzalez	(Address) 1316 Spruce St Montebello, CA 90640
	(Signature) <i>Patricia Gonzalez</i>	
97.	(Print Name) Vanessa Galvan	(Address) 1320 S Spruce St. Unit B Montebello 90640
	(Signature) <i>Vanessa Galvan</i>	
98.	(Print Name) Jesus Lopez	(Address) 1320 S Spruce St Unit B Montebello CA. 90640
	(Signature) <i>Jesus Lopez</i>	
99.	(Print Name) Margarita Rivalcaba	(Address) 1328 S Spruce Montebello CA 90640
	(Signature) <i>Margarita Rivalcaba</i>	
100.	(Print Name) Jose Reyes	(Address) 1328 S SPRUCE ST. Montebello CA. 90640
	(Signature) <i>Jose Reyes</i>	

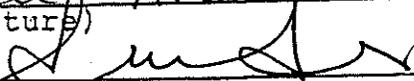
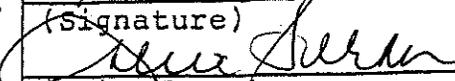
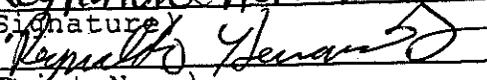
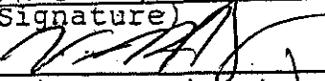
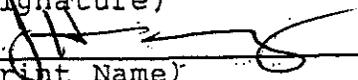
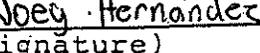
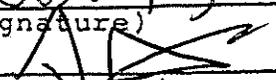
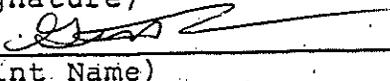
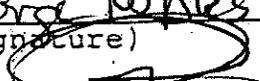
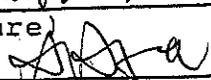
PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

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4.	(Print Name) Maria Morales (Signature) Mari Morales	(Address) 7039 Bonnievale PL, Pico Rivera CA 90660
5.	(Print Name) Abeta Morales (Signature) Abeta Morales	(Address) 7039 Bonnievale PL, Pico Rivera CA 90660

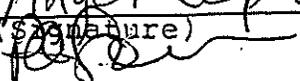
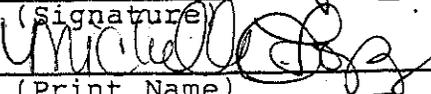
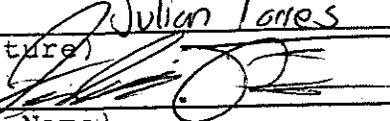
6.	(Print Name) Cristina Ceballos	(Address) 7032 Bonnie Vale Pl
	(Signature) 	Pico Rivera, CA 90660.
7.	(Print Name) Miguel Adame	(Address) 9214 Washington Blvd
	(Signature) 	Pico Rivera Ca 90660
8.	(Print Name) Enca Arias	(Address) 9214 Washington Blvd
	(Signature) 	Pico Rivera CA 90660
9.	(Print Name) Miguel Adame III	(Address) 9214 Washington Blvd
	(Signature) Miguel Adame	Pico Rivera CA 90660
10.	(Print Name) David Serna	(Address) 4220 E. WASHINGTON Bl
	(Signature) DAVID SERNA	PICO RIVERA, CA 90660
11.	(Print Name) Alicia Serna	(Address) 4220 E. WASHINGTON BLVD.
	(Signature) 	PICO RIVERA, CA 90660
12.	(Print Name) Reynaldo Hernandez	(Address) 9260 Washington Blvd
	(Signature) 	Pico Rivera, Ca 90660
13.	(Print Name) VINCE HERNANDEZ	(Address) 9260 WASHINGTON BLVD
	(Signature) 	PICO RIVERA, CA 90660
14.	(Print Name) Frances D. Hernandez	(Address) 9260 Washington Blvd.
	(Signature) Frances D. Hernandez	Pico Rivera CA 90660
15.	(Print Name) Jose R Hernandez	(Address) 9260 Washington Blvd
	(Signature) 	Pico Rivera Ca 90660
16.	(Print Name) MICHELE MORA	(Address) 9260 WASHINGTON BLVD
	(Signature) Michele Mora	PICO RIVERA CA 90660
17.	(Print Name) Joey Hernandez	(Address) 9260 Washington Blvd (Address)
	(Signature) 	Pico Rivera Ca 90660
18.	(Print Name) Jose Aguayo	(Address) 7032 Bonnie Vale Pl
	(Signature) 	Pico Rivera, CA 90660
19.	(Print Name) Gio Aros	(Address) 8342 Golden Ave
	(Signature) 	Paramount Ca 90723
20.	(Print Name) Celeste Aguayo	(Address) 7032 Bonnie Vale Pl,
	(Signature) Celeste Aggy	Pico Rivera, 90660
21.	(Print Name) Jorge Robles	(Address) 7052 BONNIE Vale Pl.
	(Signature) 	Pico Rivera ca 90660
22.	(Print Name) DANIEL PALACIOS	(Address) 7052 BONNIE VALE PL.
	(Signature) D. Palaci	PICO RIVER, CA 90660
23.	(Print Name) Anara Anzo.	(Address) 12321 Hadley St
	(Signature) 	Alhambra CA 90601

	(Print Name)	(Address)
24.	Maria Furukabe (Signature)	9024 Bonnie Vale Pl. Pico Rivera CA 90660
25.	Luis GARDEA (Signature)	7017 Loch Alene Ave Pico Rivera CA 90660
26.	MARGITA GARDEA (Signature)	7017 Loch Alene Ave Pico Rivera CA 90660
27.	Jim Vasquez (Signature)	7025 Loch Alene Ave Pico Rivera CA 90660
28.	LETICIA MARTINEZ (Signature)	7039 Loch Alene Ave. Pico Rivera, CA 90660
29.	YOLANDA VELA (Signature)	7045 Loch Alene Ave Pico Rivera, CA 90660
30.	Laura Blanco (Signature)	7055 Loch Alene Ave Pico Rivera, CA 90660
31.	Jesse Garcia (Signature)	9056 NAN ST Pico Rivera CA 90660
32.	JACK BLANCO (Signature)	7055 Loch Alene Ave Pico Rivera, CA 90660
33.	LORD GOMES (Signature)	7066 Loch Alene Ave Pico Rivera, CA 90660
34.	JACK BLANCO (Signature)	9081 NAN ST Pico Rivera CA 90660
35.	Lon Alvarado (Signature)	4319 Amistad Ave Pico Rivera CA 90660
36.	Hugo Dominguez (Signature)	9228 WASHINGTON BLVD Pico RIVERA CA 90660
37.	Katarina Dominguez (Signature)	9228 Washington Blvd Pico Rivera CA 90660
38.	Rosa Maria Touss (Signature)	9220 AS ABOVE
39.	Chris Zangle (Signature)	9266 Washington Blvd Pico Rivera CA 90660
40.	Yolanda Borda (Signature)	9266 E. Washington Blvd Pico Rivera CA 90660
41.	Gabriela Martinez (Signature)	7011 Loch Alene Ave Pico Rivera CA 90660

	(Print Name)	(Address)	L-1
42.	Neser Maguel (Signature) N. Maguel	7011 Loch Alene Ave Pico Rivera CA 90660	
43.	Nesha E. Brown (Signature) Nesha E. Brown	9203 Lochinvar Dr Pico Rivera CA 90660	
44.	(Signature) [Signature]		
45.	Maggie Gonzalez (Signature) [Signature]	9219 Lochinvar Dr Pico Rivera CA 90660	
46.	Frank Gonzalez (Signature) [Signature]	9219 Lochinvar Dr Pico Rivera CA 90660	
47.	Celiste Gonzalez (Signature) [Signature]	9229 Lochinvar Dr Pico Rivera CA 90660	
48.	John Mamano (Signature) [Signature]	9229 Lochinvar Dr Pico Rivera CA 90660	
49.	Guillermo Chavez (Signature) [Signature]	9255 Lochinvar Dr Pico Rivera CA 90660	
50.	Patricia Gutierrez (Signature) [Signature]	9025 Knise Rd Pico Rivera CA 90660	
51.	Emily Chavez (Signature) Emily Chavez	9055 Lochinvar Dr Pico Rivera CA 90660	
52.	Marcelo Chavez (Signature) [Signature]	9555 LOCHINVAR DRIVE PICO RIVERA CA 90660	
53.	Suzuki Lopez (Signature) [Signature]	9261 LOCHINVAR DR PICO RIVERA, CA 90660	
54.	Ana G. Lopez (Signature) [Signature]	9261 Lochinvar Dr Pico Rivera, Ca 90660	
55.	George Castillo (Signature) [Signature]	7007 Kilgarry Ave Pico Rivera ca 90660	
56.	Sandra Castillo (Signature) Sandra Castillo	7007 Kilgarry Ave Pico Rivera, Ca 90660	
57.	[Signature] (Signature) [Signature]	7026 Kilgarry Ave Pico Rivera, CA 90660	
58.	Roberto Ochoa (Signature) [Signature]	7026 Kilgarry Ave Pico Rivera CA 90660	
59.	Roberto Ochoa (Signature) Roberto Ochoa	7026 KILGARRY AVE PICO RIVERA CA 90660	

	(Print Name)	(Address)
60.	OSCAR OCHOA (Signature)	7026 Kilgarry Ave Pico Rivera, CA 90660
61.	KATHLEEN SINNETT (Signature)	9276 LOCHINVAR DR. PICO RIVERA, CA. 90660
62.	Ralph Hammond (Signature)	1609 3rd Manhattan Beach CA 90266
63.	Nancy Gonzalez (Signature)	9288 Lochinvar Drive Washba Pico Rivera, CA 90660
64.	Cecencio Ruiz (Signature)	9288 Lochinvar Drive Pico Rivera, CA 90660
65.	Teresa Gonzalez (Signature)	9019 Washington Blvd Pico Rivera CA 90660
66.	Laura Valles-Salas (Signature)	7030 Kilgarry Ave. Pico Rivera, CA 90660
67.	Rachael Salas (Signature)	7030 Kilgarry Ave Pico Rivera, CA 90660
68.	Jose L. Garibaldo (Signature)	9266 Lochinvar Dr. Pico Rivera, Ca 90660
69.	MARIA T. GARBALDO (Signature)	9266 LOCHINVAR DRIVE PICO RIVERA, CA 90660
70.	Resort Delgado (Signature)	9211-Lochinvar Dr. Pico Rivera OH. 90660
71.	Debbie Aquila (Signature)	9265 Lochinvar Drive Pico Rivera, CA 90660
72.	Emma Klimentko (Signature)	9265 Lochinvar Dr Pico Rivera Ca 90660
73.	ROBERTO SIMENTAL (Signature)	9249 LOCHINVAR DR. PICO RIVERA, CA 90660
74.	SANDRA SIMENTAL (Signature)	9249 LOCHINVAR DR. PICO RIVERA, CA 90660
75.	LINDA DELGADO (Signature)	9230 LOCHINVAR DR - PICO RIVERA CA 90660
76.	ANRY S. Delgado (Signature)	9230 Lochinvar Dr Pico Rivera, CA 90660
77.	Jose Maria Jimenez (Signature)	9224 Lochinvar Drive Pico Rivera CA 90660

	(Print Name)	(Address)
78.	Myrian Cisneros (Signature)	9224 Lochinvar Drive Pico Rivera, CA 90660
79.	Andres Cisneros (Signature)	9224 Lochinvar Drive Pico Rivera, CA 90660
80.	Valeria Cisneros (Signature)	9224 Lochinvar Drive Pico Rivera, CA 90660
81.	Rafael Cisneros Sr. (Signature)	9218 Lochinvar Dr Pico Rivera, CA 90660
82.	Hannah Caceres (Signature)	9218 Lochinvar Drive Pico Rivera, CA 90660
83.	Randon Caceres II (Signature)	9218 Lochinvar Dr. Pico Rivera, CA 90660
84.	Ligmeia V. Caceres (Signature)	9218 Lochinvar Drive Pico Rivera CA 90660
85.	RUBEN CERDA (Signature)	9203 NAN ST. PICO RIVERA, CA 90660
86.	MARY CERDA (Signature)	9203 Nan St Pico Rivera, CA 90660
87.	Shannon E. Kueng (Signature)	9221 Nan St Pico Rivera, CA 90660
88.	Daniel J. Tak (Signature)	9201 Nan St Pico Rivera, CA 90660
89.	ERNEST GARCIA (Signature)	9227 NAN ST PICO RIVERA CA, 90660
90.	LOUIE Montes Navarro (Signature)	9239 Nan St Pico Rivera CA 90660
91.	José Manuel Pineda (Signature)	9313 NAN ST Pico Rivocca
92.	Daisy Morales (Signature)	9313 NAN ST PICO RIVERA, CA 90660
93.	Jimmy Rojas (Signature)	9224 Nan St Pico Rivera CA 90660
94.	OSWALDO BOSA (Signature)	9316 NAN ST Pico Rivera CA 90660
95.	Winnie M. Anik (Signature)	9312 Nan St. P.L. CA 90660

96.	(Print Name) Angel Lopez	(Address) 9254 Nan St. Pico Rivera Ca 90660
	(Signature) 	
97.	(Print Name) MARY FILLIE FRANCO	(Address)
	(Signature) Mary Telle Franco	9215 NAN ST PICO RIVERA 90660
98.	(Print Name) Michelle Lopez	(Address) 9254 Nan St. Pico Rivera Ca 90660
	(Signature) 	
99.	(Print Name) Julian Torres	(Address) 9248 Nan st. Pico Rivera CA. 90660
	(Signature) 	
100.	(Print Name) Abencion Espinoza	(Address) 9244 Nan St. Pico Rivera, CA 90660
	(Signature) Abencion Espinoza	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

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I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

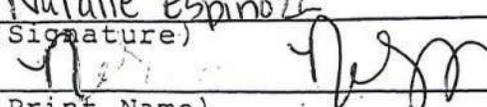
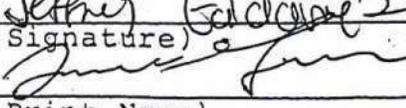
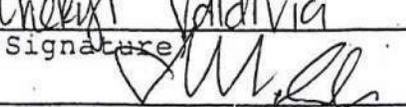
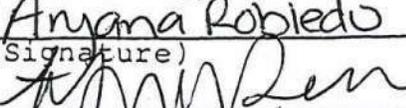
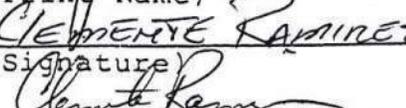
1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.

2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.

3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.

4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.

5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) Natalie Espinoza (Signature) 	(Address) 9232 Nan St. Pico Rivera, CA 90660
2.	(Print Name) Jeffrey Galdeano (Signature) 	(Address) 9142 Nan St Pico Rivera, 90660
3.	(Print Name) Cheryl Valdivia (Signature) 	(Address) 9142 NAN ST PICO RIVERA, CA, 90660
4.	(Print Name) Anyana Robledo (Signature) 	(Address) 9120 Nan St PICO RIVERA, CA 90660
5.	(Print Name) CLEMENTE RAMIREZ (Signature) 	(Address) 9114 NAN ST PICO RIVERA CA 90660

17

6.	(Print Name) Sheila T. Morales	(Address) 9087 Nan street Pico Rivera Ca 90660
	(Signature) 	
7.	(Print Name) John Paul Marin	(Address) 9087 Nan street Pico Rivera Ca 90660
	(Signature) 	
8.	(Print Name) Soleado H. Tammell	(Address) 9030 CANFORD ST Pico Rivera CA 90660
	(Signature) 	
9.	(Print Name) Theresa Tammell	(Address) 9030 CANFORD ST Pico Rivera CA
	(Signature) 	
10.	(Print Name) Juan Juarez	(Address) 9032 Canford St PICO RIVERA, CA 90660
	(Signature) 	
11.	(Print Name) Mariana Juarez	(Address) 9032 Canford St PICO RIVERA, CA 90660
	(Signature) 	
12.	(Print Name) Yvonne Cervantes	(Address) 9049 canford St Pico Rivera Ca. 90660
	(Signature) 	
13.	(Print Name) Polo G. Lopez	(Address) 9049 Canford St Pico Rivera Ca 90660
	(Signature) 	
14.	(Print Name) Lencia Gordo	(Address) 9043 Canford Street Pico Rivera, CA 90660
	(Signature) 	
15.	(Print Name) ERICK GONZALEZ	(Address) 9044 Canford St Pico Rivera CA 90660
	(Signature) 	
16.	(Print Name) EWIN MENENDEZ	(Address) 9148 CANTON ST PICO RIVERA, CA 90660
	(Signature) 	
17.	(Print Name) LUCIA Vargas	(Address) 9148 CANTON ST PICO RIVERA, CA 90660
	(Signature) 	
18.	(Print Name) Irma G. Garcia	(Address) 9152 Canford St Pico Rivera CA 90660
	(Signature) 	
19.	(Print Name) Carina Farias	(Address) 8513 Spruce Street Pico Rivera CA 90660
	(Signature) 	
20.	(Print Name) Adam Marrone	(Address) 9236 canford St Pico Rivera Ca 90660
	(Signature) 	
21.	(Print Name) Alex Garcia	(Address) 9312 Cantford Pico Rivera CA 90660
	(Signature) 	
22.	(Print Name) GLORIA MENDEZ	(Address) 9325 CANFORD PICO RIVERA, 90660
	(Signature) 	
23.	(Print Name) Melba Mendez	(Address) 9325 CANFORD ST Pico Rivera, CA 90660
	(Signature) 	

	(Print Name)	(Address)
24.	Rebecca Fierro (Signature) <i>Rebecca Fierro</i>	9231 CANFORD ST PICO RIVERA CA 90660
25.	CHRISTOPHER TORRES (Signature) <i>Christopher Torres</i>	9231 CANFORD ST PICO RIVERA CA 90660
26.	BRANDON TORRES (Signature) <i>Brandon Torres</i>	9231 CANFORD ST PICO RIVERA CA 90660
27.	ERNEST RETA (Signature) <i>Ernest Reta</i>	9203 CANFORD ST PICO RIVERA
28.	ANGIE RETA (Signature) <i>Angie Reta</i>	9203 CANFORD ST PICO RIVERA CA
29.	Sidney WOOD (Signature) <i>Sidney Wood</i>	9149 Canford Street PICO RIVERA, CA 90660
30.	OISIA J. BACSA (Signature) <i>Oisía J. Bacsa</i>	9149 CANFORD ST PICO RIVERA CA 90660
31.	DENNIS BAESA (Signature) <i>Dennis Baesa</i>	9149 CANFORD ST PICO RIVERA CA 90660
32.	Briana Javiera BUESA (Signature) <i>Briana Buesa</i>	9149 Canford street PICO RIVERA, CA 90660
33.	Dennis Baesa (Signature) <i>Dennis Baesa</i>	9149 Canford St. PICO RIVERA, CA 90660
34.	Emilio Fierro (Signature) <i>Emilio Fierro</i>	9143 canford st PICO RIVERA CA 90660
35.	GEROME NAJERA (Signature) <i>Gerome Najera</i>	9109 CANFORD ST PICO RIVERA, CA 90660
36.	Irma Grillo (Signature) <i>Irma Grillo</i>	9209 CA 9080 NAN ST
37.	MISIA ESTALA (Signature) <i>Misia Estala</i>	LISAM LOPEZ 9215 NAN ST PICO RIVERA CA 90660
38.	ROBERT BLANCO (Signature) <i>Robert Blanco</i>	9215 NAN (Address) PICO RIVER CA 90660
39.	LILIAN BLANCO (Signature) <i>Lilian Blanco</i>	9251 NAN ST PICO RIVERA (Address)
40.	JAVIER DUCONX (Signature) <i>Javier Ducoux</i>	9303 NAN ST PICO RIVERA 90660
41.	Jorge GARCIA (Signature) <i>Jorge Garcia</i>	9037 CANFORD ST PICO RIVERA CA 90660

	(Print Name)	(Address)
42.	MARTIN ALCALA (Signature)	9323 NAN ST. PICO RIVERA, CA 90660
43.	JOSE ALCALA (Signature)	9323 Nan St. Pico Rivera, CA. 90660
44.	Maria Alcala (Signature)	9323 Nan St. Pico Rivera, CA. 90660
45.	Edmundo Blas (Signature)	9058 Cantford St Pico Rivera, CA 90660
46.	FRANCISCO J Blas (Signature)	9058 Cantford St Pico Rivera, CA 90660
47.	MANUEL G. JIMENEZ (Signature)	9108 CANFORD ST. PICO RIVERA CA 90660
48.	Carmen Jimenez (Signature)	9108 CANFORD ST, Pico RIVERA CA 90660
49.	SAL HERNANDEZ (Signature)	9208 CANFORD ST. PICO RIVERA CA 90660
50.	Ariana Peralta (Signature)	9208 Cantford St. Pico Rivera, CA. 90660
51.	Alma Peralta (Signature)	148 N. Poplar # C Montebello, CA.
52.	Yessenia Salazar Osorio (Signature)	9218 Canford St Pico Rivera, 90660.
53.	Ricardo Osorio (Signature)	9218 Lanford St Pico Riveia, 90660 CA
54.	Roberto Osorio Jr (Signature)	7218 Canford St Pico Rivera, CA, 90660
55.	Roberto Osorio (Signature)	9218 Cantford St. Pico Rivera CA - 90660
56.	Damian Loera (Signature)	7143 BEQUETTE AVE 90660
57.	Jose Flores (Signature)	9038 Danbridge Pico Rivera ca 90660
58.	Cristina Flores (Signature)	9038 Danbridge St. Pico Rivera, CA 90660
59.	ROBERTO LARAZ (Signature)	9029 DANBRIDGE ST PICO RIVERA, CA 90660

	(Print Name)	(Address)
60.	Ruby Juarez (Signature)	9029 Danbridge st Pico Rivera Ca 90660
61.	Faun Lopez (Signature)	9041 Danbridge Pico Rivera CA 90660
62.	Carl Lopez (Signature)	9041 Danbridge Pico Rivera CA 90660
63.	Jose Lopez (Signature)	9051 Danbridge Pico Rivera CA 90660
64.	James Serrano (Signature)	9052 Fabun way Pico Rivera CA 90660
65.	Lorena Perez (Signature)	7214 Lindell Ave. Pico Rivera Ca 90660
66.	Norma Vargas (Signature)	7209 Bequette Av Pico Rivera CA 90660
67.	Raul Vargas (Signature)	7209 Bequette Av Pico Rivera Ca 9066
68.	Kathy Ramirez (Signature)	7215 Bequette Ave Pico Rivera CA 90660
69.	Jesse Ramirez (Signature)	7215 Bequette Ave Pico Rivera CA 90660
70.	Joseph Ramirez (Signature)	7215 Bequette Ave Pico Rivera CA 90660
71.	Victoria Torres (Signature)	1421 S. 10th Ave Arcadia, CA 91006
72.	Victoria Rodriguez (Signature)	7232 Farmland Ave Pico Rivera, Ca 90660
73.	JEFF BLANCO (Signature)	9081 NAN ST. PICO RIVERA CA 90660
74.	SILVIA BLANCO (Signature)	9081 NAN ST. PICO RIVERA CA 90660
75.	Arline Tarango (Signature)	9023 Danbridge st Pico Rivera CA 90660
76.	Melissa Sugaro (Signature)	7209 Lindell Ave Pico Rivera, CA 90660
77.	ERNESTO ALEMAN (Signature)	(Address) Crestalena

	(Print Name)	(Address)	L-1
78.	Estela Aleman (Signature) Estela Aleman	7215 Lindell Ave Pico Rivera 90660	
79.	MARISSA HOLGUIN (Signature) Marissa Holguin	9040 Foxbury Way (Address)	
80.	ANDREA HOLGUIN (Signature) Andrea Holguin	9046 Foxbury Way PR (Address)	
81.	KAY HOLGUIN (Signature) Kay Holguin	9046 Foxbury Way (Address)	
82.	EVA CORONADO (Signature) Eva Coronado	7220 Lindell Ave Pico Rivera (Address)	
83.	KRYSTAL PEREZ (Signature) Krystal Perez	12600 Kirtbridge St. North Hollywood CA 91606 (Address)	
84.	JOSE VARGAS (Signature) Jose A. Vargas	7331 Bequette Ave Pico Rivera CA 90660 (Address)	
85.	MANUELA VARGAS (Signature) Manuela Vargas	7331 BEQUETTE AVE PICO RIVERA CA 90660 (Address)	
86.	DANNA CHAVEZ (Signature) Danna Chavez	9041 Burma Rd Pico Rivera, Ca, 90660 (Address)	
87.	VERDE CHAVEZ (Signature) Verde Chavez	9041 Burma Road Pico Rivera CA 90660 (Address)	
88.	OLIVIA RODRIGUEZ (Signature) Olivia Rodriguez	7335 Bequette Ave Pico Rivera, CA 90660 (Address)	
89.	TRAM VA (Signature) Tram VA	9048 Canford pic river 90666 (Address)	
90.	HOANG BHAM (Signature) Hoang Bham	9048 Canford pic river 90660 (Address)	
91.	Priscilla Dominguez (Signature) Priscilla Dominguez	9022 Danbridge St Pico Rivera Ca 90660 (Address)	
92.	GARY DOMINGUEZ JR (Signature) Gary Dominguez Jr	9022 Danbridge St Pico Rivera, CA 90660 (Address)	
93.	ERICA DOMINGUEZ (Signature) Erica Dominguez	9022 Danbridge St. Pico Rivera, CA 90660 (Address)	
94.	MARIE ENGELHAWA (Signature) Marie Engelhawa	7350 Bequette Ave Pico Rivera, Ca 90660 (Address)	
95.	DAVE RECHNER (Signature) Dave Rechner	7350 Bequette Ave Pico Rivera, Ca 90660 (Address)	

96.	(Print Name) Debra Carrillo	(Address) 7340 Bequette Ave PICO RIVERA, CA 90660
	(Signature) <i>[Signature]</i>	
97.	(Print Name) Paul T. Carrillo	(Address) ↑ SAME ↑ PTC
	(Signature) Paul T. Carrillo	
98.	(Print Name) Ramon Cervantes	(Address) 7320 Bequette Av Pico Rivera Ca 90660
	(Signature) <i>[Signature]</i>	
99.	(Print Name) Norma Nunez	(Address) 7314 Bequette Ave. Pico Rivera CA 90660
	(Signature) <i>[Signature]</i>	
100.	(Print Name) Brenda Nunez	(Address) 7314 Bequette Ave Pico Rivera, CA 90660
	(Signature) <i>[Signature]</i>	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

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27.	JOSE OLIVERA (Signature)	240 S. 10TH ST. MONTEBELLO CA.	
28.	Ramon Mirales (Signature)	236 S. 10 th st Montebello CA.	
29.	Solano Blanca I (Signature)	232 S. 10 th st. Montebello CA.	
30.	Liana Squire (Signature)	220 S 10 th (Address) st Montebello CA.	
31.	Ramon Vizcarra (Signature)	140 S. 10 th (Address) st Montebello CA 90640	
32.	HERLINDA VILLANUEVA (Signature)	124 S. 10 th St. Mtbllo CA 90640	
33.	GRACIELA DE LA CRUZ (Signature)	122 S 10 TH MONTEBELLO CA	
34.	Lady Cano (Signature)	179 S 10 th St. Montebello CA.	
35.	JOSE SOTO (Signature)	203 S. 10 th ST MONTEBELLO CA 90640	
36.	Armando Cerzo (Signature)	211 S 10 th (Address) st Montebello CA 90640	
37.	Samantha Appetia (Signature)	240 S. Greenwood Ave Apt B Montebello CA 90640	
38.	Esther Moreno (Signature)	240 S Greenwood Ave Apt B Montebello CA 90640	
39.	RISIO CASHMAN (Signature)	220 S. Greenwood (Address) Ave Apt A Montebello CA 90640	
40.	ERRANE CARRERA S (Signature)	204 S Greenwood Ave Apt B Montebello CA 90640	
41.	MARIA SANCHEZ? (Signature)	204 S. GREENWOOD (Address) Ave Apt B MONTEBELLO CA 90640	

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	(Signature) Gema Rodriguez	
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	(Signature) Luz Rojas	
45.	(Print Name) Luz Rivera	(Address) 1375 Green wood Montebello ca 90640
	(Signature) Luz Rivera	
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	(Signature) Luziam Montes	
47.	(Print Name) Vadna Gutierrez	(Address) 237 S Greenwood AV #Montebello C.A. 90640
	(Signature) Christina Martinez	
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	(Signature) Hue Doan	
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	(Signature) Juan Perez	
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	(Signature) Daniel Rodriguez	
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	(Signature) Paulina Camberos	
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	(Signature) Karla Torres	
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	(Signature) Maria Rodriguez	
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	(Signature) Garnet Wheeler-Ricks	
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	(Signature) Ramon Vargas Jr	
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	(Signature) Brenda Camacho	
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	(Signature) Azucena Hernandez	
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	(Signature) Gilma Cuellar	

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62.	Siravush (Signature)	128 S. Maple ave Montebello CA 90640
63.	Jenny Osuna (Signature)	128 S Maple Ave #1 Montebello CA 90640
64.	JAMES (Signature)	128 S Maple Ave #1 Montebello CA 90640
65.	Alfonso Ortega (Signature)	212 S. Maple Ave. Montebello, CA 90640
66.	ANDREW BAUTISTA (Signature)	233 S. PARK AVE Montebello CA 90640
67.	Manuel Bedoza (Signature)	127 N. Park Ave Montebello CA 90640
68.	Gonzalez (Signature)	128A. South Taylor Ave Montebello CA 90640
69.	Sylvia Martinez (Signature)	304 W. Oakmont Dr. Montebello, Ca. 90640
70.	EVA G. AGUILAR (Signature)	1905 Ferguson Dr. Montebello CA 90640
71.	Rosaura Felix (Signature)	111 Elm St Montebello CA 90640
72.	Irma Diaz (Signature)	625 S. Bluff Rd. Montebello, CA 90640
73.	ALICIA HERNANDEZ (Signature)	7125 3rd St Montebello Ca 90640
74.	ENCARNA RIVERA (Signature)	1640 NEIL ARMSTRONG ST MONTEBELLO, CA 90640
75.	FRANCISCO RODRIGUEZ (Signature)	613 JACMAR (Address) APT. A MONTEBELLO, CA 90640
76.	Yendira Ochoa (Signature)	609 Jacmar Dr. Apt #C Montebello CA 90640
77.	Paula R. (Signature)	605 Jacmar (Address) Dr Apt B Montebello CA 90640

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78.	Alexandre Gamboa (Signature)	605 Jacmar Dr. 90640
79.	DANIEL MESINA (Signature)	605 JACMAR DR APT #E
80.	Saime Lopez (Signature)	525 Jacmar Dr Apt D Montebello CA 90640
81.	Margarita Alonzo (Signature)	525 JACMAR DR APT C
82.	Deserie Hernandez (Signature)	521 Jacmar Dr Montebello CA 90640
83.	Reylene Palacios (Signature)	521 Jacmar Dr Montebello CA 90640
84.	Alfonso Hernandez (Signature)	521 Jacmar Dr Montebello CA 90640
85.	Imar Garcia (Signature)	901 Carob way APT #A Montebello CA 90640
86.	LUIS R CARERA (Signature)	901 So CAROB WAY #D Montebello CA 90640
87.	Blandon ORZIO (Signature)	412 calle cinco # Montebello CA 90640
88.	Destiny Magana (Signature)	901 Carob Way F Montebello, CA 90640
89.	Yolanda M Magana (Signature)	901 Carob way F Montebello CA 90640
90.	Ruth Carera (Signature)	901 Carob way D Montebello CA 90640
91.	Sandra C (Signature)	921 Carob (Address) way Montebello 90640
92.	YERMA Rodriguez (Signature)	921 carob way Apt. 11 Montebello C.A. 90640
93.	Alexandra Montes (Signature)	921 Carob Way apt 12 CA 90640
94.	Anastasia Miller (Signature)	921 Carob Way Apt 9 CA 90640
95.	Allyah Ojeda (Signature)	921 Carob way # 8 Montebello, CA 90640

96.	(Print Name) ROGELIO DIAZ	(Address) 921-CAROB WAY APT #5
	(Signature) <i>Rogelio Diaz</i>	MONTEBELLO, CA-90640
97.	(Print Name) Annelisa Vargas	(Address) 935 1/2 Carob way
	(Signature) <i>Annelisa Vargas</i>	Montebello CA. 90640
98.	(Print Name) Luz Perez	(Address) 920 Carob Way #4
	(Signature) <i>Luz Perez</i>	Montebello CA 90640
99.	(Print Name) Francisco Canino	(Address) 908 CAROB WAY APT C
	(Signature) <i>Francisco Canino</i>	
100.	(Print Name) Roberto Munoz	(Address)
	(Signature) <i>Roberto Munoz</i>	900 Carob way Montebello CA

WHITTIER

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1.	(Print Name) Erin Martinez (Signature) 	(Address) 12103 Washington Blvd Whittier, CA 90606
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45.	Estie Galin (Signature)	7834 APPLIEDALE AVE Whittier, CA 90606	
46.	MIKE DIAZ DE LEON (Signature)	7818 APPLIEDALE AVE WHITTIER - CA	
47.	JOHN SANDOVAL (Signature)	7622 APPLIEDALE AVE Whittier, CA	
48.	MITERO (Signature)	7628 APPLIEDALE AVE WHITTIER CAL. 90606	
49.	RAFAEL (Signature)	7904 CALOBAR AVE WHITTIER CA 90606	
50.	Rafael Osegueda (Signature)	7904 Calobar Ave. Whittier CA, 90606	
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64.	Angelica Alvarez (Signature)	7854 Calobar Ave Whittier CA 90606
65.	Cesar Ramos (Signature)	7848 Calobar Ave Whittier CA 90606
66.	Maria Mercedes (Signature)	7844 Calobar Ave Whittier CA 90606
67.	Alberto Miranda (Signature)	7937 Grady Ave Whittier CA 90606
68.	Maura Mercado (Signature)	7937 Grady Ave Whittier CA 90606
69.	Salvador Miranda (Signature)	7844 Calobar Ave Whittier CA 90606
70.	Marla Hernandez (Signature)	7976 Crowndale Ave. Whittier CA 90606
71.	Marlene Barron (Signature)	7976 Crowndale Ave Whittier CA 90604
72.	Jarmin Medel (Signature)	7976 Crowndale Ave Whittier CA 90606
73.	Angel Medel (Signature)	7976 Crowndale Ave Whittier CA 90606
74.	Steve Barron (Signature)	7976 Crowndale Ave Whittier CA 90606
75.	Anselmo Hernandez (Signature)	7976 Crowndale Whittier
76.	Eliana Montoya (Signature)	Same
77.	Daniel Ceron (Signature)	

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81.	Joe Aguilu (Signature) <i>Joe Aguilu</i>	12146 Blanding St Whittier CA 90606
82.	Sebastian Robles (Signature) <i>Sebastian Robles</i>	7945 Crowndale Ave Whittier CA 90606
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85.	Ruth Ramirez (Signature) <i>Ruth Ramirez</i>	7931 Crowndale Ave Whittier, CA 90606
86.	Nicole Castro (Signature) <i>Nicole Castro</i>	12164 Blanding St Whittier 90606
87.	CURTIS CASTRO (Signature) <i>C. Castro</i>	12164 Blanding St Whittier, 90606
88.	Mary Almaraz (Signature) <i>Mary Almaraz</i>	12131 Blanding St Whittier, CA 90606
89.	Brenda Cortez (Signature) <i>Brenda Cortez</i>	11166 Lorraine St Lynwood CA 90242
90.	JOSE MARGON (Signature) <i>Jose Margon</i>	11166 Lorraine St Lynwood CA 90242
91.	Socorro Cortez (Signature) <i>Socorro Cortez</i>	11166 Lorraine St Lynwood CA 90242
92.	Gloria Cortez (Signature) <i>Gloria Cortez</i>	11166 Lorraine St Lynwood CA 90242
93.	Horacio Cortez (Signature) <i>Horacio Cortez</i>	11166 Lorraine St Lynwood CA 90242
94.	<i>ELIAS</i> (Signature) <i>ELIAS</i>	7944 Crowndale Ave Whittier 90606
95.	Robert Esquivel (Signature) <i>Robert Esquivel</i>	7928 Crowndale Ave Whittier ca 90606

96.	(Print Name) Lorraine Esquivel	(Address) 7928 Crowndale Ave Whittier, CA 90606
	(Signature) <i>Lorraine Esquivel</i>	
97.	(Print Name) Cecilia Cabral	(Address) 12187 Blanding St. Whittier, CA 90606
	(Signature) <i>Cecilia Cabral</i>	
98.	(Print Name) Daniel Cabral	(Address) 12187 Blanding St Whittier Ca 90606
	(Signature) <i>Daniel Cabral</i>	
99.	(Print Name) Richard Romero	(Address) 17054 Rose Hedge Dr Whittier CA 90606
	(Signature) <i>Richard Romero</i>	
100.	(Print Name) John Ramirez	(Address) 12084 Rose Hedge Whittier
	(Signature) <i>John Ramirez</i>	

WHITTIER

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

100

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
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3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
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1.	(Print Name) Ana Pineda	(Address) 12068 Greyford ST Whittier CA 90606
	(Signature) Ana Pineda	
2.	(Print Name) PICKY WHEELER	(Address) 12049 GREYFORD ST. WHITTIER 90606
	(Signature) <i>[Signature]</i>	
3.	(Print Name) John Dow	(Address) 12045 Greyford ST
	(Signature) <i>[Signature]</i>	
4.	(Print Name) OSCAR PAVAN	(Address) 12039 GREYFORD ST.
	(Signature) Emilia Pavan	
5.	(Print Name) EMILIA PAVAN	(Address) 12039 GREYFORD ST.
	(Signature) Emilia Pavan	

6.	(Print Name) Yolanda Carrillo	(Address) 7825 Calobar Ave Whittier, CA 90606
	(Signature) 	
7.	(Print Name) Julie Avila	(Address) 7813 CALOBAR AVE Whittier CA 90606
	(Signature) 	
8.	(Print Name) Ruben Huila	(Address) 7813 Calobar Avenue Whittier CA 90606
	(Signature) 	
9.	(Print Name) CESAR LOPEZ	(Address) 12022 BLANDING ST WhITTIER, CA. 90606
	(Signature) 	
10.	(Print Name) Heather Sweet	(Address) 7934 Grady Ave Whittier, CA 90606
	(Signature) 	
11.	(Print Name) Carenia Escobedo	(Address) 7924 Grady ave whittier CA 90606
	(Signature) 	
12.	(Print Name) Joseph Mendon	(Address) 11608 Bexley ST NORWALK 90650
	(Signature) 	
13.	(Print Name) Suzanne	(Address) 7908 Grady Ave Whittier CA 90606
	(Signature) 	
14.	(Print Name) MARTIN MACIAS	(Address) 12137 EDDYSTONE WHITTIER 90606
	(Signature) 	
15.	(Print Name) Marta Macias	(Address) 12137 Eddy stone St- Whittier
	(Signature) 	
16.	(Print Name) Lizbeth Banudoc	(Address) 12128 Eddy Stone St. Whittier CA 90606
	(Signature) 	
17.	(Print Name) Seraio Diaz	(Address) 12128 Eddystone St. Whittier CA 90606
	(Signature) 	
18.	(Print Name) Juan G Diaz	(Address) 12128 Eddystone St Whittier, CA 90606
	(Signature) 	
19.	(Print Name) Mavia A Diaz	(Address) 12128 eddy stone St Whittier CA 90606
	(Signature) 	
20.	(Print Name) RON ARMSTRONG	(Address) 7732 PAUL DR WHITTIER CA, 90606
	(Signature) 	
21.	(Print Name) KAMAL ELRAYED	(Address) 7702 PAUL DR. WhITTIER, CA 90606
	(Signature) 	
22.	(Print Name) JERRY CONTRERAS	(Address) 7687 PAUL DR. WhITTIER CA 90606
	(Signature) 	
23.	(Print Name) David Mencia	(Address) 7693 Paul Dr.
	(Signature) 	

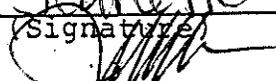
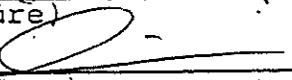
	(Print Name)	(Address)
24.	Peter Caravito (Signature) Peter Caravito	12033 Rosehedge Dr. Whittier, CA 90606
25.	John Roche (Signature)	12052 Rose Hedge Dr. Whittier CA 90606
26.	Jeanne Bangel (Signature)	12058 Rosehedge Dr. Whittier CA 90606
27.	ANTHONY GOMEZ (Signature) Anthony Gomez	12068 Rosehedge Dr. Whittier CA 90606
28.	Quadrado Rgc (Signature)	12080 Rose Hedge Dr. Whittier - Cal. 90606
29.	ROBERT RUIZ (Signature)	12090 Rose Hedge Dr. Whittier, CA
30.	Norman Rubalcava (Signature)	12040 Reichling Ln Whittier Ca.
31.	GEORGINA ESCAMILLA (Signature) Georgina Escamilla	1322 S BALFOUR ST. WHITTIER CA 90606
32.	Carlos Perez (Signature)	7302 S. Balfour St. Whittier CA 90606
33.	DAVID SALDATE (Signature)	7308 Ramon - Road Whittier CA 90606
34.	Andrew Lazuta (Signature)	7315 Ramon Rd.
35.	Juan Alvarado (Signature) Juan Alvarado	11903 Rosehedge Whittier CA 90606
36.	LORETA ROJO (Signature)	11928 REICHLING LANE WHITTIER, CA 90606
37.	Sofia Dominguez (Signature)	11928 REICHLING LN WHITTIER, CA 90606
38.	Cynthia Macias (Signature) Cynthia Macias	11928 Reichling Lane Whittier, CA 90606
39.	ALISTEO DOMINGUEZ (Signature)	11928 Reichling Lane Whittier, CA 90606
40.	Joseph Benavidez (Signature)	9955 Lampson St Whittier, CA, 90601
41.	Sandy (Signature)	11858 Grayford St Whittier CA 90606

M,
N,

	(Print Name)	(Address)
42.	Ragen Kijas (Signature) <i>Ragen Kijas</i>	11910 GREYFORD ST. APT. H. WHITTIER, CA 90606
43.	Ahmed Osara (Signature) <i>Ahmed O.</i>	11922 1/2 Greyford St Whittier, CA, 90606
44.	Juan Bermudez (Signature) <i>Juan F. Bermudez</i>	119 22 ² GREYFORD ST Whittier, CA 90606
45.	Adriana Orzua de Robles (Signature) <i>Adriana Orzua de Robles</i>	11938 Greyford st Whittier, CA. 90606
46.	Subeer Robles (Signature) <i>Subeer Robles</i>	11934 Greyford St. Whittier CA 90606
47.	Truiston Robles (Signature) <i>Truiston Robles</i>	11934 Greyford St. Whittier, CA 90606
48.	Elias Robles (Signature) <i>Elias Robles</i>	11934 Greyford St. Whittier, CA 90606
49.	Catherine Lynch (Signature) <i>Catherine Lynch</i>	11932 1/2 Greyford st Whittier CA. 90606
50.	ANTONIO CRUZ (Signature) <i>Antonio Cruz</i>	11850 Greyford. Whittier, CA 90606
51.	Claudia Mondragon (Signature) <i>Claudia Mondragon</i>	11854 Greyford St Whittier 90606
52.	Vanessa Wao (Signature) <i>Vanessa Wao</i>	11902 Greyford St Whittier CA. 90606
53.	TOM ADAMES (Signature) <i>Tom Adams</i>	11932 B GREYFORD ST WHITTIER CA 90606
54.	Haley H. H. H. (Signature) <i>Haley H. H. H.</i>	7819 Appedal Dr Whittier, Ca 90606
55.	Blanca E Garcia (Signature) <i>Blanca E Garcia</i>	7832 Wexford ave Whittier Calif 90606
56.	Salomon Garcia (Signature) <i>Salomon Garcia</i>	7832 Wexford ave Whittier Calif 90606
57.	Talme Sandoval (Signature) <i>Talme Sandoval</i>	7822 Whittier Calif 90602
58.	Caren Adams (Signature) <i>Caren Adams</i>	7819 Wexford Ave Whittier CA 90606
59.	JAMES ADAMS (Signature) <i>James Adams</i>	7819 Wexford Ave Whittier CA 90606

	(Print Name)	(Address)	L-1
60.	(Print Name) Melissa Raygoza (Signature)	7828 Blackford Ave Whittier, CA 90606	
61.	(Print Name) Elida Raygoza (Signature)	7828 Blackford Ave Whittier CA. 90606	
62.	(Print Name) Jesus Raygoza (Signature)	7828 Blackford Ave Whittier CA. 90606	
63.	(Print Name) Cesar Munoz (Signature)	7828 Blackford Ave Whittier, CA 90606	
64.	(Print Name) Lissette Ramirez (Signature)	7805 Sorensen Avenue Whittier, CA 90606	
65.	(Print Name) Tomasa Ramirez (Signature)	7805 Sorensen Avenue Whittier, CA 90606	
66.	(Print Name) Victoriano Ramirez (Signature)	7805 Sorensen AV Whittier CA 90606	
67.	(Print Name) Dain Ramirez (Signature)	7805 Sorensen Ave Whittier CA 90606	
68.	(Print Name) Ruben Montoya (Signature)	7831 Sorensen Whittier CA 90606	
69.	(Print Name) The Padilla (Signature)	7835 Sorensen Ave Whittier CA 90606	
70.	(Print Name) Gonzalez, Jesus (Signature)	11762 mines Blvd. Whittier, CA 90606	
71.	(Print Name) Gloria Gonzalez (Signature)	11762 mines Blvd. Whittier CA 90606 90606	
72.	(Print Name) Angela Sabanero (Signature)	11756 Mines Blvd Whittier, CA 90606	
73.	(Print Name) Amber Monarrez (Signature)	7400 Kengard AVE Whittier CA, 90606	
74.	(Print Name) Ricardo Monarrez (Signature)	7406 Kengard Ave Whittier, CA 90606	
75.	(Print Name) Savannah Monarrez (Signature)	7400 Kengard AVE Whittier CA, 90606	
76.	(Print Name) Bernardo Garcia (Signature)	7434 Kengard Ave Whittier, CA. 90606	
77.	(Print Name) Doreen Rodriguez (Signature)	7428 Kengard Ave Whittier CA 90606	

78.	(Print Name) Grace Rodriguez (Signature)	(Address) 7418 Kengard Ave
79.	(Print Name) <i>[Signature]</i> (Signature)	(Address) 7434 Kengard Ave
80.	(Print Name) Ashley Hernandez (Signature)	(Address) 7414 Kengard Ave
81.	(Print Name) Steven Guzman (Signature)	(Address) 7408 Kengard Ave
82.	(Print Name) Chad Kish (Signature)	(Address) 7513 Kengard Ave Whittier, CA
83.	(Print Name) Ernie Pelaza (Signature)	(Address) 7607 Kengard Ave Whittier, CA 90606
84.	(Print Name) Elias Peraza (Signature)	(Address) 7607 Kengard Ave Whittier, CA 90606
85.	(Print Name) LAUREN PERAZA (Signature)	(Address) 7607 Kengard Ave Whittier, CA 90606
86.	(Print Name) Nolan Peraza (Signature)	(Address) 7607 Kengard Ave Whittier, CA 90606
87.	(Print Name) RICHARD MORAGA (Signature)	(Address) 7617 KENGARD AVE WHITTIER CA 90606
88.	(Print Name) Monica Chavez (Signature)	(Address) 7230 Kengard Ave Whittier CA 90606
89.	(Print Name) Maria Chavez (Signature)	(Address) 7230 Kengard Ave Whittier CA 90606
90.	(Print Name) YLANDA STARKES (Signature)	(Address) 7220 KENGARD AVE Whittier, CA 90606
91.	(Print Name) JOS HERRERA (Signature)	(Address) 9638 PLANTER ST. PICO RIVERA, CA 90606
92.	(Print Name) MARIVEL DUARTE (Signature)	(Address) 7204 Kengard Ave Whittier CA 90606
93.	(Print Name) Lrene Valles (Signature)	(Address) 7112 Kengard Ave Whittier 90606
94.	(Print Name) Mita Alphonso (Signature)	(Address) 7108 Kengard Ave Whittier, CA 90606
95.	(Print Name) Rolando Pantoja (Signature)	(Address) 7233 Kengard Ave Whittier CA 90606

96.	(Print Name) Jeanette Perucha	(Address) 700 7259 Kengard St Whittier CA 90606
	(Signature) 	
97.	(Print Name) Josie Garcia	(Address) 6041 Bright Ave Whittier 90601
	(Signature) 	
98.	(Print Name) Isaac Garcia	(Address) 6041 Bright Whittier 90601
	(Signature) 	
99.	(Print Name) Savannah Perucha	(Address) 7259 Kengard Whittier CA 90606
	(Signature) Savannah Peruch	
100.	(Print Name) Benny Perucha	(Address) 7259 Kengard Whittier CA 90606
	(Signature) Benny Peruch	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

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1.	(Print Name) SOU, HAI	(Address) 402 W. MINES AVE MONTEBELLO, CA 90640
	(Signature) <i>Sou Hai</i>	
2.	(Print Name) DAVID KHUON	(Address) 408 W MINES AVE MONTEBELLO, CA 90640
	(Signature) <i>David Khuon</i>	
3.	(Print Name) MARTA WLASIUK	(Address) 534 S. 5th St. Montebello, CA 90640
	(Signature) <i>Marta Wlasniuk</i>	
4.	(Print Name) Joshua Rivalcaba	(Address) 530 south 5th Street Montebello, CA 90640
	(Signature) <i>Joshua Rivalcaba</i>	
5.	(Print Name) VICTORIA A. ROJAS	(Address) 721 FRANKEL AVE MONTEBELLO, CA 90640
	(Signature) <i>Victoria A. Rojas</i>	

	(Print Name)	(Address)
6.	José Rojas (Signature)	1106 S. Montebello Blvd Montebello, CA 90640
7.	Mary C. Rojas (Signature)	1106 S. Montebello Blvd Montebello, CA 90640
8.	Corina Alon (Signature)	1157 South Montebello Blvd CA Montebello
9.	Eisa Palom (Signature)	1157 South Montebello Blvd CA Montebello
10.	David de la O (Signature)	9650 Rushmore St Pico Rivera CA 90660
11.	Evelyn de la O (Signature)	9650 Rushmore St Pico Rivera, CA 90660
12.	Anaconda Cortes S. (Signature)	9660 Rushmore St. Pico Rivera CA 90660
13.	Aguilar Anthony M (Signature)	9673 Rushmore Street Pico Rivera, CA 90660
14.	La Febré Suzette (Signature)	9673. Rushmore St Pico Rivera CA 90660
15.	Juan M. Alvarez (Signature)	6762 Cord Ave Pico Rivera, CA 90660
16.	KORNA SALAS (Signature)	6762 CORD AVE PICO RIVERA CA 90660
17.	Julio Ramirez (Signature)	6723 cord ave Pico Rivera CA 90660
18.	ROSEMARY Nuola (Signature)	9429 Goodbee St. PICO RIVERA, CA 90660
19.	Edgar Castillo (Signature)	9413 Goodbee St Pico Rivera CA 90660
20.	Daymara Perez (Signature)	9507 Goodbee St Pico Rivera CA 90660
21.	Martha Villanueva (Signature)	9618 Goodbee St. PICO RIVERA CA 90660
22.	Jackie Valenzuela (Signature)	9612 Goodbee St PICO RIVERA CA 90660
23.	Francisco Mena (Signature)	9618 Goodbee St Pico Rivera CA 90660

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	(Signature) <i>Angeles Gorquihone</i>	PICO RIVERA CA 90660
25.	(Print Name) Angel Laile	(Address) 9646 Goodbee St Pico Rivera CA 90660
	(Signature) <i>Angel Laile</i>	
26.	(Print Name) Marina Hernandez	(Address) 9646 Goodbee St
	(Signature) <i>Marina Hernandez</i>	Pico Rivera CA 90660
27.	(Print Name) Carmyn Budy	(Address) 9662 Goodbee St
	(Signature) <i>Carmyn Budy</i>	Pico Rivera CA 90660
28.	(Print Name) KAUL Robles	(Address) 15673 DUMONT AVE
	(Signature) <i>Kaul Robles</i>	NORWALK AVE
29.	(Print Name) Luis Barbosa	(Address) 9666 GOODBEE ST
	(Signature) <i>Luis Barbosa</i>	PICO RIVERA CA 90660
30.	(Print Name) Guadalupe Reng	(Address) 9672 Goodbee St
	(Signature) <i>Guadalupe Reng</i>	Pico Rivera CA 90660
31.	(Print Name) Antonio Diaz	(Address) 9675 Goodbee St
	(Signature) <i>Antonio Diaz</i>	Pico Rivera CA 90660
32.	(Print Name) Graciele Flores	(Address) 9669 Goodbee St
	(Signature) <i>Graciele Flores</i>	PICO RIVERA CA 90660
33.	(Print Name) Emily Pineda	(Address) 6768 Card Ave
	(Signature) <i>Emily Pineda</i>	Pico Rivera CA 90660
34.	(Print Name) ERMA Corona	(Address) 9433 Goodbee St
	(Signature) <i>ERMA Corona</i>	PICO RIVERA CA 90660
35.	(Print Name) Luis Garcia Hurtado	(Address) 9606 Goodbee St
	(Signature) <i>Luis Garcia Hurtado</i>	Pico Rivera CA 90660
36.	(Print Name) Robert Venezuela	(Address) 9611 Goodbee St
	(Signature) <i>Robert Venezuela</i>	Pico Rivera CA 90660
37.	(Print Name) Ricardo Gomez	(Address) 9640 Goodbee St
	(Signature) <i>Ricardo Gomez</i>	Pico Rivera
38.	(Print Name) Marta Gomez	(Address) 9640 Goodbee St
	(Signature) <i>Marta Gomez</i>	Pico Rivera CA 90660
39.	(Print Name) Jesusa Pineda	(Address) 9656 Goodbee St
	(Signature) <i>Jesusa Pineda</i>	Pico Rivera 90660
40.	(Print Name) Marcelo H	(Address) 6533 Loch Alene Ave
	(Signature) <i>Marcelo H</i>	Pico Rivera CA 90660
41.	(Print Name) PEDRO GONZALEZ	(Address) 6433 LOCH ALENE AVE.
	(Signature) <i>Pedro Gonzalez</i>	PICO RIVERA CAL. 90660

42.	(Print Name) Annaly Gonzalez	(Address) 6433 Loch Alene Ave Pico Rivera, CA 90660
	(Signature) <i>[Signature]</i>	
43.	(Print Name) Sonia Gomez	(Address) 6417 Loch Alene Ave Pico Rivera Ca 90660
	(Signature) <i>[Signature]</i>	
44.	(Print Name) Hilda Delgadillo	(Address) 6417 Loch Alene Ave Pico Rivera Ca 90660
	(Signature) <i>[Signature]</i>	
45.	(Print Name) Ramon Delgadillo	(Address) 6417 Loch Alene Ave Pico Rivera CA 90660
	(Signature) <i>[Signature]</i>	
46.	(Print Name) Angel Jimul	(Address) 6312 Bequette Ave Pico Rivera CA 90660
	(Signature) <i>[Signature]</i>	
47.	(Print Name) Tomas Fernandez	(Address) 6318 Bequette ave Pico Rivera ca 90660
	(Signature) <i>[Signature]</i>	
48.	(Print Name) ANA CONTRERAS	(Address) 6332 Bequette Ave Pico Rivera 90660
	(Signature) <i>[Signature]</i>	
49.	(Print Name) Mae Pruitt	(Address) 6406 Bequette Ave Pico Rivera
	(Signature) MAE PRUITT	
50.	(Print Name) CECIL PRUITT	(Address) 6406 BEQUETTE AVE PICO RIVERA, CA 90660
	(Signature) <i>[Signature]</i>	
51.	(Print Name) Mallory Aidells	(Address) 6432 Bequette Ave. Pico Rivera, CA 90660
	(Signature) <i>[Signature]</i>	
52.	(Print Name) EMILY AIDELLS	(Address) 6432 Bequette Ave. Pico Rivera, CA 90660
	(Signature) <i>[Signature]</i>	
53.	(Print Name) Josefina Burgos	(Address) 6418 Bequette Ave. Pico Rivera Ca. 90660
	(Signature) <i>[Signature]</i>	
54.	(Print Name) Evelyn Burgos	(Address) 6418 Bequette Ave. Pico Rivera (CA 90660)
	(Signature) <i>[Signature]</i>	
55.	(Print Name) Arista Burgos	(Address) 6418 Bequette Ave Pico Rivera CA 90660
	(Signature) <i>[Signature]</i>	
56.	(Print Name) Loreto Burgos	(Address) 6418 Bequette AV. Pico Rivera Ca. 90660
	(Signature) <i>[Signature]</i>	
57.	(Print Name) Rosa M Ramos	(Address) 6424 Lindell Av Pico Rivera CA 90660
	(Signature) <i>[Signature]</i>	
58.	(Print Name) Rosalie Delgadillo	(Address) 6418 Lindell Ave Pico Rivera, CA 90660
	(Signature) <i>[Signature]</i>	
59.	(Print Name) RAY DELGADILLO	(Address) 6418 LINDELL AVE Pico Rivera CA 90660
	(Signature) <i>[Signature]</i>	

	(Print Name)	(Address)
60.	Julio Hernandez (Signature)	6328 Lindell Ave. Pico Rivera Ca 90660
61.	Heather Sedillo (Signature)	6327 Lindell Ave. Pico Rivera, CA 90660
62.	Esther Carrasco (Signature)	9130 Hornedbrook St Pico Rivera Calif 90660
63.	Juan F Montalvo (Signature)	6528 Sonnet St Pico Rivera CA 90660
64.	Luis Villan (Signature)	6322 Bonnievale Ave Pico Rivera CA 90660
65.	Donna Arana (Signature)	6333 Bequette Ave. Pico Rivera CA. 90660
66.	Gabriela Lacruz (Signature)	6323 Bequette Ave Pico Rivera, CA 90660
67.	Samuel Martinez (Signature)	6323 Bequette Ave Pico Rivera, CA 90660
68.	Lenna Hernandez (Signature)	6305 Lindsey BL Pico Rivera CA 90660
69.	Nadine Hernandez (Signature)	6305 Lindsey Pico Rivera CA 90660
70.	Robert Garcia (Signature)	13803 Dirtman dr Whittier CA
71.	Jacobs Garcia (Signature)	6305 Lindsey Ave Pico Rivera CA 90660
72.	Arthur Miller (Signature)	6305 Lindsey Ave Pico Rivera Ca 90660
73.	Wendy Villar (Signature)	6233 LINDSEY AVE PICO RIVERA, CA 90660
74.	Sandro Cellar (Signature)	6233 Lindsey Ave Pico Rivera Ca 90660
75.	Nelson Gutrado (Signature)	9203 Coolhurst Dr. Pico Rivera, CA 90660
76.	MIRIAM GUTRADO (Signature)	9203 Coolhurst Dr P. R Ca 90660
77.	Roberto Villar (Signature)	9203 Coolhurst Dr Pico Rivera CA 90660

78.	(Print Name) Francisco Ruiz	(Address) 9422 Wampler St Pico Rivera CA 90660
	(Signature) 	
79.	(Print Name) Sandra Ruiz	(Address) 9422 Wampler St Pico Rivera CA 90660
	(Signature) 	
80.	(Print Name) Lester Galindo	(Address) 9428 Wampler St Pico Rivera CA 90660
	(Signature) 	
81.	(Print Name) Gustavo Galindo	(Address) 9428 Wampler St Pico Rivera CA 90660
	(Signature) 	
82.	(Print Name) Ashley Cota	(Address) 6440 Bollenbacher Pr. Pico Rivera, CA, 90660
	(Signature) 	
83.	(Print Name) Yamilleth Perez-Galindo	(Address) 9428 Wampler St Pico Rivera CA 90660
	(Signature) 	
84.	(Print Name) Georgio Campos	(Address) 9522 Wampler St Pico Rivera CA 90660
	(Signature) 	
85.	(Print Name) Arcelia Hernandez	(Address) 6311 Lindsay Ave Pico Rivera, CA 90660
	(Signature) 	
86.	(Print Name) Cynthia Hernandez	(Address) 9210 Coolhurst Dr Pico Rivera CA 90660
	(Signature) 	
87.	(Print Name) Consuelo HRA	(Address) 9225 Coolhurst Dr Pico Rivera CA 90660
	(Signature) 	
88.	(Print Name) Richard Rios	(Address) 9237 COOLHURST DR PICO RIVERA CA 90660
	(Signature) 	
89.	(Print Name) GABRIELA RIOS	(Address) 9237 COOLHURST DR PICO RIVERA CA 90660
	(Signature) 	
90.	(Print Name) Noah Rios	(Address) 9237 COOLHURST DR PICO RIVERA CA 90660
	(Signature) 	
91.	(Print Name) Cynthia Lira Gomez	(Address) 9225 Coolhurst Dr. Pico Rivera, CA 90660
	(Signature) 	
92.	(Print Name) Francisco Gama	(Address) 9303 Balfour St Pico Rivera CA 90660
	(Signature) 	
93.	(Print Name) Juan Diego Perez	(Address) 9311 Balfour St Pico Rivera CA 90660
	(Signature) 	
94.	(Print Name) Michelle Salinas	(Address) 9354 Balfour St Pico Rivera CA 90660
	(Signature) 	
95.	(Print Name) Juan M Huerta	(Address) 9302 Balfour St Pico Rivera CA 90660
	(Signature) 	

96.	(Print Name) MARTHA C. ENRIQUETA	(Address) 9234 BALFOUR ST PICO RIVERA, CA. 90660
	(Signature) <i>Marta C. Enriquez</i>	
97.	(Print Name) Bambi Rubalcava	(Address) 9224 BALFOUR ST PICO RIVERA CA 90660
	(Signature) <i>Bambi Rubalcava</i>	
98.	(Print Name) Rene Sanchez	(Address) 9224 BALFOUR ST PICO RIVERA CA - 90660
	(Signature) <i>Rene Sanchez</i>	
99.	(Print Name) Jose M. Negrete	(Address) 11828 GREYFORD WHITTIER CA 90606
	(Signature) <i>Jose M. Negrete</i>	
100.	(Print Name) SANTI ALVARADO	(Address) 11851 Greyford street, Whittier, CA
	(Signature) <i>Santi Alvarado</i>	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

99

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1.	Gabriel Pacheco (Signature)	9275 Lochinvar Drive, Pico Rivera, CA, 90666
2.	Sandra Smetal (Signature)	9249 Lochinvar Dr Pico Rivera CA 90660
3.	VERA D Pacheco (Signature)	9275 Lochinvar Dr Pico Rivera CA 90660
4.	Emily Chavez (Signature)	9255 LOCHINVAR DR PICO RIVERA CA 906601
5.	Guillermo Chavez (Signature)	9255 Lochinvar Dr Pico Rivera CA 90660

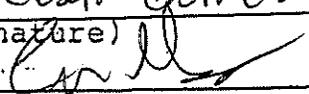
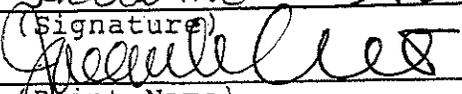
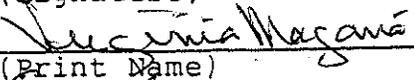
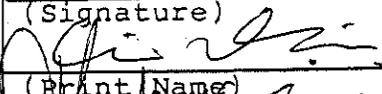
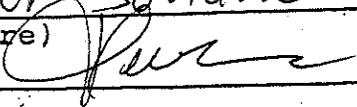
6.	(Print Name) Guillermo Chavez Jr	(Address) 9255 Lochinvar Dr
	(Signature) 	Pico Rivera CA 90644
7.	(Print Name) Francisco Matus	(Address) 9225 Lochinvar dr
	(Signature) Maria Chavarria	Pico Rivera CA 90660
8.	(Print Name)	(Address)
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	(Signature) Peter Melevo	Pico Rivera
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	(Signature) Daisy Lozano	Pico Rivera, CA 90660
17.	(Print Name) Elias Rodriguez	(Address) 9090 Nan St.
	(Signature) Elias Rodriguez	Pico Rivera CA 90660
18.	(Print Name) Emma Rodriguez	(Address) 9090 Nan St.
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20.	(Print Name) Feliciano Rodriguez	(Address) 9523 Carron Dr.
	(Signature) Feliciano Rodriguez	Pico Rivera CA 90660
21.	(Print Name) Marcos Rodriguez	(Address) 9523 Carron Dr.
	(Signature) Marcos Rodriguez	Pico Rivera CA 90660
22.	(Print Name) Sandra Fernandez	(Address) 6718 Linsed Ave
	(Signature) Sandra Fernandez	Pico Rivera 90660
23.	(Print Name) Clevodia Alvarez	(Address) 6718 Linsed av
	(Signature) Clevodia Alvarez	Pico Rivera 90660

	(Print Name)	(Address)
24.	Amber Caraballo (Signature)	0702 Lindsey Ave Pico Rivera Ca 90660
25.	Mrew Caraballo (Signature)	0702 Lindsey Ave Pico Rivera Ca 90660
26.	Cary Celaya (Signature)	7045 Loch Alene Pico Rivera, Ca. 90660
27.	Conor Celaya (Signature)	7045 Loch Alene Pico Rivera, Ca. 90660
28.	Catelee Celaya (Signature)	7045 Loch Alene Pico Rivera, Ca. 90660
29.	Adriana Trasca-Lipp (Signature)	7045 Loch Alene Ave Pico Rivera, CA 90660
30.	Adriana Trasca-Lipp (Signature)	7045 Loch Alene Ave Pico Rivera, CA 90660
31.	Sergio Hernandez (Signature)	6744 Loch Alene Ave Pico Rivera, CA 90660
32.	Esperanza Fuentes (Signature)	6725 Loch Alene Ave Pico Rivera, CA 90660
33.	Phyllia Zuniga (Signature)	5124 Waverly Dr. Pico Rivera
34.	Irene Quintillo (Signature)	6629 Loch Alene Ave Pico Rivera CA 90660
35.	Marlene Duran (Signature)	6620 Loch Alene Ave Pico Rivera CA 90660
36.	Monica Ruvalcaba (Signature)	7125 Kengard Ave Whittier CA 90606
37.	Adrian Ruvalcaba (Signature)	6620 Loch Alene Ave Pico Rivera CA 90660
38.	Monica Carrillo (Signature)	7125 Kengard Ave Whittier CA 90606
39.	Gerardo Ruvalcaba (Signature)	6620 Loch Alene Ave Pico Rivera CA 90660
40.	Francisco Ruvalcaba (Signature)	7125 Kengard Ave Whittier CA 90606
41.	Elvira Aguilar (Signature)	6615 Loch Alene Ave Pico Rivera, Ca 90660

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42.	Diana Spindel (Signature)	130 S Alexandra Ave LA, CA 90004
43.	CITAHU Adame (Signature)	9214 Washington Blvd Pico Rivera CA 90660
44.	M. A. Henry (Signature)	9214 Washington Blvd Pico Rivera CA 90660
45.	Francis Reynoso (Signature)	9406 Bartolo Ave. Pico Rivera, CA. 90660.
46.	Leilani Lomas (Signature)	8056 Waverly Dr Pico Rivera, CA 90660
47.	Melany Reynoso (Signature)	9406 Bartolo Ave. Pico Rivera CA 90660.
48.	Amanda Vasquez (Signature)	6733 Lodi Ave
49.	Wesmin Ramirez (Signature)	8915 Donkey Crossing Rd
50.	Maria Aurora (Signature)	6437 Bequette Ave Pico Rivera CA 90660
51.	Andrey Coron (Signature)	7336 Bequette Pico Rivera CA 90660
52.	Christina Lume (Signature)	6515 Bequette Ave Pico Rivera CA 90660
53.	ETHEL MUNOZ (Signature)	3819 Cold Ave PICO RIVERA CA 90660
54.	Elizabeth Vasquez (Signature)	8232 Greenvalle Ave Pico River CA 90660
55.	Daniel Vasquez (Signature)	8232 Greenvalle Ave Pico River CA 90660
56.	ISABEL VILLA (Signature)	8232 Greenvalle Ave PICO RIVERA CA 90660
57.	FRANCISCO VASQUEZ (Signature)	8232 Greenvalle Ave PICO RIVERA CA 90660
58.	Carlos Lopez (Signature)	668 Valley Springs Dr. 91789
59.	ANDREW SICARI (Signature)	1340 N. Crescent Hgts Bldg #9 West Hollywood CA 90046

	(Print Name)	(Address)	L-1
60.	Tina Lambright (Signature) Tina L. Lambright	1340 N Crescent Heights Blvd #7 LA CA 90046	
61.	Vanessa Rodriguez (Signature) Vanessa Rodriguez	8405 Telegraph Rd #317 Pico Rivera, Ca 90660	
62.	Anda Aguilar (Signature) Anda Aguilar	8405 Telegraph Rd #317 Pico Rivera CA 90660	
63.	Sonia Juarez (Signature) Sonia Juarez	13522 Reis St Whittier CA, 90605	
64.	Rhannon Trujillo (Signature) Rhannon Trujillo	13522 Reis St Whittier CA. 90605	
65.	Juan Serrano (Signature) Juan Serrano	6608 Bequette Ave Pico Rivera	
66.	Lidia Serrano (Signature) Lidia Serrano	#	11
67.	Betty Edwards (Signature) Betty Edwards	9035 Carron DR P.R CA 90660	
68.	Dennise Macias (Signature) Dennise Macias	9035 Carron DR P.R CA 90660	
69.	Eddie Edwards (Signature) Eddie Edwards	9035 Carron DR P.R CA 90660	
70.	Linda Edwards (Signature) Linda Edwards	9035 Carron DR P.R CA 90660	
71.	Brianna Edwards (Signature) Brianna Edwards	9025 Carron Dr. Pico Rivera CA. 90660	
72.	Quina Ramos (Signature) Quina Ramos	9025 Carron Dr. Pico Rivera, CA, 90660	
73.	Jaul Clift (Signature) Jaul Clift	4704 Bequette Ave Pico Rivera Calif. 90660	
74.	Ennerina Clift (Signature) Ennerina Clift	6704 Bequette Ave Pico Rivera Ca 90660	
75.	Jose Alsero (Signature) Jose Alsero	6626 Bequette Ave Pico Rivera CA 90660	
76.	Erica Holliday (Signature) Erica Holliday	6618 Bequette Ave Pico Rivera, CA 90660	
77.	Camryn Camacho (Signature) Camryn Camacho	6618 Bequette Ave Pico Rivera CA 90660	

78.	(Print Name) Manuel Camacho	(Address) 6618 Bequette Ave Pico Rivera, CA 90660
	(Signature) <i>Manuel Camacho</i>	
79.	(Print Name) Jaden Jefferson	(Address) 13214 Aclare St Cerritos, CA 90703
	(Signature) <i>Jaden Jefferson</i>	
80.	(Print Name) Alex Romero	(Address) 9071 Carron Dr. Pico Rivera CA 90660
	(Signature) <i>Alex Romero</i>	
81.	(Print Name) Anna Burdett	(Address) 6615 Loch Aene Ave PR CA 90660
	(Signature) <i>Anna Burdett</i>	
82.	(Print Name) PETER MENDIA	(Address) 6615 Loch Aene Ave Pico Rivera, CA 90660
	(Signature) <i>Peter Mendia</i>	
83.	(Print Name) Sandra Alfaro	(Address) 6625 Citronell Ave Pico Rivera, CA 90660
	(Signature) <i>Sandra Alfaro</i>	
84.	(Print Name) MARIN ALFARO	(Address) 6625 CITRONELL AVE PICO RIVERA, CA 90660
	(Signature) <i>Marin Alfaro</i>	
85.	(Print Name) Araceli Cruz	(Address) 6746 Citronella Ave Pico Rivera Ca. 90660
	(Signature) <i>Araceli Cruz</i>	
86.	(Print Name) MARIA ARMA ALDARONDO	(Address) 9200 Wampler St Pico Rivera, CA 90660
	(Signature) <i>Maria Arma Aldarondo</i>	
87.	(Print Name) Alejandro Ronquillo Jr.	(Address) 6603 Citronell Ave, Pico Rivera, California 90660
	(Signature) <i>Alejandro Ronquillo</i>	
88.	(Print Name) Joseph Omedo	(Address) 6423 Washington Blvd Pico Rivera, CA, 90660
	(Signature) <i>Joseph Omedo</i>	
89.	(Print Name) Joshua Ronquillo	(Address) 6603 Citronell Ave Pico Rivera, CA 90660
	(Signature) <i>J. Ronquillo</i>	
90.	(Print Name) Tinsley Marie Ronquillo	(Address) 6603 Citronell Ave. Pico Rivera, CA 90660
	(Signature) <i>Tinsley M. Ronquillo</i>	
91.	(Print Name) Alejandro Ronquillo Sr	(Address) 6603 Citronell Ave Pico Rivera ca. 90660
	(Signature) <i>Alejandro Ronquillo Sr</i>	
92.	(Print Name) Mavia Ronquillo	(Address) 6603 Citronell Avenue Pico Rivera, CA 90660
	(Signature) <i>Mavia Ronquillo</i>	
93.	(Print Name) Andres E. Carmona Saiz	(Address) 6631 Citronell Ave Pico Rivera CA 90660
	(Signature) <i>Andres E. Carmona Saiz</i>	
94.	(Print Name) Andres E. Carmona Saiz	(Address) 6631 Citronell Ave Pico Rivera, CA 90660
	(Signature) <i>Andres E. Carmona Saiz</i>	
95.	(Print Name) GABRIEL CLIFT	(Address) 6704 BEQUETTE Ave PICO RIVERA CA. 90660
	(Signature) <i>Gabriel Clift</i>	

96.	(Print Name) Cesar Gomez	(Address) 6736 Citronell Ave Pico Rivera, CA 90660
	(Signature) 	
97.	(Print Name) Jacqueline Castro	(Address) 6736 Citronell Ave Pico Rivera CA 90660
	(Signature) 	
98.	(Print Name) NIRVANIA MAGANA	(Address) 9319 Dunbridge St Pico Rivera, CA 90660
	(Signature) 	
99.	(Print Name) Erick Garcia	(Address) 9113 Dunbridge St. Pico Rivera CA 90660
	(Signature) 	
100.	(Print Name) GORDON SONANO	(Address) 7345 Bequette Ave Pico Rivera CA 90660
	(Signature) 	

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1.	(Print Name) AGUSTIN S ROVALCABA	(Address) 1328 S PRUCE ST MONTEBELLO CA 90640
	(Signature) <i>Agustin S Rovalcaba</i>	
2.	(Print Name) SAMUEL BENAVIDES	(Address) MONTEBELLO CA 90640
	(Signature) _____	1328 S SPRUCE ST
3.	(Print Name) JERRY ESTREDA	(Address) 1340 S SPRUCE MONTEBELLO, CA 90640 APT D.
	(Signature) <i>Jerry Estreda</i>	
4.	(Print Name) CAROL HERNANDEZ	(Address) 1348 S. Spruce St montebello Ca 90640
	(Signature) <i>Carol Hernandez</i>	
5.	(Print Name) AMANDA OLIVE	(Address) 1350 S Spruce St Montebello CA 90640
	(Signature) <i>Amanda Olive</i>	

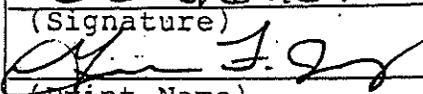
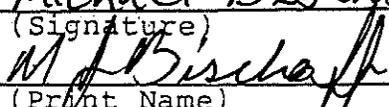
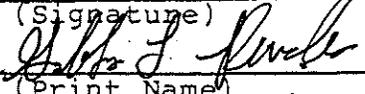
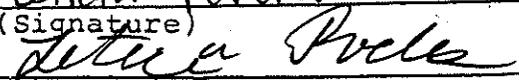
6.	(Print Name) Arturo Pacheco	(Address) 1408 S. Spruce St Montebello CA
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7.	(Print Name) GABRIEL	(Address) CARRILLO
	(Signature) Gabriel Carrillo	1416 S. Spruce St Mont 90640 (Address)
8.	(Print Name) Yvette Aguirre	(Address) 1436 S. Spruce St. Montebello, CA 90640
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	(Signature) 	
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11.	(Print Name) Maria Sandoval	(Address) 376 N AVE 54 APT 7 L.A C.A 90042.
	(Signature) Maria Sandoval	
12.	(Print Name) Carmen Martinez	(Address)
	(Signature) Carmen Martinez	127 Beach. Montebello. (Address)
13.	(Print Name) LOSELEI	(Address)
	(Signature) 	924 Montebello (Address)
14.	(Print Name) Robert Chavez	(Address) 521 Allis Dr. Montebello
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15.	(Print Name) MIGUEL ALANIZ	(Address) 3968 MIGUEL AVE PICO RIVERA 90661
	(Signature) 	
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17.	(Print Name) Rick Peich	(Address) 12722 Cambert Whittier ca. 90602
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	(Signature) 	
20.	(Print Name) Juan C. Danian	(Address)
	(Signature) JUAN C. DANIAN	1425 S MONTEBELLO BLD. (Address)
21.	(Print Name) CARLOS GUTIERREZ	(Address)
	(Signature) 	6138 E OLYVIA BLV. (Address)
22.	(Print Name) ELSA VASQUEZ	(Address)
	(Signature) 	963 S. BLUFF RD. Montebello (Address)
23.	(Print Name) Estela Vasquez	(Address)
	(Signature) Estela Vasquez	118 N. 12th St. Montebello

	(Print Name)	(Address)
24.	CHARLES ANTHONY (Signature) <i>Ch Anthony</i>	8718 FRIENDSHIP PICO RIVERA CO. 90660
25.	HENRY TOLEDO (Signature) <i>Henry Toledo</i>	5756 OAK ST APT 2# BELLFLOWER CA 90706
26.	VILAIORN SIRIMITR (Signature) <i>Vilay</i>	9516 OAK ST APT 2 BELLFLOWER, CA. 90706
27.	Anahi Rosas (Signature) <i>Anahi Rosas</i>	1004 S LORENA ST LA. CA.
28.	Coema López (Signature) <i>Coema Lopez</i>	827 S. Greenwood Ave. # F 90640 Montebello.
29.	Rachel Martinez (Signature) <i>Rachel Martinez</i>	6071 Southside Dr W S Anseles Ca 90022
30.	Leonor Escalante (Signature) <i>Leonor Escalante</i>	812 S Taylor AV APT 5 Montebello ca 90640
31.	James Vigil (Signature) <i>James Vigil</i>	
32.	James Vigil (Signature) <i>James Vigil</i>	8108 Ferguson Dr Montebello CA 90640
33.	EVA Padilla (Signature) <i>Eva Padilla</i>	534 S SIDLER. AV. L.A. CA 90022
34.	Humberto GALLARDO (Signature) <i>Humberto Gallardo</i>	15358 Midway Whittier ca 90604
35.	CONNIE BUERAS (Signature) <i>Connie Bueras</i>	7512 Sotensen AVE Whittier CA. 90606
36.	Fernando M. Carabano (Signature) <i>Fernando Carabano</i>	5775 Ferguson DR. Commercer
37.	ANTHONY E. RODRIGUEZ (Signature) <i>Anthony E. Rodriguez</i>	853 SAN MARINO AVE. MONTEBELLO, CA 90640
38.	Maryel Garcia (Signature) <i>Maryel Garcia</i>	622 S MC Bride Ave Los Angeles ca 90022
39.	MIGUEL ORTIZ (Signature) <i>Miguel Ortiz</i>	233 North Montebello CA 90640
40.	Daniel Garcia (Signature) <i>Daniel Garcia</i>	Pico Rivera. Ca. 90660 5107 Richmond Dr.
41.	Anges Martinez (Signature) <i>Anges Martinez</i>	532 S. Montebello Blvd.

	(Print Name)	(Address)
42.	Sara Barrios (Signature) <i>Sara Barrios</i>	708 S. 6th ST Montebello CA 90640
43.	Daniel Larios (Signature) <i>[Signature]</i>	9318 Maxine ST Pico Rivera, CA 90660
44.	Roberto Macias (Signature) <i>[Signature]</i>	6504 HANSON ST Bill Glendon
45.	Lorena Diaz (Signature) <i>[Signature]</i>	6564 HANSON ST Bell Garden CA 90201
46.	[Name] (Signature) <i>[Signature]</i>	6629 Olympic Blvd Los Angeles CA 90032
47.	FERRNANDO GARCIA (Signature) <i>[Signature]</i>	6613 BIRCHLEAF AVE PICO RIVERA 90660
48.	Teresa Garcia (Signature) <i>[Signature]</i>	6613 Birchleaf ave Pico Rivera cal. 90660
49.	Fernando Peles (Signature) <i>[Signature]</i>	500 WASHINGTON BLVD Montebello CA 90640
50.	Jose Jimenez (Signature) <i>[Signature]</i>	804 S. Montebello Blvd Montebello Ca 90640
51.	William Antonich (Signature) <i>[Signature]</i>	853 S. Montebello BL MTB, CA 90640
52.	Angeline Navon (Signature) <i>[Signature]</i>	523 S MONTEBELLO BLVD.
53.	STEPHANIE MONOZ (Signature) <i>[Signature]</i>	523 S Montebello Blvd.
54.	Yaneth Romero (Signature) <i>[Signature]</i>	736 S. Montebello Blvd. Montebello CA 90640
55.	Jesus Oliveros (Signature) <i>[Signature]</i>	320 Doctar Ct. Montebello Ca. 90640
56.	Kate Xuncax (Signature) <i>[Signature]</i>	849 Sur Montebello BLV Montebello CA 90640
57.	(Print Name) (Signature)	(Address)
58.	Bernie Rodriguez (Signature) <i>[Signature]</i>	116. So 22nd ST montebello CA 90640
59.	Stephanne Salinas (Signature) <i>[Signature]</i>	653 S. 6th ST. Montebello CA 90640

	(Print Name)	(Address)	L-1
60.	JESUS B SALAZAR (Signature)	9258 Amistad Ave Pico Rivera, CA, 90660	
61.	DENISE SALAZAR (Signature)	4259 Amistad Ave Pico Rivera CA 90660	
62.	Richard Saldana (Signature)	804 Hughes Ave MTB CA 90640	
63.	Gloria Galleso (Signature)	1600 S. Meridian Ave Alhambra, CA 91803	
64.	Daniel Guevara (Signature)	609 Jacmar Dr. APT-A Montebello CA 90640	
65.	MARY MEDIA (Signature)	937 W. Hughes Ave Montebello, CA 90640	
66.	Rosalinda Ruiz (Signature)	801 W Hughes Ave Montebello CA 90640	
67.	Lorenzo Garcia (Signature)	1304 Carob Way Montebello CA 90640	
68.	Hector Ovaroa (Signature)	801 W HUGHES AVE Montebello CA	
69.	Ramires Valtierra (Signature)	521 Pamela Av. APT. C Monterey Park CA 91755	
70.	Nora Valtierra (Signature)	521 Pamela Ave APT C MPK CA 91755	
71.	Mariane Bermudez (Signature)	12019 Montebello Berm #17 90640	
72.	Carlos Valtierra (Signature)	12015 Montebello 310 #D	
73.	Michael Diaz (Signature)	712 S. 3rd St Montebello, CA 90640	
74.	Maria S. Lopez (Signature)	8039 Lou Wilson CA, CA 90001	
75.	ARACELI VIVAS (Signature)	6545 Suwa St. Bell Gardens Ca 90201	
76.	Albert Gonzalez (Signature)	7646 Par Pl Pico Rivera, CA 90660	
77.	Bethy Warez (Signature)	722 W. Elm Street Montebello CA 90640	

	(Print Name)	(Address)
78.	Jana Shurcox (Signature) <i>Jana Shurcox</i>	722 W. Elm Street Montebello CA 90640
79.	BRENDA VILLANUEVA (Signature) <i>B Villanueva</i>	933 S. 5TH ST MONTEBELLO CA. 90640.
80.	Dennis P. Henson (Signature) <i>D Henson</i>	848 S. MONTEBELLO BLVD. CITY OF MONTEBELLO. CA, 90640
81.	(Print Name) ROSTA TAVO (Signature) <i>ROSTA TAVO</i>	(Address)
82.	Eddie Vito (Signature) <i>Eddie Vito</i>	409 Pickering way Montebello CA 90640
83.	Alberto Garcia (Signature) <i>Alberto Garcia</i>	1137 CARBO WAY MONTEBELLO CA 90640
84.	Yesenia Ramos (Signature) <i>Yesenia Ramos</i>	736 S. MONTEBELLO BLVD. MONTEBELLO CA 90640
85.	Roberto Ruiz (Signature) <i>Roberto Ruiz</i>	143. S 7th st MONTEBELLO CA ZIP. 90640
86.	Veronica Diaz (Signature) <i>Veronica Diaz</i>	460/2 MARGARIT AVE LA CA 90022
87.	Martin A. San. (Signature) <i>Martin A. San.</i>	939 SIMMONS AVE -
88.	Olivia Leal (Signature) <i>Olivia Leal</i>	826 W. Mines Ave montebello, CA 90640
89.	SAUL JUAREZ (Signature) <i>Saul Juarez</i>	114- Bluff Rd
90.	Josce Sania (Signature) <i>Josce Sania</i>	501 Sr. MONTEBELLO CA 90640 MONTEBELLO
91.	MAGDALENA N. (Signature) <i>Magdalena N.</i>	860 S. GREENWOOD AVE Montebello Ca.
92.	Jaime R Davila (Signature) <i>Jaime R Davila</i>	552 S 6th (Address) St. Montebello, CA. 90640
93.	Naymi Romero (Signature) <i>Naymi Romero</i>	264 S. Montebello blvd Montebello CA, 90640
94.	Sonia Beritez (Signature) <i>Sonia Beritez</i>	232 S. Montebello Blvd. Montebello, CA 90640
95.	Leonardo Beritez (Signature) <i>Leonardo Beritez</i>	232 S. Montebello Blvd. Montebello, CA 90640

96.	(Print Name) Geraldine F. Juarez	(Address) 204 S. Montebello Blvd. Montebello, Ca 90640
	(Signature) 	
97.	(Print Name) Michael Bischoff	(Address) 209 S Montebello Blvd Montebello CA 90640
	(Signature) 	
98.	(Print Name) MARIA CERNA	(Address) 217 S, MONTEBELLO BLVD APT A. MONTEBELLO CA 90640
	(Signature) X	
99.	(Print Name) Gabriela L Reveles	(Address) 221 S. Montebello, CA APT A Blvd 90640
	(Signature) 	
100.	(Print Name) Leticia Reveles	(Address) 221 S. Montebello Blvd. APT A Montebello, CA 90640
	(Signature) 	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

96

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) VICTOR GUILLEN (Signature) <i>Victor Guillen</i>	(Address) 7907 CROWDALE AV. WHITTIER CA. 90606
2.	(Print Name) DALIA LOPEZ (Signature) <i>Dalia Lopez</i>	(Address) 7907 CROWDALE AV. WHITTIER CA. 90606
3.	(Print Name) Rocio Lopez (Signature) <i>Rocio Lopez</i>	(Address) 7907 Crowdale Ave Whittier CA 90606
4.	(Print Name) M. Monte (Signature) <i>M. Monte</i>	(Address) 12009 Balfour St. Whittier CA 90606
5.	(Print Name) Linda Monte (Signature) <i>Linda Monte</i>	(Address) 12009 Balfour St. Whittier, CA 90606

6.	(Print Name) Phillip Velasco	(Address) 12019 BALBOUR ST WHITTIER CA 90606
	(Signature) 	
7.	(Print Name) Cynthia Guadalupe	(Address) 7834 glengarry ave. Whittier CA. 90606
	(Signature) 	
8.	(Print Name) Jesus M Reyes	(Address) 832 S. MAPLE AV. MONTEBELLO CA 90640
	(Signature) 	
9.	(Print Name) MARIA E. REYES	(Address) 832 S. MAPLE AVE.
	(Signature) 	
10.	(Print Name) Amar Barba	(Address) 9744 WASHINGTON BLVD. PICO RIVERA, CA 90660
	(Signature) 	
11.	(Print Name) MARIO A. BARBA	(Address) 9744 WASHINGTON BLVD PICO RIVERA, CA 90660
	(Signature) 	
12.	(Print Name) MARC A. BARBA	(Address) 9744 WASHINGTON BLVD PICO RIVERA CA 90660
	(Signature) 	
13.	(Print Name) RON KEREZ	(Address) 9738 WASHINGTON BLVD PICO RIVERA 90660
	(Signature) 	
14.	(Print Name) EDGAR VILLAPANDO	(Address) 9722 WASHINGTON BLVD PICO RIVERA 90660
	(Signature) 	
15.	(Print Name) EDWIN VENTURA	(Address) 9650 WASHINGTON BLVD PICO RIVERA CA 90660
	(Signature) 	
16.	(Print Name) TANIA LOVA	(Address) 9650 WASHINGTON BLVD PICO RIVERA CA 90660
	(Signature) 	
17.	(Print Name) Rebilio Minero	(Address) 9650 WASHINGTON BLVD PICO RIVERA CA 90660
	(Signature) 	
18.	(Print Name) CHRISTIAN LOPEZ	(Address) 9644 WASHINGTON BLVD PICO RIVERA
	(Signature) 	
19.	(Print Name) PATRICIA REYES	(Address) 9644 WASHINGTON AVE. PICO RIVERA, CA 90660
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20.	(Print Name) ROSE VILLAPANDO	(Address) 9722 WASHINGTON BLVD PICO RIVERA CA 90660
	(Signature) 	
21.	(Print Name) Victor Cruz	(Address) 9722 WASHINGTON BLVD PICO RIVERA CA 90660
	(Signature) 	
22.	(Print Name) ERIC CAPEVA	(Address) 6145 LEONA JOAN AVE. PICO RIVERA, CA 90660
	(Signature) 	
23.	(Print Name) MD. AZIZUL HAQUE	(Address) 9750 WASHINGTON BLVD, PICO RIVERA, CA-90660.
	(Signature) 	

24.	(Print Name) Shapatu Badhon	(Address) 9750 Washington Blvd Pico Rivera, CA 90660
	(Signature) Shapatu@yahoo.com	
25.	(Print Name) Art R. Fevez	(Address) 9738 Washington Pl. Pico Rivera, CA 90660
	(Signature) Art R. Fevez	
26.	(Print Name) Tamara Gomez	(Address) 9706 Washington Blvd Pico Rivera Ca. 90660
	(Signature) Tamara Gomez	
27.	(Print Name) Gene Medina	(Address) 9706 Washington Blvd Pico Rivera Ca 90660
	(Signature) Gene Medina	
28.	(Print Name) Mauricio Garcia	(Address) 9628 E. Washington Blvd. Pico Rivera CA 90660
	(Signature) Mauricio Garcia	
29.	(Print Name) Maria Gonzalez	(Address) 9612 Washington Blvd. Pico Rivera Ca 90660
	(Signature) Maria Gonzalez	
A-30	(Print Name) Kimberly Gonzalez	(Address) 9612 Washington Pico Rivera CA 90660
	(Signature) Kimberly Gonzalez	
31.	(Print Name) Nicole Escalante	(Address) 9507 Lochinvar PICO RIVERA, CA 90660
	(Signature) Nicole Escalante	
32.	(Print Name)	(Address)
	(Signature)	
33.	(Print Name) Jose Salinas	(Address) 9444 Lochinvar Dr. Pico Rivera, Ca 90660
	(Signature) Jose Salinas	
34.	(Print Name) Connie Salinas	(Address) 9444 Lochinvar Dr. Pico Rivera CA 90660
	(Signature) Connie Salinas	
35.	(Print Name) Zebba Ramirez	(Address) 9432 Lochinvar St Pico Rivera Ca 90660
	(Signature) Zebba Ramirez	
36.	(Print Name) Lionel Contreras	(Address) 9519 Lochinvar Dr. Pico Rivera CA 90660
	(Signature) Lionel Contreras	
37.	(Print Name) Maria Vega	(Address) 9519 Lochinvar Dr. Pico Rivera CA 90660
	(Signature) Maria Vega	
38.	(Print Name) Lizette Contreras	(Address) 9519 Lochinvar Dr. Pico Rivera CA 90660
	(Signature) Lizette Contreras	
39.	(Print Name) America Morales	(Address) 9412 Lochinvar Dr. Pico Rivera CA 90660
	(Signature) America Morales	
40.	(Print Name) Nicole Morales	(Address) 9412 Lochinvar dr. Pico Rivera CA 90660
	(Signature) Nicole Morales	
41.	(Print Name) Jose Cabren	(Address) 9422 Lochinvar Dr Pico Rivera 90660
	(Signature) Jose Cabren	

42.	(Print Name) Jose Nolasco Jr	(Address) 9438 Lochinvar Dr - Pico Rivera, CA 90660
	(Signature) 	
43.	(Print Name) Dora Ferrano	(Address) 9518 Lochinvar Dr Pico Rivera CA 90660
	(Signature) 	
44.	(Print Name) Janelle Mercado	(Address) 9518 Lochinvar Dr. Pico Rivera CA, 90660
	(Signature) 	
45.	(Print Name) Luis Cardenas	(Address) 9445 Lochinvar Dr Pico Rivera, CA 90660
	(Signature) 	
46.	(Print Name) Martha M Lopez	(Address) 9433 Lochinvar Pico Rivera ca. 90660
	(Signature) 	
47.	(Print Name) Roberto Lopez	(Address) 9433 Lochinvar Pico Rivera ca. 90660
	(Signature) 	
48.	(Print Name) Linda Venita	(Address) 9528 Lochinvar Dr Pico Rivera ca 90660
	(Signature) 	
49.	(Print Name) Janice Dickinson	(Address) 9538 Lochinvar Pico Rivera, CA 90660
	(Signature) 	
50.	(Print Name) Tina Alon	(Address) 9538 Lochinvar Pico Rivera, CA: 90660
	(Signature) 	
51.	(Print Name) JOHN HAGER	(Address) 9545 NAN PICO RIVERA, CA 90660
	(Signature) 	
52.	(Print Name) MARIA Gomez	(Address) 9535 Nan St. Pico Rivera, CA. 90660
	(Signature) 	
53.	(Print Name) Jennifer Lam	(Address) 9529 Nan Street Pico Rivera, CA 90660
	(Signature) 	
54.	(Print Name) Alli Lopez	(Address) 9501 Nan St Pico Rivera, 90660
	(Signature) 	
55.	(Print Name) Ana Gonzalez	(Address) 9437 NAN ST PICO RIVERA
	(Signature) 	
56.	(Print Name) Nora Rolla	(Address) 9427 NAN ST Pico Rivera 90660
	(Signature) 	
57.	(Print Name) Gerardo Gamez	(Address) 9410 NAN ST. PICO RIVERA CA. 90660.
	(Signature) 	
58.	(Print Name) Ruth Sida	(Address) 9436 Nan St. Pico Rivera, CA, 90660
	(Signature) 	
59.	(Print Name) Jose Sida	(Address) 9436 Nan St. Pico Rivera CA, 90660
	(Signature) 	

	(Print Name)	(Signature)	(Address)
60.	Yerlando Sida	<i>Yerlando Sida</i>	9436 Nan St Pico Rivera CA 90660
61.	Ruth Yolanda Sida	<i>Ruth Sida</i>	9436 Nan St Pico Rivera CA 90660
62.	Gulberet Aguilar	<i>Gulberet Aguilar</i>	9442 NAN ST PICO RIVERA CA 90660
63.	Linda Aguilar	<i>Linda Aguilar</i>	9442 Nan St Pico Rivera CA 90660
64.	Louis Aguilar	<i>Louis Aguilar</i>	9442 nan st Pico Rivera
65.	Louie Aguilar	<i>Louie Aguilar</i>	9442 nan st Pico Rivera
66.	John Huerta	<i>John Huerta</i>	9506 Nan st Pico Rivera, CA
67.	Mary Kiralla	<i>MARY J. KIRALLA</i>	9512 NAN ST. PICO RIVERA CA 90660
68.	Alice LaHeist	<i>Alice LaHeist</i>	9534 Nan St Pico Rivera CA
69.	Amanda Shaw	<i>Amanda Shaw</i>	9523 Nan St. Pico Rivera CA 90660
70.	Blanca Diaz	<i>Blanca Diaz</i>	9421 Nan St Pico Rivera CA 90660
71.	Francisco Diaz	<i>Francisco Diaz</i>	9421 Nan St Pico Rivera CA 90660
72.	RUTH GARCIA	<i>Ruth Garcia</i>	9411 nan st Pico Rivera 90660
73.	Laura Guerrero	<i>Laura Guerrero</i>	9403 Nan St. Pico Rivera, CA 90660
74.	LISSETTE HUERTA	<i>Lisette Huerta</i>	9506 NAN ST PICO RIVERA, CA 90660
75.	Frost McDan	<i>Frost McDan</i>	9523 Nan St. Pico Rivera CA 90660
76.	Deonne Callend	<i>Deonne Callend</i>	7067 Pico Vista Rd Pico Rivera CA 90660
77.	CAROL COOK	<i>Carol Cook</i>	9749 NAN ST PICO RIVERA, CA 90660

	(Print Name)	(Address)
78.	(Signature)	
	(Print Name)	(Address)
79.	(Signature)	
	(Print Name)	(Address)
80.	(Signature)	9749 NAN ST PICO RIVERA, CA 90660
	(Print Name)	(Address)
81.	(Signature)	9731 Nan St PICO RIVERA CA 90660
	(Print Name)	(Address)
82.	(Signature)	9731 Nan St Pico Rivera Ca 90660
	(Print Name)	(Address)
83.	(Signature)	9731 Nan St Pico Rivera Ca 90660
	(Print Name)	(Address)
84.	(Signature)	7077 Pico Vista Rd Pico Rivera 90660
	(Print Name)	(Address)
85.	(Signature)	9707 NAN ST PICO RIVERA CA 90660
	(Print Name)	(Address)
86.	(Signature)	7082 Pico Rivera Vista Rd Pico Rivera Ca. 90660
	(Print Name)	(Address)
87.	(Signature)	7082 Pico Vista Rd. Pico Rivera, CA - 90660
	(Print Name)	(Address)
88.	(Signature)	7082 Pico Vista Rd Pico Rivera, CA 90660
	(Print Name)	(Address)
89.	(Signature)	7082 Pico Vista Rd Pico Rivera, CA 90660
	(Print Name)	(Address)
90.	(Signature)	7070 Pico Vista Rd Pico Rivera CA 90660
	(Print Name)	(Address)
91.	(Signature)	9619 W 54th St, #13 C Beverly Hills Calif 90660
	(Print Name)	(Address)
92.	(Signature)	9641 Washington Blvd. Pico Rivera, CA. 90660
	(Print Name)	(Address)
93.	(Signature)	9651 Washington Blvd Pico Rivera CA 90660
	(Print Name)	(Address)
94.	(Signature)	9651 Washington Blvd. Pico RIVERA CA 90660
	(Print Name)	(Address)
95.	(Signature)	9667 Rushmore St Pico 90660

96.	(Print Name) KENDU MURAMOTO	(Address) 9664 RUSHMORE ST PICO RIVERA
	(Signature) <i>[Signature]</i>	
97.	(Print Name) CONCEPCION HERNANDEZ	(Address) 9647 RUSHMORE ST PICO RIVERA CA 90660
	(Signature) <i>[Signature]</i>	
98.	(Print Name) ANDRE HERNANDEZ	(Address) 9647 RUSHMORE ST. PICO RIVERA CA 90660
	(Signature) <i>[Signature]</i>	
99.	(Print Name) DAWNY HERNANDEZ	(Address) 9647 RUSHMORE ST PICO RIVERA 90660
	(Signature) <i>[Signature]</i>	
100.	(Print Name) LAWRENCE MARTINEZ	(Address) 9629 RUSHMORE ST PICO RIVERA CA 90660
	(Signature) <i>[Signature]</i>	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

100

I, the undersigned, declare that I am a taxpayer resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
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4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

1.	(Print Name) Sandra Castillo	(Address) 7007 Kilgarry Ave
	(Signature) Sandra Castillo	Pico Rivera, Ca 90660
2.	(Print Name) Melissa Castillo	(Address) 7007 Kilgarry Ave
	(Signature) Melissa Castillo	Pico Rivera, CA 90660
3.	(Print Name) Araceli Zuniga	(Address) 7010 Kilgarry Ave
	(Signature) Araceli Zuniga	Pico Rivera Ca 90660
4.	(Print Name) Janet Flores	(Address) 9113 Hightree St
	(Signature) Janet Flores	Pico Rivera Ca 90660
5.	(Print Name) Nancy Gonzalez	(Address) 4288 Lochinver Drive
	(Signature) Nancy Gonzalez	Pico Rivera CA 90460

6.	(Print Name) Eduardo Lopez	(Address) 9282 Lochinvar Dr Pico Rivera CA
	(Signature) Eduardo Lopez	
7.	(Print Name) KATHLEEN H. SINNETT	(Address) 9276 LOCHINVAR DR. PICO RIVERA, CA. 90660
	(Signature) Kathleen H. Sinnett	
8.	(Print Name) Manny Lopez	(Address) 7055 LOCH ALBANE AVE PICO RIVERA, CA. 90660
	(Signature) Manny Lopez	
9.	(Print Name) LARRY LOPEZ	(Address) 7055 Loch Albane Ave Pico Rivera CA 90660
	(Signature) Larry Lopez	
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	(Signature) Lou Gomer	
11.	(Print Name) Pedro Jimenez	(Address) 6643 Loch Albane Ave. PICO RIVERA CA 90660
	(Signature) Pedro Jimenez	
12.	(Print Name) Daniel Ruvalcaba	(Address) 6302 Makee Ave Los Angeles CA 90001
	(Signature) Daniel Ruvalcaba	
13.	(Print Name) Brandy Bray	(Address) 9215 NAN ST. Pico Rivera
	(Signature) Brandy Bray	
14.	(Print Name) MARY FRANCO	(Address) 9215 NAN ST PICO RIVERA
	(Signature) Mary Franco	
15.	(Print Name) LINDA CABRERA	(Address) 8307 Paramount Blv. PICO RIVERA 90660
	(Signature) Linda Cabrera	
16.	(Print Name) MELISSA CORRAO	(Address) 21108 HASTON PLACE LAKENWOOD CA 90705
	(Signature) Melissa Corrao	
17.	(Print Name) Julia Solomon	(Address) 6661 Loch Albane Ave Pico Rivera CA 90660
	(Signature) Julia Solomon	
18.	(Print Name) REGINA STERGE	(Address) 1168 BELLEVUE AVE LOS ANGELES, CA 90012
	(Signature) Regina Sterge	
19.	(Print Name) Miguel adame	(Address) 9214 Washington Blvd Pico Rivera CA. 90660
	(Signature) Miguel Adame	
20.	(Print Name) JUAN LUI	(Address) 9288 Arcadia Ave.
	(Signature) Juan Lui	
21.	(Print Name) Armando Reynoso	(Address) 9106 Bartolo Ave Pico Rivera 90660
	(Signature) Armando Reynoso	
22.	(Print Name) Wysper S. Erigio	(Address) 4503 Lindsay Ave Pico Rivera 90660
	(Signature) Wysper S. Erigio	
23.	(Print Name) Sanelle Gonzalez	(Address) 5328 Calico Ave Pico Rivera CA 90660
	(Signature) Sanelle Gonzalez	

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24.	Amanda D. Gonzalez (Signature)	5328 CALICO AVE PICO RIVERA, CA 90660
25.	Sandra Molina (Signature)	7249 Loch Alene Ave Pico Rivera CA 90660
26.	Miguel Castillo (Signature)	7249 Loch Alene Ave. Pico Rivera Ca. 90660
27.	Kathleen PMS (Signature)	4230 amistad ave Pico Rivera 90660
28.	Marlene A. Zuniga (Signature)	286 Margaret Ave LA, CA 90022
29.	JESUS SUAREZ (Signature)	7001 Bonniende Place Pico Rivera CA 90660
30.	Armando Garcia (Signature)	7001 Bonniende Place Pico River C.A 90660
31.	Stephanie Martinez (Signature)	1056 1/2 S. Hicks Ave Los Angeles CA 90023
32.	SARA Jimena (Signature)	6704 LOCH ALENE AVE PICO RIVERA CA 90660
33.	Jacqueline Millan (Signature)	6763 Citronell Ave. Pico Rivera Co. 90660
34.	BRIAN REAL (Signature)	6773 CITRONELL AVE. PICO RIVERA, CA. 90660
35.	Cynthia Valles (Signature)	6757 Citronell P.R. Ca 90660
36.	ANISA GARCIA (Signature)	6753 CITRONELL AVE PICO RIVERA CA 90660
37.	David Martinez (Signature)	6713 Citronell Ave Pico Rivera LA 90660
38.	KE MORAN (Signature)	6715 Citronell Ave Pico River LA 90660
39.	Steven Gonzalez (Signature)	6637 Citronell Ave Pico Rivera Ca, 90660
40.	Sonia Ramirez (Signature)	9307 Goodbee St Pico Rivera CA 90660
41.	Cristina Gonzalez (Signature)	9329 Goodbee St Pico Rivera CA 90660

42.	(Print Name) Clarence Avila	(Address) 9329 Good bee Street Pico Rivera CA 90660
	(Signature) <i>Clarence Avila</i>	
43.	(Print Name) Armando Avila	(Address) 9329 Goodbee St Pico Rivera CA 90660
	(Signature) <i>Armando Avila</i>	
44.	(Print Name) Shila CARROLL	(Address) 6744 Lemoran Pico RIVERA CA 90660
	(Signature) <i>Shila Carroll</i>	
45.	(Print Name) Selma Rios	(Address) 6747 Lemoran Ave Pico Rivera CA 90660
	(Signature) <i>Selma Rios</i>	
46.	(Print Name) Martha Baeza	(Address) 6741 Lemoran Ave Pico Rivera CA 90660
	(Signature) <i>Martha Baeza</i>	
47.	(Print Name) Niel GUERRERO	(Address) 9534 WASHINGTON Blvd Pico Rivera CA 90660
	(Signature) <i>Niel Guerrero</i>	
48.	(Print Name) Naribel Soto	(Address) 9534 Washington Blvd Pico Rivera CA 90660
	(Signature) <i>Naribel Soto</i>	
49.	(Print Name) Erick Rivera	(Address) 9534 Washington Blvd. Pico Rivera CA 90660
	(Signature) <i>Erick Rivera</i>	
50.	(Print Name) Miguel Rios	(Address) 9502 Washington Blvd Pico Rivera CA 90660
	(Signature) <i>Miguel Rios</i>	
51.	(Print Name) Thomas Evansgare	(Address) 4954 Washington Blvd Pico Rivera, CA, 90660
	(Signature) <i>Thomas Evansgare</i>	
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	(Signature) <i>Edery J. Chavez</i>	
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	(Signature) <i>Irene Guajardo</i>	
54.	(Print Name) Jeleida Beltran	(Address) 9518 Washington Blvd Pico Rivera 90660
	(Signature) <i>Jeleida Beltran</i>	
55.	(Print Name) Alex Sarm	(Address) 9611 Lochinvar Pico Rivera 90660
	(Signature) <i>Alex Sarm</i>	
56.	(Print Name) MARIA HINOJOSA	(Address) 9619 Lochinvar 90660 CA.
	(Signature) <i>Maria Hinojosa</i>	
57.	(Print Name) Alex Rojas	(Address) 9635 Lochinvar 90660
	(Signature) <i>Alex Rojas</i>	
58.	(Print Name) Veronica Torres	(Address) 9629 Lochinvar Dr. 90660
	(Signature) <i>Veronica Torres</i>	
59.	(Print Name) Isabell Williams	(Address) 9707 Lochinvar Drive
	(Signature) <i>Isabell Williams</i>	

	(Print Name)	(Signature)	(Address)
60.	Lupita R Fierro		9711 Lochinvar Dr 90660
61.	Carolyn Carrillo		9745 Lochinvar Dr. 90660
62.	Jocelyn Ameaga		9717 Lochinvar Dr, 90660
63.	Ludm Ameaga		1281 Gabriel Garcia Marquez St. 90633
64.	Flora Amador		9601 Nans St Pico Rivera Ca 90660
65.	Ina Martinez		9607 Nan St. Pico Rivera CA 90660
66.	Patricia V. Holblas		9625 Nan St Pico Rivera Ca 90660
67.	Jesus Soltoro		9745 Nan St Pico Rivera CA 90660
68.	Maricela Britan Court		9701 Nan St. Pico Rivera, CA 90660
69.	April Soriano		9711 Nan St Pico Rivera CA 90660
70.	Jose Torres		9719 Nan St Pico Rivera, CA 90660
71.	Orathai Zavaleta		9719 Nan St Pico Rivera, CA 90660
72.	Rosalie J. Garcia		9728 Nan St. Pico Rivera, CA 90660
73.	ROSE FLORES		9712 Nan St Pico Rivera, CA 90660
74.	Danny Flores		9712 Nan St Pico Rivera, Ca, 90660
75.	Paul Martin		9700 Nan St. Pico Rivera Ca 90660
76.	Amabel Mercado		9634 Nan St (Address) Pico Rivera, CA 90660
77.	CHIT MERCADO		9634 Nan St (Address) Pico RIVERA CA 90660

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78.	ROSA LINDA REZA (Signature) <i>Rosalinda Reza</i>	9612 Nan St, Pico Rivera, Ca
79.	DAMA M Scianni (Signature) <i>Donna M. Scianni</i>	9602 Nan St. Pico Rivera, CA 90660
80.	RAY P. Scianni (Signature) <i>Ray P. Scianni</i>	9602 Nan St. Pico Rivera, CA. 90660
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82.	Rebecca Prieto (Signature) <i>Rebecca Prieto</i>	7024 Pico Vista Rd Pico Rivera, Ca 90660
83.	DORIS HOLMERS (Signature) <i>Doris Holmers</i>	7020 Pico Vista Rd Pico Rivera CA 90660
84.	Sergio Torres (Signature) <i>Sergio Torres</i>	7010 Pico Vista Rd PR CA 90660
85.	Santos (Signature) <i>Santos</i>	7060 Pico Vista Rd Pico Rivera CA 90660
86.	JOE ANDERSON (Signature) <i>Joe Anderson</i>	9656 NAN ST. PICO RIVERA CA. 90660
87.	fortino Suarez (Signature) <i>fortino Suarez</i>	9641 NAN ST Pico Rivera CA 90660
88.	ADALBERTO TEJEDA (Signature) <i>Adalberto Tejada</i>	9629 NAN ST PICO RIVERA, CA. 90660-3939
89.	Celia Tejada (Signature) <i>Celia TEJEDA</i>	9629 Nan Street Pico Rivera, Calif 90660 3939
90.	LUZ E. MENDEZ (Signature) <i>Luz E. Mendez</i>	9641 NAN ST (Address) PICO RIVERA 90660
91.	JOSE P. MENDEZ (Signature) <i>Jose P. Mendez</i>	9641 NAN (Address) Pico Rivera CA 90660
92.	C R A (Signature) <i>Candidato Ramirez</i>	9644 NAN Pico Rivera 90660
93.	Lina Varela (Signature) <i>Lina Varela</i>	7036 Pico Vista Rd Pico Rivera
94.	Nadine Varela (Signature) <i>Nadine Varela</i>	7036 Pico Vista Rd (Address) Pico Rivera, CA
95.	Wendy Valenzuela (Signature) <i>Wendy Valenzuela</i>	6805 W. Alhambra Ave (Address) Pico Rivera CA 90660

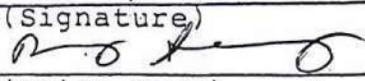
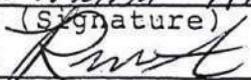
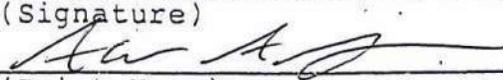
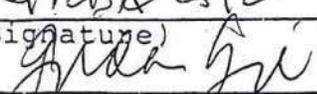
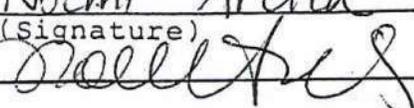
96.	(Print Name) Ruben Flores	(Address) 9236 WASHINGTON BLVD. PICO RIVERA, CA 90660
	(Signature) <i>[Signature]</i>	
97.	(Print Name) JOHN RAMIRO	(Address) 6302 BEQUETTE AVE PICO RIVERA CA 90660
	(Signature) <i>[Signature]</i>	
98.	(Print Name) REFUGIO BERNAL	(Address) 9641 RUSHMORE ST PICO RIVERA, CA 90660
	(Signature) <i>[Signature]</i>	
99.	(Print Name) LONEY G. BERNAL	(Address) 9641 RUSHMORE ST PICO RIVERA, CA 90660
	(Signature) <i>[Signature]</i>	
100.	(Print Name) MARY CISNEROS	(Address) 9641 RUSHMORE ST PICO RIVERA, CA 90660
	(Signature) <i>[Signature]</i>	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

99

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

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2.	(Print Name) PIVIANA ALVAREZ	(Address) 9216 FOXBURY WAY PICO RIVERA, CA. 90660
	(Signature) 	
3.	(Print Name) RAION ALVAREZ	(Address) 9216 FOXBURY WAY PICO RIVERA, CA. 90660
	(Signature) 	
4.	(Print Name) GRIDA GU	(Address) 5245 Rex Rd P.R. 90660
	(Signature) 	
5.	(Print Name) NOEMI ARCILA	(Address) 7356 Loch Alene Ave Pico Rivera, CA 90660
	(Signature) 	

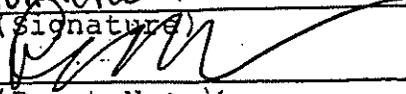
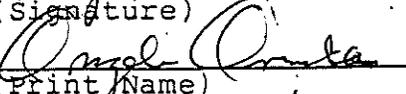
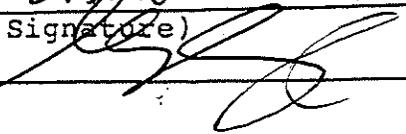
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10.	(Print Name) Humberto PESQUEIRA	(Address) 7384 Junday Ave Pico-Rivera CA-90660.
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13.	(Print Name) Alex ALEXANDRO	(Address) 9226 Danbridge St
	(Signature) 	
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	(Signature) 	
16.	(Print Name) Julie Cardenas	(Address)
	(Signature) 	
17.	(Print Name) Nancy Garcia	(Address) 1421 S. Bluff Rd Montebello, CA 90640
	(Signature) 	
18.	(Print Name) Carlos Garcia	(Address) 1421 S. Bluff Rd. Montebello, CA 90640
	(Signature) 	
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	(Signature) 	
20.	(Print Name) Elizabeth Jones	(Address) 1441 S. 4th St. Montebello CA 90640
	(Signature) 	
21.	(Print Name) Josie Rosen	(Address) 1441 S. 4th St Montebello Ca. 90640
	(Signature) 	
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	(Signature) 	
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	(Signature) 	

	(Print Name)	(Address)	L-1
24.	(Signature)		
	(Print Name)	(Address)	
25.	PAUL STUPIN (Signature)	113 DATE ST MONTEBELLO, CA 90640	
26.	NELSA HICKS (Signature)	12835 ROCK CREST LN CHINO HILLS CA 91709	
27.	RENE CALDERA (Signature)	1052 S. 5th ST MONTEBELLO, CA 90640	
28.	Filiberto Valdivinos (Signature)	1222 CAROL WAY MONTEBELLO CA. 90640	
29.	William Wong (Signature)	1209 S. 5th ST Montebello, CA 90640	
30.	DONNA GUARDIAN (Signature)	1020 S. 4th ST montebello ca. 90640	
31.	Amalia (Signature)	6132 Myrtle Avenue Pico Rivera CA 90660	
32.	Amalia (Signature)	305 S. Montebello Blvd Montebello Blvd 90640	
33.	Martha Palomares (Signature)	850 1/2 Date St Montebello, ca 90640	
34.	Andrew Tabazon (Signature)	1040 So 4th St Montebello CA 90640	
35.	LEO TALAMIN (Signature)	1036 S 4th St Montebello	
36.	Flore Aparicio (Signature)	6233 So 5th St, Montebello, CA.	
37.	Sandra Sandoval (Signature)	429 Belden Ave East Los Angeles, CA 90022	
38.	ISAAC G. ARCINIEGA (Signature)	9123 Danbridge St. Pico Rivera, Ca. 90660	
39.	Essica Alvarez (Signature)	9223 Danbridge St Pico Rivera CA 90660	
40.	Diana Lopez (Signature)	9223 Danbridge St Pico Rivera CA 90660	
41.	PAUL RUIZ (Signature)	9223 Danbridge St PICO RIVERA, CA 90660	

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	(Signature) <i>Maria E. Rivera</i>	Pico Rivera, CA 90660
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	(Signature) <i>Maria Isane-Rivera</i>	Pico Rivera, CA 90660
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	(Signature) <i>FR</i>	Pico Rivera CA 90660
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	(Signature) <i>Ramon Lopez</i>	Pico Rivera CA 90660
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	(Signature) <i>Xenia</i>	Pico Rivera CA 90660
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	(Signature) <i>Fabian Magallon</i>	Pico Rivera 90660
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	(Signature) <i>Jaime Muriillo</i>	Pico Rivera Ca 90660
50.	(Print Name) Ruben Inzunza	(Address) 9325 Danbridge St.
	(Signature) <i>Rubén Inzunza</i>	Pico Rivera 90660
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	(Signature) <i>Eduardo Soto</i>	Pico Rivera CA, 90660
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	(Signature) <i>Jorge Vela to C</i>	Pico Rivera CA 90660
53.	(Print Name) Marisol Soto	(Address) 7213 Citronell Ave
	(Signature) <i>Marisol Soto</i>	Pico Rivera CA, 90660
54.	(Print Name) Nancy Vela	(Address) 7213 Citronell Ave
	(Signature) <i>Nancy Vela</i>	Pico Rivera, CA, 90660
55.	(Print Name) Marcos Ceja	(Address) 7267 Citronell Ave
	(Signature) <i>MCS</i>	Pico Rivera, CA 90660
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	(Signature) <i>B. Benavidez</i>	PICO RIVERA, CA 90660

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61.	Nora Sanchez (Signature)	714L Bequette Ave Pico Rivera, CA 90660
62.	Rafael Cortez (Signature)	9229 Danbridge St Pico Rivera - CA 90660
63.	Yolanda Cortez (Signature)	9229 Danbridge St Pico Rivera CA 90660
64.	Lori Virgen (Signature)	9113 Danbridge St Pico Rivera, CA 90660
65.	Dario Zuno (Signature)	9113 Danbridge St Pico Rivera, CA 90660
66.	Jose Cardenas (Signature)	9119 Danbridge St Pico Rivera CA 90660
67.	Steven Moreno (Signature)	9119 Danbridge St Pico Rivera, CA 90660
68.	Jaime Avila (Signature)	9213 DANBRIDGE ST PICO RIVERA CA
69.	Eredina Anderson (Signature)	9213 Danbridge St. Pico Rivera, CA
70.	George Lopez (Signature)	7325 Citronell Pico Rivera, CA 90660
71.	Enrika Lopez (Signature)	7325 Citronell Pico Rivera CA 90660
72.	Joseph D. Lopez (Signature)	7325 Citronell Ave. Pico Rivera CA 90660
73.	Dolores Valenzuela (Signature)	6738 Loch Alene Ave Pico Rivera CA 90660
74.	Jose A. Jimenez (Signature)	6718 Loch Alene Av. Pico Rivera CA 90660
75.	Stacy Valenzuela (Signature)	6704 Loch Alene Av Pico Rivera CA 90660
76.	Eddie F. Garcia (Signature)	6642 Loch Alene Ave Pico Rivera CA 90660
77.	Wib Kwillien (Signature)	6642 Loch Alene AVE Pico Rivera CA 90660

	(Print Name)	(Address)
78.	Edward P. PEREZ (Signature)	6642 Loch Alene Ave Pico Rivera CA 90660
79.	Thomas PEREZ (Signature)	6636 Loch Alene Ave
80.	ROBERTO PEREZ (Signature)	6636 Loch Alene Ave P.R.
81.	Alice R. Perez (Signature)	6636 Loch Alene Ave. P.R.
82.	Marcos Perez (Signature)	6636 Loch Alene Ave P.R.
83.	Desiree De la Fuente (Signature)	6612 Loch Alene Ave PR
84.	Oscar Montello (Signature)	6621 Loch Alene Ave Pico Rivera CA 90660
85.	MIKE TOBAC (Signature)	1424 4th St MONTABELLO, CA 90640
86.	Rosemary Torres (Signature)	1424 S 4th St Montebello, CA 90640
87.	EL ESPINOZA (Signature)	1300 S. CAROL
88.	Nora & Sergio Castellanos (Signature)	710 Frontal Ave # C2 Montebello CA 90640
89.	Alfredo Machuca (Signature)	807 W. Oakwood St. Montebello, CA 90640
90.	Jesus de Archa (Signature)	829 So. 5th St Montebello, CA 90640
91.	E. de Archa (Signature)	829 S. 5th St Montebello CA 90640
92.	Jose Alfredo Machuca (Signature)	807 - W. Oakwood St. Montebello CA. 90640
93.	Josue Contreras (Signature)	1401 S. 4th St Montebello CA 90640
94.	Irene Contreras (Signature)	1401 So. 4th St Montebello, CA 90640
95.	Daniel Alcalá (Signature)	1344 Carol Way Montebello, CA 90640

96.	(Print Name) Darlene Alcala	(Address) 1244 carson WAY Montebello, CA 90640
	(Signature) 	
97.	(Print Name) Meliten Castrejon	(Address) 1361 S. 4TH ST Montebello, CA 90640
	(Signature) 	
98.	(Print Name) Angela Aranda	(Address) 1037 S. 5th. ST. Montebello, CA 90640
	(Signature) 	
99.	(Print Name) Elba Granados	(Address) 740 Frankel AVE APT. A8 Montebello, CA 90640
	(Signature) Elba Granados	
100.	(Print Name) Enka Munoz	(Address) 1040 S. 4TH ST. Montebello, CA 90640
	(Signature) 	

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

100

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

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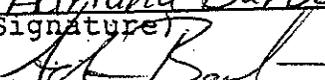
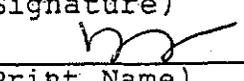
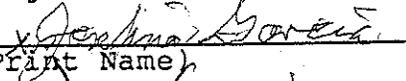
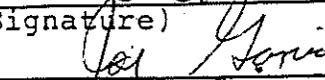
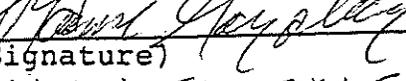
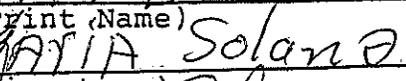
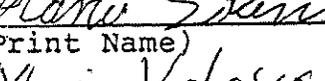
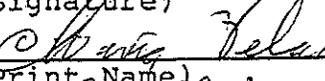
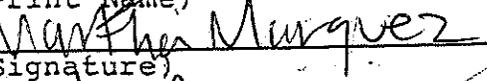
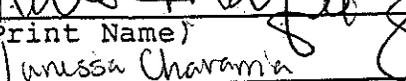
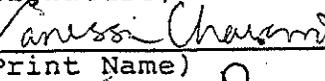
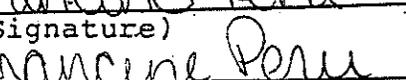
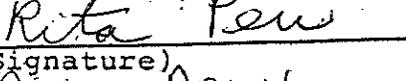
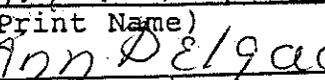
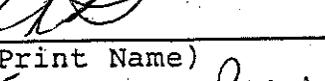
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1.	(Print Name) HENRY M CRUZ (Signature) <i>[Signature]</i>	(Address) 9058 Homebrook St. Pico Rivera, 90660
2.	(Print Name) Maria R. Cruz (Signature) <i>[Signature]</i>	(Address) 2058 Homebrook St Pico Rivera, CA 90660
3.	(Print Name) Alexandra Martinez (Signature) <i>[Signature]</i>	(Address) 9136 Homebrook St. Pico Rivera, CA 90660
4.	(Print Name) Anabelle Martinez (Signature) <i>[Signature]</i>	(Address) 9136 Homebrook St. Pico Rivera, CA 90660
5.	(Print Name) <i>[Signature]</i> (Signature) Dexha Martinez	(Address) 9136 Homebrook St. Pico Rivera, CA 90660

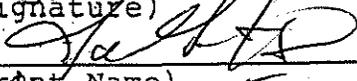
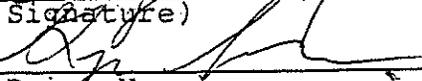
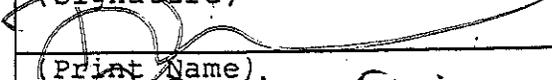
	(Print Name)	(Address)
6.	Maria Fajardo (Signature)	6422 BONNIE VALE PICO RIVERA (Address)
7.	Fredrick Fajardo (Signature)	6422 BONNIE VALE PICO RIVERA (Address)
8.	Sonia Diaz (Signature)	6332 Bonnie Vale Ave, Pico Rivera (Address)
9.	Constanza Muñoz (Signature)	6332 Bonnie Vale Ave, Pico Rivera (Address)
10.	Ruben Rueda (Signature)	6326 Bonnie Vale Ave. Pico Rivera (Address)
11.	Salvador Villar (Signature)	6326 Bonnie Vale Ave Pico Rivera (Address)
12.	Maria Aguirre (Signature)	6302 Bonnie Vale Ave. (Address)
13.	Maria Galindo (Signature)	6303 Bequette Ave Pico Rivera 90660 (Address)
14.	Ralph Sedillo (Signature)	6313 Bequette Ave Pico Rivera 90660 (Address)
15.	Debra Sedillo (Signature)	6313 Bequette Ave Pico Rivera a new (Address)
16.	Denise LaCarra (Signature)	6403 BEQUETTE AVE PICO RIVERA, CA (Address)
17.	Ernestine LaCarra (Signature)	6403 Bequette Pico Rivera Ca (Address)
18.	Eric B. Snydas (Signature)	6407 Bequette Ave Pico Rivera CA 90660 (Address)
19.	Eric B. Snydas (Signature)	6407 Bequette Ave Pico Rivera CA (Address)
20.	Susan Ortega (Signature)	6513 Bequette Ave Pico Rivera, Ca. 90660 (Address)
21.	Steve Ortega (Signature)	6513 Bequette Pico Rivera, CA. 90660 (Address)
22.	Jesús M. Jaime (Signature)	6213 Bequette 90660 Pico Rivera (Address)
23.	Jonathan Barbosa (Signature)	6503 Bequette Ave Pico Rivera, CA 90660 (Address)

	(Print Name)	(Address)
24.	ROBERT GOMEZ (Signature) 	6507 BEQUETTE AVE PICO RIVERA CA 90660
25.	Adriana Barbosa (Signature) 	6503 Bequette Ave Pico Rivera CA 90660
26.	Rebecca Gomez (Signature) 	6507 BEQUETTE AVE PICO RIVERA CA 90660
27.	Josefina Garcia (Signature) 	6313 Lindell ave. Pico Rivera CA 90660
28.	Joe Garcia (Signature) 	6313 Lindell ave. Pico Rivera CA 90660
29.	Ramon Gonzalez (Signature)  RAMON GONZALEZ	6421 LINDELL AVE. PICO RIVERA CA 90660
30.	MARIA Solano (Signature)  MARIA Solano	6421 Lindell Pico Rivera CA 90660
31.	Maria Velasco (Signature)  MARIA VELASCO	6421 s. Lindell Ave Pico Rivera Cal 90660
32.	Pat Patino (Signature) 	6529 BONNIE VALE BLVD PICO RIVERA CA 90660
33.	Manther Marquez (Signature)  Manther Marquez	6437 BONNIEVALE AVE. PICO RIVERA, CA 90660
34.	Vanessa Charamin (Signature)  Vanessa Charamin	6437 Bonnie Vale Avenue Pico Rivera CA 90660
35.	Francine Peru (Signature)  Francine Peru	6303 Lindell Avenue Pico Rivera, CA 90660
36.	Rita Peru (Signature)  Rita Peru	6303 Lindell Avenue Pico Rivera CA 90660
37.	Ann Delgado (Signature) 	6503 Lindell Ave Pico Rivera Ca 90660
38.	Sammy Peru (Signature)  Sammy Peru	6303 Lindell Ave Pico Rivera CA, 90660
39.	Judy Peru (Signature)  Judy Peru	6303 Lindell Ave Pico Rivera CA 90660
40.	Tommy Delgado (Signature)  Tommy Delgado	6303 Lindell Ave Pico Rivera CA 90660
41.	Isabel Torres (Signature)  Isabel Torres	6413 Lindell Ave Pico Rivera CA 90660

42.	(Print Name) Salvador G Torres	(Address) 6413 Lindell Ave Pico Rivera CA 90660
	(Signature) <i>Salvador G Torres</i>	
43.	(Print Name) Olga Perez	(Address) 6303 Lindell Ave Pico Rivera, CA 90660
	(Signature) <i>Olga Perez</i>	
44.	(Print Name) Maribel Rosales	(Address) 9210 Coolhurst Drive Pico Rivera, CA
	(Signature) <i>Maribel Rosales</i>	
45.	(Print Name) Marisol Rosales Tejeda	(Address) 9210 Coolhurst Dr. Pico Rivera CA 90660
	(Signature) <i>Marisol Rosales Tejeda</i>	
46.	(Print Name) Alberto Tejeda	(Address) 9210 Coolhurst Dr. Pico Rivera CA 90660
	(Signature) <i>Alberto Tejeda</i>	
47.	(Print Name) Timoteo Aceves	(Address) 9304 Coolhurst Dr. Pico Rivera Ca 90660
	(Signature) <i>Timoteo Aceves</i>	
48.	(Print Name) MARIA ACEVES	(Address) 9304 Coolhurst Dr Pico Rivera CA 90660
	(Signature) <i>Maria Aceves</i>	
49.	(Print Name) Juan Sanchez	(Address) 9355 Balfour St Pico Rivera Ca 90660
	(Signature) <i>Juan Sanchez</i>	
50.	(Print Name) Armando LARA	(Address) 9349 BALFOUR ST PICO RIVERA
	(Signature) <i>Armando LARA</i>	
51.	(Print Name) Benny Morales	(Address) 9227 Balfour St Pico Rivera CA 90660
	(Signature) <i>Benny Morales</i>	
52.	(Print Name) Ernesto Sanchez	(Address) 9213 Balfour St Pico Rivera 90660
	(Signature) <i>Ernesto Sanchez</i>	
53.	(Print Name) Rudy Marcante	(Address) 9209 Balfour St. Pico Rivera CA 90660
	(Signature) <i>Rudy Marcante</i>	
54.	(Print Name) Cynthia Avila	(Address) 8468 Buhman Ave Pico Rivera, CA 90660
	(Signature) <i>Cynthia Avila</i>	
55.	(Print Name) Saul Leon	(Address) 9644 Wampler St Pico Rivera, CA 90660
	(Signature) <i>Saul Leon</i>	
56.	(Print Name) Erika Leon	(Address) 9644 Wampler St Pico Rivera, CA 90660
	(Signature) <i>Erika Leon</i>	
57.	(Print Name) Anthony Mancilla	(Address) 9644 Wampler St Pico Rivera, CA 90660
	(Signature) <i>Anthony Mancilla</i>	
58.	(Print Name) Rosanna Cabrera	(Address) 9664 Wampler St. Pico Rivera, CA 90660
	(Signature) <i>Rosanna Cabrera</i>	
59.	(Print Name) JOAQUIN CABRERA	(Address) 9664 Wampler St Pico Rivera, CA 90660
	(Signature) <i>Joaquin Cabrera</i>	

	(Print Name)	(Address)
60.	Angelina Lopez (Signature)	9674 Wampler St. Pico Rivera, CA 90660
61.	Luis Lopez (Signature)	9674 Wampler St. Pico Rivera, CA 90660
62.	Josana Torrea (Signature)	9680 Wampler St. Pico Rivera, CA 90660
63.	Martin Torrea (Signature)	9680 Wampler St. Pico Rivera, CA 90660
64.	Arely Ulloa (Signature)	9679 Wampler St Pico Rivera CA 90660
65.	Lidia Guzman (Signature)	9679 Wampler St Pico Rivera CA 90660
66.	Ramon Barra (Signature)	9679 Wampler St. Pico Rivera CA 90660
67.	Damon Barra (Signature)	9679 Wampler St Pico Rivera CA 90660
68.	Fatima Garbay (Signature)	9679 Wampler St Pico Rivera CA, 90660
69.	BEATRIZ C. CRUZ (Signature)	9609 WAMPLER ST. PICO RIVERA, CA 90660
70.	S Rodriguez (Signature)	9651 Wampler St Pico Rivera CA 90660
71.	Lorvaine Navarro (Signature)	9641 Wampler St Pico Rivera Ca 90660
72.	JAVIER Mojica (Signature)	9639 WAMPLER ST PICO RIVERA CA
73.	Mancele Macang (Signature)	9639 Wampler St Pico Rivera ca 90660
74.	RITA TRIMPLIN (Signature)	9649 WAMPLER ST. PICO RIVERA, CA. 90660
75.	VICTOR RODRIGUEZ (Signature)	9613 Wampler St Pico Rivera Ca. 90660
76.	Beatriz Hernandez (Signature)	9613 Wampler St. Pico Rivera CA. 90660
77.	WELLIE RYTON (Signature)	9623 Wampler St. Pico Rivera CA 90660

	(Print Name)	(Address)
78.	Marimar Rosales (Signature)	9210 Coolhurst Dr. Pico Rivera, CA 90660
79.	Andrea Hurtado (Signature)	9232 Coolhurst Dr. Pico Rivera, CA 90660
80.	Monica Torres (Signature)	9232 Coolhurst Dr. Pico Rivera, CA 90660
81.	Eleanor Arandia (Signature)	9320 Coolhurst Pico Rivera, CA 90660
82.	CAROL Whalley (Signature)	7818 Wexford Ave Whittier Ca 90606
83.	Jonathan Castillo (Signature)	7807 Wexford Av Whittier, CA 90606
84.	Bety Lopez (Signature)	7823 Wexford Ave Whittier Ca 90606
85.	TERESA RAZO (Signature)	7855 Wexford Ave, Whittier Cal 90606
86.	Adrian Flores (Signature)	7859 Wexford Ave. Whittier CA. 90606
87.	Rebecca Flores (Signature)	7859 Wexford Ave Whittier CA 90606
88.	Harold Medrano (Signature)	7842 Wexford Ave Whittier, CA 90606
89.	Isaac Medrano (Signature)	7842 Wexford Ave Whittier, CA 90606
90.	Aaron Medrano (Signature)	7842 Wexford Ave Whittier, CA 90606
91.	Carmen Sanchez (Signature)	7842 Wexford Ave. Whittier CA 90606
92.	Insula Medrano (Signature)	7842 Wexford Ave. Whittier, CA 90606
93.	Louise Major (Signature)	7832 Wellsford Ave. Whittier, CA 90606
94.	Robert Major (Signature)	7832 Wellsford Ave Whittier, CA 90606
95.	Alisha Kozlowski (Signature)	7812 Wellsford Ave Whittier CA 90606

96.	(Print Name) Joe Gutierrez	(Address) 7812 Wellstord Ave. Whittier 90606
	(Signature) 	
97.	(Print Name) Garry Espinoza	(Address) 7803 Wellstord Ave Whittier CA 90606
	(Signature) 	
98.	(Print Name) Darlene Espinoza	(Address) 7803 Wellstord Ave Whittier CA 90606
	(Signature) 	
99.	(Print Name) Phyllis Espinoza	(Address) 7803 Wellstord Ave Whittier CA 90606
	(Signature) 	
100.	(Print Name) Rose Lopez	(Address) 7839 Wellstord Ave Whittier CA 90606
	(Signature) 	

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1.	(Print Name) Dionisia Hurtado	(Address) 90660 306 Jacmar Drive Montebello CA
	(Signature) D Hurtado	
2.	(Print Name) Damian Trujillo	(Address) 6629 Loch Alean Pico Rivera CA 90660
	(Signature) D Trujillo	
3.	(Print Name) Anna Qui	(Address) 733 W Washington Bl Montebello CA
	(Signature) A Qui	
4.	(Print Name) ESTHER Celiz	(Address) 9563 Burma Rd, Pico Rivera, CA 90660
	(Signature) Esther Celiz	
5.	(Print Name) Dolores Saldana	(Address) 804 W. Hughes Mth. CA 90640
	(Signature) Dolores Saldana	

	(Print Name)	(Address)
6.	RIFA VALLE (Signature) Rita Valle	932 E. 4th St (Address)
7.	RIFA VALLE (Signature)	
8.	Terri Gomez (Signature) Terry Gomez	1012 West Buntford Montebello, CA 90040 (Address)
9.	Eugenia G. Reyes (Signature)	832 S. Maple Av. Montebello CA 90640 (Address)
10.	Eve Wellan (Signature) Nicole Cuellar	6635 LOCK ACENE AVE PICO RIVERA CA 90660 (Address)
11.	W. O. (Signature)	712 South 5th street Montebello CA 90040 (Address)
12.	MIKE MARTINEZ (Signature)	4336 E. 3RD ST. LOS ANGELES, CA 90022 (Address)
13.	Jance Torres (Signature)	1704 W. Cleveland AV Montebello, CA. 90640 (Address)
14.	Fran Acosta (Signature)	7829 calobaria AVE Whittier, CA, 90606 (Address)
15.	Elliot Bachon (Signature)	7829 calobaria AVE Whittier, CA, 90606 (Address)
16.	Jorge Martinez (Signature)	6215 Lindsey Ave Pico Rivera, CA 90660 (Address)
17.	Rosela Medina (Signature) Rosela Medina	7924 Crowdale Ave Whittier CA 90606 (Address)
18.	Diana Gomez (Signature)	9032 Rex Rd Pico Rivera Cal. 90660 (Address)
19.	Margalena Moe (Signature) Margalena Moe	12813 Foxley Rd Whittier CA 90602 (Address)
20.	DAVID REYNOSO (Signature)	9632 REX RD. PICO RIVERA, CA. 90660 (Address)
21.	BRUCE BACHMAN (Signature) Bruce Bachman	7076 PICO VISTA RD. PICO RIVERA, CA 90660 (Address)
22.	Rudy (ASAS) (Signature)	9657 NAN St. PICO RIVERA, CA. 90660 (Address)
23.	Tim Jimenez (Signature)	9619 Rushmore St. Pico Rivera CA. 90660 (Address)

	(Print Name)	(Address)
24.	Oscar Limon (Signature) <i>OLM</i>	Oscar Limon 9602 Rushmore St Pico Rivera Ca 90660
25.	Jose Luis (Signature) <i>JL</i>	9602 Rushmore St. Pico Rivera CA 90660
26.	Lucinda Sayavedra (Signature) <i>Lucinda Sayavedra</i>	9634 Rushmore St Pico Rivera, CA. 90660
27.	Abigail Rodriguez (Signature) <i>Abigail Rodriguez</i>	9634 RUSHMORE ST PICO RIVERA CA 90660
28.	Linda Peña (Signature) <i>Linda Peña</i>	9629 Washington Bl. Pico Rivera Ca 90660
29.	Craig Villaseñor Jr. (Signature) <i>Craig Villaseñor Jr.</i>	9629 Washington Bl Pico Rivera Ca 90660
30.	Eduardo S. Peña (Signature) <i>Eduardo S. Peña</i>	9629 Washington Bl - Pico Rivera Ca 90660
31.	Juan Garcia (Signature) <i>Juan Garcia</i>	9613 Washington BL Pico RIVERA CA 90660
32.	Juan Garcia (Signature) <i>Juan Garcia</i>	9613 Washington Bl Pico Rivera CA 90660
33.	Maria Cuellar (Signature) <i>Maria Cuellar</i>	9609 Washington Blvd Pico Rivera, Ca 90660
34.	Marilyn Cuellar (Signature) <i>Marilyn Cuellar</i>	9609 Washington Blvd Pico Rivera Ca 90660
35.	Edwina Rosas (Signature) <i>Edwina Rosas</i>	9529 Washington Blvd Pico Rivera CA 90660
36.	Adriana Rosas (Signature) <i>Adriana Rosas</i>	9529 Washington Blvd Pico Rivera, CA 90660
37.	Adriana Rosas (Signature) <i>Adriana Rosas</i>	9515 Washington Blvd Pico Rivera, CA 90660
38.	Adriana Rosas (Signature) <i>Adriana Rosas</i>	9515 Washington Blvd Pico Rivera CA 90660
39.	Georgina Villaseñor (Signature) <i>Georgina Villaseñor</i>	9629 Washington Blvd Pico Rivera CA 90660
40.	Cecilia Higuera (Signature) <i>Cecilia Higuera</i>	9629 Washington Blvd Pico Rivera CA 90660
41.	Alfa Lopez (Signature) <i>Alfa Lopez</i>	9612 Rushmore St Pico Rivera, Ca. 90660

	(Print Name)	(Address)
42.	(Print Name) Luz del Carmen Carrero (Signature) Luz del Carmen Carrero	6765 Miller Ave Pico Rivera CA
43.	(Print Name) Roberto Smitzo (Signature) Roberto Smitzo	6751 Miller Ave Pico Rivera CA 90662
44.	(Print Name) Lily Paramant (Signature) Lily Paramant	6751 Miller Ave Pico Rivera CA
45.	(Print Name) Christina Cardes (Signature) Christina Cardes	6769 Cord Ave Pico Rivera, CA 90660
46.	(Print Name) Eric Berrios (Signature) Eric Berrios	6755 Cord Ave Pico Rivera, 90660
47.	(Print Name) Ana Hernandez (Signature) Ana Hernandez	6761 Cord Ave Pico Rivera, CA 90660
48.	(Print Name) Joanne Santan (Signature) Joanne Santan	6761 Cord Ave Pico Rivera, CA 90660
49.	(Print Name) Gloria Zataran (Signature) Gloria Zataran	6751 Cord Ave Pico Rivera CA 90660
50.	(Print Name) Luis Villages (Signature) Luis Villages	6751 Cord Ave Pico Rivera CA 90660
51.	(Print Name) Jeannette Espinosa (Signature) Jeannette Espinosa	9422 Goodbee St Pico Rivera, CA 90660
52.	(Print Name) Araceli Gonzalez (Signature) Araceli Gonzalez	9513 Goodbee St Pico Rivera CA 90660
53.	(Print Name) DANIEL ARTECH (Signature) DANIEL ARTECH	9514 GOODBEE ST PICO RIVERA, CA. 90660
54.	(Print Name) Yvonne Artech (Signature) Yvonne Artech	9514 Goodbee Street Pico Rivera, CA. 90660
55.	(Print Name) Sandra Lucero (Signature) Sandra Lucero	9603 Goodbee St Pico Rivera, CA 90660
56.	(Print Name) Armida Cole (Signature) Armida Cole	9603 Goodbee St Pico Rivera, CA 90660
57.	(Print Name) Sandi-Rose Wood (Signature) Sandi-Rose Wood	9603 Goodbee St. Pico Rivera, CA
58.	(Print Name) Brandi Wood (Signature) Brandi Wood	9603 Goodbee Pico Rivera, CA 90660
59.	(Print Name) DAVID A. COLE (Signature) David A Cole	9603 GOODBEE ST PICO RIVERA CA 90660

	(Print Name)	(Address)
60.	Bianca Godinez (Signature)	9627 Goodbee St. Pico Rivera, CA 90660
61.	Enrique Chavez (Signature)	9627 Goodbee Street Pico Rivera, CA 90660
62.	Claudia Diaz (Signature)	9633 Goodbee St. Pico Rivera, CA 90660
63.	Concepcion Diaz (Signature)	9633 Goodbee St. Pico Rivera, CA 90660
64.	Richard Reyes (Signature)	9639 Goodbee St Pico Rivera, CA 90660
65.	Lider Camillo (Signature)	9639 Goodbee St Pico Rivera, CA 90660
66.	Destiny Reyes (Signature)	9639 Goodbee St Pico Rivera CA 90660
67.	Maivel Camacho (Signature)	9643 Goodbee St. Pico Rivera CA 90660
68.	Martina Camarillo (Signature)	9643 Goodbee St - Pico Rivera CA 90660
69.	Rachael Gonzalez (Signature)	9434 Goodbee St. Pico Rivera CA 90660
70.	Brandy Gonzalez (Signature)	9434 Goodbee St Pico Rivera CA 90660
71.	Andrew Marquez (Signature)	Andrew 9434 Goodbee St Pico Rivera CA 90660
72.	Jordan Strickling (Signature)	8202 Coral Ln Pico Rivera
73.	Wendy Morales (Signature)	9617 Goodbee St. (Address) 9617 Goodbee St.
74.	Elizabeth Reynoso (Signature)	6303 Loch Alene Ave, Pico Rivera CA 90660
75.	Ryann Flores (Signature)	6323 Loch Alene Ave PR CA 90660
76.	Martin Alvarez (Signature)	6329 Loch Alene Ave Pico Rivera Ca 90660
77.	Steven Reyes (Signature)	6333 Loch Alene Avenue 90660

	(Print Name)	(Address)
78.	Raul Reyes Garcia (Signature) Raul Reyes Garcia	6333 6th Avene Ave Pico Rivera Ca 90660
79.	Jesús Padilla (Signature) Candra Padilla Jesús	6303 Bonnie Vale Ave. Pico Rivera 90660.
80.	Sandra Padilla (Signature) Sandra Padilla	6303 Bonnie Vale Ave Pico Rivera Ca 90660
81.	Jim Padilla (Signature) Jim Padilla	6303 Bonnie Vale Ave Pico Rivera CA 90660
82.	Jesús Perez (Signature) Jesús	6303 Bonnie Vale Ave Pico Rivera CA 90660
83.	Alirio Almeda (Signature) Alirio	6317 Bonnie Vale Pico Rivera CA 90660
84.	George Campos (Signature) George	6403 Bonnie Vale Ave. Pico Rivera, CA. 90660
85.	Graciela Perez (Signature) Graciela	6433 Bonnie Vale Ave Pico Rivera CA 90660
86.	Lauren Chiatina (Signature) Lauren	6436 Bonnie Vale Ave Pico Rivera CA 90660
87.	Derek Cristovich (Signature) Derek	6436 Bonnie Vale Ave Pico Rivera CA 90660
88.	DANIEL HANCOX (Signature) Daniel Hancox	6502 BONNIE VALE AVE PICO RIVERA CA 90660
89.	TOM DOMINGUEZ (Signature) Tom	6503 Bonnie Vale Ave. Pico Rivera Calif - 90660
90.	Lydia Porter (Signature) Lydia	6533 Bonnie Vale Ave Pico Rivera, CA 90660
91.	Laura Chacon (Signature) Laura	6533 Bonnie Vale Ave Pico Rivera, CA 90660
92.	Martin Chacon (Signature) Martin	6533 Bonnie Vale Ave Pico Rivera, CA 90660
93.	Nicole Chacon (Signature) Nicole	6533 Bonnie Vale Ave Pico Rivera, CA 90660
94.	Maria Arroyo (Signature) Maria	6532 Bonnie Vale Ave Pico Rivera, CA 90660
95.	SYLVIA MARQUEZ (Signature) Sylvia	6577 BONNIE VALE AVE PICO RIVERA CA 90660

96.	(Print Name) DENNIS QUINONES	(Address) 6318 BONNIE VALE
	(Signature) <i>[Signature]</i>	PICO RIVERA CA 90660
97.	(Print Name) AMAR QUINONES	(Address) 6318 BONNIE VALE
	(Signature) <i>[Signature]</i>	PICO RIVERA CA 90660
98.	(Print Name) DELOIS A JUANBE	(Address) 4517 BONNIE VALE AVE
	(Signature) <i>[Signature]</i>	PICO RIVERA CA 90660
99.	(Print Name) CHRISTOPHER CRUZ	(Address) 9058 HOMEWOOD ST.
	(Signature) <i>[Signature]</i>	PICO RIVERA, CA 90660
100.	(Print Name) THOMAS H. COVATZ	(Address) 9058 HOMEWOOD ST
	(Signature) <i>[Signature]</i>	PICO RIVERA CA 90660

BUSINESSES

L-1

PETITION FOR MONTEBELLO, AND PICO RIVERA RESIDENTS, AND LOS ANGELES COUNTY RESIDENTS AND TAXPAYERS AGAINST THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY GOLD LINE TRANSIT CORRIDOR PHASE 2 EXTENSION WASHINGTON BOULEVARD ALTERNATIVE.

I, the undersigned, declare that I am a taxpaying resident of Los Angeles County, and I am firmly opposed to the proposed Los Angeles County Metropolitan Transportation Authority (Metro) Light Rail Project known as the Gold Line Eastside Transit Corridor Phase 2 Extension, Washington Boulevard Alternative. I oppose this project for any, or all, of the following reasons:

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1. If the light rail is constructed, there will be two tracks down the middle of Washington Boulevard, and they will be fenced-in. It will be the same as a barrier wall down the middle of Washington Boulevard which cannot be crossed-through by vehicles, or pedestrians, and it will eliminate left turns either onto, or off of Washington Blvd., except at widely spaced-apart intersections. School children and parents will be in danger on school days in South Montebello. According to the Metro's own Environmental Impact Report (EIR) this will cause more traffic, congestion, and bring heightened danger to the neighborhoods north and south of Washington Boulevard. These problems will also lower the neighborhood's property values.
2. According to the Metro EIR, in order to make room for the light rail, which will be constructed down the middle of Washington Boulevard from Telegraph Road to Lambert Road in Whittier, one traffic lane in each direction will be eliminated. Traffic on Washington Boulevard will become impossibly congested, especially at rush hours.
3. I have become aware of the Transportation System Management (TSM) Alternative, which was detailed in Metro's own Environmental Impact Report (EIR), and I believe that the TSM Alternative will be a much better method of public transportation than the Metro Light Rail system. By using electric buses instead of rail cars the TSM Alternative will cost a fraction of the rail system. It can be up and running in 6 months to one year, and there will be no need for any major construction along the Washington Boulevard route. Using the TSM Alternative instead of constructing the Metro Light Rail will also save taxpayers approximately \$1.65 billion.
4. The Gold Line light rail will cost taxpayers at least \$1.7 billion to build. It may be possible to start using the TSM Alternative at a cost of \$17 million, which is one one-hundredth of the \$1.7 billion cost of the Gold Line. Even if the TSM cost is doubled to \$34 million, that is still one-fiftieth of the cost of the Gold Line. Therefore, I believe building the Metro Gold Line Light Rail system will be a huge waste, and misspending of taxpayers' money if it is constructed.
5. Because the Gold Line Light Rail informational, or scoping meetings about the light rail were conducted in a secretive and false manner, it is clear that the Metro people did not want the residents of South Montebello, and South Pico Rivera to know how bad the light rail system would be if it is built in those neighborhoods. They did not tell the residents about the meetings, and they did not hold any meetings in South Montebello or South Pico Rivera.

	(Print Name)	(Address)
1.	Inland Kenworth (Signature) <i>[Signature]</i>	1600 W. WASHINGTON BLVD Montebello CA 90640
2.	MARCUS NAVARRO (Signature) <i>[Signature]</i>	1500 WASHINGTON BLVD Montebello CA 90640 Handy Self Storage
3.	Montes Pallets Inc (Signature) <i>[Signature]</i>	1400 Washington Bl. Montebello CA 90640
4.	Jansoo (Signature) <i>[Signature]</i>	1122 Washington Blvd montebello cal 90640
5.	Russella Romero (Signature) <i>[Signature]</i>	1100 Washington Blvd SUBWAY

6.	(Print Name) Dimitris VITTOURAS	(Address) CALIFORNIA Burger 870 WASHINGTON BLVD, Montebello CA 90640
	(Signature) 	(Address)
7.	(Print Name) Maria Hernandez	(Address) 1542 Wash. E Blue Mt. Rd CA 90640
	(Signature) 	(Address)
8.	(Print Name) Viktoria Kibalava	(Address) Bellamour Beauty 1518 Washington Blvd. Montebello CA 90640
	(Signature) 	(Address)
9.	(Print Name) Ramon Kibalava	(Address) Bellamar Beauty 1518 Washington Blvd. Montebello, CA 90640
	(Signature) 	(Address)
10.	(Print Name) CAREY LUTSAY	(Address) RTL Carriers 1220 Washington Blvd Montebello CA 90640
	(Signature) 	(Address)
11.	(Print Name) Fred + Torres	(Address) WRAP CENTRAL 1122 Washington Blvd Montebello CA 90640 #D
	(Signature) 	(Address)
12.	(Print Name) Melissa Ramirez	(Address) Wrap Central 1122 Washington Blvd Montebello CA 90640 #D
	(Signature) 	(Address)
13.	(Print Name) Michael Reyes	(Address) Alco Alert Interlock 1122 Washington Blvd Unit C-2 Montebello CA 90640
	(Signature) 	(Address)
14.	(Print Name) Willy Franco	(Address) Perfect bumper & wheels 933 S. Greenwood Blv. Montebello CA 90640
	(Signature) 	(Address)
15.	(Print Name) CARLOS NAVA	(Address) MINUTE MAN 909 S. Greenwood Ave. Az. C&D Montebello CA 90640
	(Signature) 	(Address)
16.	(Print Name) Jose Ortiz	(Address) JCC Auto 700 W WASHINGTON BLVD Montebello CA 90640
	(Signature) 	(Address)
17.	(Print Name) Luis Ovijas	(Address) LOVIE'S SMOG CHECK 720 WASHINGTON BLVD
	(Signature) 	(Address)
18.	(Print Name) Benny Alvarez	(Address) Alvarez Tires 720 Washington Blvd
	(Signature) 	(Address)
19.	(Print Name) Fliso Garcia	(Address) Express 502 Tire 1512 Washington Blvd Montebello, CA 90640
	(Signature) 	(Address)
20.	(Print Name) AWAD ABDEL	(Address) 1635 WASHINGTON AWAD HOME FASHION MONTABELLO CA
	(Signature) 	(Address)
21.	(Print Name) Abdel Abdelkamil	(Address) 1633 Washington Blvd Elite home products
	(Signature) 	(Address)
22.	(Print Name) Earth Caceros	(Address) Gale Supply Company 90640 1631 Washington Blvd Montebello
	(Signature) 	(Address)
23.	(Print Name) Alejandro Gomez	(Address) Air Product Sales 90640 1625 Washington Blvd Montebello
	(Signature) 	(Address)

24.	(Print Name) <i>Rubio Maldonado</i>	(Address) El Pullo Pizzeria 1541 W. Huntington Blvd - Montebello, Cal.
	(Signature) <i>[Signature]</i>	
25.	(Print Name) Memo Rubio	(Address) Rubio Motors 1127 Washington Blvd. Montebello CA. 90640
	(Signature) <i>[Signature]</i>	
26.	(Print Name) RUBEN CALDERON	(Address) Ran G SMOG Center 1141 WASHINGTON BLVD MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
27.	(Print Name) <i>[Signature]</i>	(Address) KENS TIRE 1014 S. GREENWOOD AVE MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
28.	(Print Name) <i>[Signature]</i>	(Address) 837 W. Washington Blvd # 4 Montebello Ca 90640 JCB
	(Signature) <i>[Signature]</i>	
29.	(Print Name) JACK BANCERO	(Address) 825 Washington Blvd PB INSURANCE Agency
	(Signature) <i>[Signature]</i>	
30.	(Print Name) Miguel Bae	(Address) 1129 Washington Blvd Montebello CA 90640 (Manny's Car Wash)
	(Signature) <i>[Signature]</i>	
31.	(Print Name) Ismael Martinez	(Address) Pina's Discount Store 1111 Washington Blvd STE C CA 90640 Montebello
	(Signature) <i>[Signature]</i>	
32.	(Print Name) JUAN F. ROMERO	(Address) EL ZIPOTE INC 1111 WASHINGTON BLVD MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
33.	(Print Name) NANCY SOU	(Address) OLYMPIC DONUT 1103 W. WASHINGTON BLVD MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
34.	(Print Name) <i>[Signature]</i>	(Address) JESUS ESM Body Shop 1014 B Greenwood Ave
	(Signature) <i>[Signature]</i>	
35.	(Print Name) <i>[Signature]</i>	(Address) Vista Pharmacy 825 Washington Blvd Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
36.	(Print Name) Luis Quijada	(Address) GENERAL METAL RECYCLING 1505 WASHINGTON BLVD MONTEBELLO CA 90640
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37.	(Print Name) Sean Mehr	(Address) 829 Washington Blvd. Arts Printing Montebello, CA 90640
	(Signature) <i>[Signature]</i>	
38.	(Print Name) Valerie Licea	(Address) 483 Washington Blvd Montebello CA 90640 Precise Personnel
	(Signature) <i>[Signature]</i>	
39.	(Print Name) KEVIN TANG	(Address) 481 WASHINGTON BLVD GOODLUCK MONTEBELLO CA 90640
	(Signature) <i>[Signature]</i>	
40.	(Print Name) Jesus Rodriguez	(Address) 405 WASHINGTON BLVD FITO BLUE IMAGE FITNESS
	(Signature) <i>[Signature]</i>	
41.	(Print Name) <i>[Signature]</i>	(Address) 1115 Washington Tom BIV Castillos Bakery
	(Signature) <i>[Signature]</i>	

42.	(Print Name) Carla Wilken	(Address) 497 Washington Blvd Montebello CA 90640	L-1 Toluco's
	(Signature) <i>[Signature]</i>		
43.	(Print Name) Elizabeth Flores	(Address) 493 Washington Blvd Montebello Imperial Hair	
	(Signature) <i>[Signature]</i>		
44.	(Print Name) Magdalena Pérez	(Address) 493 Washinton Blvd Imperial Hair Studio	
	(Signature) <i>[Signature]</i>		
45.	(Print Name) Yolanda P	(Address) 493 Washington Blvd Imperial Hair Studio	
	(Signature) <i>[Signature]</i>		
46.	(Print Name) Maria Aguirre	(Address) 493 Washington Blvd Imperial hair studi	
	(Signature) <i>[Signature]</i>		
47.	(Print Name) Javier Beltran	(Address) 1149 W. Washington Blvd Beltran Transmission	
	(Signature) <i>[Signature]</i>		
48.	(Print Name) Salvador Zovana	(Address) 718 S Main Ave Economy mechanic	
	(Signature) <i>[Signature]</i>		
49.	(Print Name) Luz Gutierrez	(Address) 9555 Washington Blvd Pico Rivera Ca 90660	
	(Signature) <i>[Signature]</i>		
50.	(Print Name) Verdeca Navero	(Address) PLT Real Estate Solutions 4300 Washington Blvd Pico Rivera CA 90660	
	(Signature) <i>[Signature]</i>		
51.	(Print Name) Kevin Smith	(Address) 9273 E Washington Blvd Pico Rivera CA 90660 Dax Rax Restaurant	
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52.	(Print Name) Alma Sanchez	(Address) Chupa Eyecare 4014 Washington Blvd Pico Rivera CA 90660	
	(Signature) <i>[Signature]</i>		
53.	(Print Name) GIORJA CARRILLO	(Address) 477 Washington Blvd Fatimas Grill	
	(Signature) <i>[Signature]</i>		
54.	(Print Name) AIPINA QIU 7- eleven	(Address) 733 Washington Blvd Montebello CA 90640	
	(Signature) <i>[Signature]</i>		
55.	(Print Name) George Soy	(Address) The Donut Maker 723 Washington Blvd.	
	(Signature) <i>[Signature]</i>		
56.	(Print Name)	(Address)	
	(Signature)		
57.	(Print Name)	(Address)	
	(Signature)		
58.	(Print Name)	(Address)	
	(Signature)		
59.	(Print Name)	(Address)	
	(Signature)		